

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143289/JO/2025

Date registered valid: 24 June 2025

Proposal: Variation of planning condition 1 (Temp), 2 (Discontinue), 4 (SPL), 10 (CMP), 14 (Noise), 15a (Lighting), 17 (Cycles), 21 (Boundary treatment) and the removal of conditions 7 (Flood 2), 8 (Ground Contamination), 12b (Tech spec) and 15b (Lighting) attached to planning permission 140587/FO/2024.

Address: Land At Peary Street, Manchester,

Ward(s): Piccadilly Ward

Applicant: Social Sports Society

Agent (if any): Mr Tom Leigh JMS Planning & Development Ltd

Case officer: Michael Pearson
Tel: 0161 219 2735
Email: michael.pearson@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 09/09/2025

Application details

Type of application: Variation or Removal of Condition

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 3 July 2025 Expired: 24 July 2025

Neighbour notifications

Printed: 3 July 2025 Expired: 24 July 2025

Site notice

Posted: 4 July 2025 Expired: 25 July 2025

Press advert

Published: 8 July 2025 Expired: 29 July 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application relates to a vacant plot of land that is bound by Peary Street, Back St George's Road, Burstock Street and Bilbrook Street. The land consists of hard standing, slopes downward to the north and is lined by hoarding. The site is in use as a surface car park. The application site is also subject to a live planning permission for the siting of a temporary padel court use (Class F2(c)), approved under planning permission 140587/FO/2024.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The neighbouring area lies in North Manchester and within the area demarcated as the Northern Gateway. Manchester City Centre lies to the south of the site, with more suburban neighbourhoods within Collyhurst lying to the north-east along Rochdale Road. The neighbouring sites closer to the application site consist of forthcoming residential tower blocks to the south-west of the site along Rochdale Road, surface car parks to the west and east, a temporary nightclub use to the north, and vehicle garages to the south.

Description of development

The application seeks consent to vary planning conditions 1 (Time length), 2 (Discontinue of use), 4 (Specified plans), 10 (Construction Management Plan), 14 (Noise), 15a (Lighting), 17 (Cycles),

21 (Boundary treatment) and the removal of conditions 7 (Flood 2), 8 (Ground Contamination), 12b (Technical specification) and 15b (Lighting) of planning permission 140587/FO/2024.

The proposed amendments would see the length of the temporary permission on site increased from 3 to five years, layout changes including the reduction in the number of padel courts from 9no to 7no, omission of multi-use games area, siting of larger canopy/roof covering for padel courts, and the relocation of pedestrian and vehicles accesses.

Information has also been submitted to ensure condition 10 (Construction Management Plan) is a compliance condition.

Planning History

A high number of applications are on record for the application site, the most relevant of which are shown below:

142825/NMC/2025 - Non Material Amendment to planning permission 140587/FO/2024 to remove the previous reference to 3 years from the application title and alter references to ancillary sports facilities – Approved May 2025.

140587/FO/2024 - Temporary permission for three years for the installation of padel courts, multi-use courts, and boule/pétanque courts; the erection of canopies; the installation of containers to include ancillary food and beverage use, portaloos, and reception area; and the inclusion of car and cycle parking, outdoor seating area, refuse area, lighting, and associated infrastructure – Approved September 2024.

139462/FO/2024 - Temporary permission for three years for the installation of sporting facilities comprising 9no. padel tennis courts, 2no. Multi Use Game Areas, 4no. pétanque courts and 1no. climbing wall (class F2(c)) (with ancillary facilities including refreshment provision), associated infrastructure including canopies, lighting and landscaping – Withdrawn May 2024.

118699/FO/2017 - Creation of a 487 space and 142 space car parks for a temporary period of 5 years with associated access, boundary treatment and other works – Approved April 2018.

106293/FO/2014/N1 - Creation of temporary site compound to support construction of Metrolink Second City Crossing. Compound to consist of welfare facility, staff offices, storage yard, car park and new 2.4m high boundary treatment, for a temporary period until 31 July 2017 – Approved September 2014.

Consultations & Notification Responses

Publicity – A site notice and press notice were issued, and neighbouring properties were notified of the development. No representations were received.

Environment Agency – No objection received.

Environmental Health – No objection.

Flood Risk – No objection.

Greater Manchester Police – No objection received.

Highway Safety – No objection.

Manchester Active – No objection.

Transport for Greater Manchester – No objection to proposed amendments. Recommendations made under application 140587/FO/2024 still apply, in that the proposal should provide 2m wide pavements around the application site and a TRO review should be undertaken.

United Utilities – No objection received.

Policy

The Places for Everyone Plan – Joint Development Plan Document, for nine of the 10 boroughs which make up Greater Manchester adopted on 21st of March 2024:

- Policy JP-Strat1 – Core Growth Area
- Policy JP-Strat2 – City Centre
- Policy JP-P1 – Supporting Long-Term Economic Growth
- Policy JP-P7 – Sport and Recreation
- Policy JP-C6 – Walking and Cycling

The Manchester Core Strategy – Development Plan Document 2012-2027 (“the Core Strategy”) was adopted by the City Council on the 11th of July 2012:

- Policy SP1 – Spatial Principles
- Policy EC4 – North Manchester
- Policy CC1 – Primary Economic Development Focus: City Centre and Fringe
- Policy CC5 – Transport
- Policy C10 – Leisure and the Evening Economy
- Policy T1 – Sustainable Transport
- Policy EN1 – Design Principles and Strategic Character Areas
- Policy EN11 – Quantity of Open Space, Sport and Recreation
- Policy EN12 – Area Priorities for Open Space, Sport and Recreation
- Policy EN14 – Flood Risk
- Policy EN18 – Contaminated Land and Ground Stability
- Policy EN19 – Waste
- Policy DM1 – Development Management

Saved Unitary Development Plan for Manchester – The following saved UDP Policies are of relevance to this application:

- Policy DC26 – Development and Noise

National Planning Policy Framework (NPPF)

- Chapter 8 – Promoting Healthy and Safe Communities
- Chapter 9 – Promoting Sustainable Transport
- Chapter 12 – Achieving well-designed and beautiful places

Other Legislative Requirements

Manchester Northern Gateway Strategic Regeneration Framework (February 2019)

National Planning Policy for Waste

Issues

Principle of the Development

The proposed development would see the increase in length of the temporary padel court use approved on site under planning permission 140587/FO/2024, extending the length of the permission from three years to five. Alongside this alteration the development would be subject to some minor layout changes, as well as the removal and alteration of multiple conditions. The principle of the development was found to be acceptable under permission 140587/FO/2024, and it is considered the only fundamental alteration to the temporary permission would be its length of time. In light of neighbouring plots and local development still yet to come forth for permanent redevelopment, works outlined in the Manchester Northern Gateway SRF, and given how it will take time to implement any currently approved schemes, it is considered that a two year increase in the length of the temporary permission on site would enable the application site to have a sustainable meanwhile use till it is ready to come forward for permanent development. As such, the proposal is considered to accord with Places for Everyone Plan Policies JP-Strat1, JP-Strat2, JP-P1 and JP-P7, Core Strategy Policies SP1, EC4, CC1, C10, EN11, EN12 and DM1, in principle subject to the matters discussed below.

Residential Amenity

The application site is a vacant plot of land that is largely surrounded by brownfield sites, with some industrial/commercial uses to the south of the site, as well as forthcoming residential development to the west/south-west. The submission has been accompanied by an amended acoustic assessment and it is also noted that all of the proposed padel courts would now be covered, compared to 7no being covered and 2no being uncovered as previously approved. The proposal would see the variation of conditions 15a (Lighting) and the removal of condition 15b (Lighting verification). Environmental Health do not object to these amendments, subject to the development being conditioned in line with the submitted documentation. Subject to such conditions, the proposal is acceptable in this regard and therefore accords with Core Strategy Policy DM1, Saved Unitary Development Plan Policy DC26, and the National Planning Policy Framework.

Sport and Leisure

Under the original planning permission on site, application number 140587/FO/2024, a multi-use games area was approved as part of the development. Manchester Active requested a condition that saw the control of the area, with technical specifications of the area, as well as exact details of how it is to be used, required to be submitted to and approved in writing by the City Council as Local Planning Authority. This then formed condition 12b of permission 140587/FO/2024. Under the revised the proposals, the multi-use games area has been omitted. Consequently, condition 12b is proposed to be removed from the proposals. Manchester Active do not object to such amendments. In light of this, the proposal is acceptable in this regard and accords with Core Strategy Policies EN11, EN12 and DM1, and the National Planning Policy Framework.

Visual Amenity

Visually, the proposals would see some alteration to the development, principally this includes the enlargement of the northern canopy/roof covering to encompass 6no padel courts rather 3no. The number of courts on site would also be decreased from 9no to 7no to allow for a more open layout. Minor layout changes would see the omission of the 2no multi-sport courts to the south-eastern corner of the site, with it being replaced by a reception office, bin store and WC for the site, as well as the reduction in size of the southern canopy/roof covering so that it only covers 1no padel court, rather than 2no. The previously approved green mesh fencing would still line the site, with a slight reduction in its extent, with an existing brick wall and site hoarding forming part of the site's boundary treatment to the south-west corner of the site. It is considered that whilst these changes would lead to some increased visual impact of the development, mainly through

the increase in size of the northern canopy/roof covering, this would not lead to an unacceptable impact on visual amenity, with any impacts being minor and more fundamentally, temporary in nature. In light of this, it is considered the proposal is acceptable in this regard and is therefore in accordance with Core Strategy Policies EN1 and DM1, and the National Planning Policy Framework.

Drainage & Flood Risk

The proposal would see the removal of condition 7 of the permission. The condition requires that details of the implementation, maintenance and management of the surface water drainage scheme be submitted to and approved in writing by the City Council as Local Planning Authority. Within the condition a photographic verification report, as well as, as built construction drawings, are required to be submitted. Flood Risk do not object to this proposal as it is not a major development. No objection has been received by United Utilities. In light of this information, it is considered that the proposal is acceptable in this regard and therefore accords with Core Strategy Policy EN14 and the National Planning Policy Framework.

Ground Contamination

Planning permission 140587/FO/2024 was subject to condition 8, which required the submission of a watching brief for any unexpected contamination that was encountered during construction, as well as a subsequent post completion validation report. The submission has made clear that there will be no groundbreaking works as part of the development and subsequently the removal of condition 8 was requested. Environmental Health do not object to this amendment. No objection has been received by the Environment Agency. As such, the development is acceptable in this regard and therefore accords with Core Strategy Policies EN18 and DM1, and the National Planning Policy Framework.

Highway Safety

The submission would see the variation of planning conditions 10 (Construction Management Plan (CMP)), 17 (Cycles) and 21 (Boundary Treatment). A CMP has been submitted in order to allow for condition 10 to become a compliance condition. Highways have no objection to the submitted plan and thus this change is considered to be acceptable. The variation of condition 17 would merely consist of the relocation of previously approved cycle storage provision on site. Amendments to condition 21 (Boundary Treatment) are also minor, with the changes only consisting of the slight reduction in previously approved green mesh fencing to the southern corner of the site where an existing brick wall and site hoarding will be used as the boundary treatment for the site. Highways do not object to either variation. It is noted that Transport for Greater Manchester (TFGM) have reiterated their comments previously issued under application 140587/FO/2024 stating that a local TRO review should be undertaken and that footpath improvement works should be implemented as part of the proposal in order to ensure wider footways. A TRO review was previously approved as part of the original permission on site and as such this issue is considered to have been addressed already. Pavement improvement works are considered to be a disproportionate request given the temporary nature of the proposals, and as such will not be attached in the event of an approval. Other highway works include the relocation of the site's vehicle and pedestrian accesses. This would include the vehicle and pedestrian access flipped so that the former would be located at the southern extent of the site off of Back St George Street and the pedestrian access being located to the north off of Burstock Street. Highways do not object to this arrangement. In light of the above, the proposal is acceptable in this regard and is in accordance with Core Strategy Policy DM1 and the National Planning Policy Framework.

Waste Management

The proposed waste management strategy has remained unchanged, albeit with an update in the drawing number. As such, the decision notice will be updated to reflect this. The proposal is acceptable in this regard and therefore accords with Core Strategy Policies EN19 and DM1, and the National Planning Policy for Waste.

Conclusion

In light of the above and subject to appropriate planning condition, it has been found that the development is acceptable and is therefore in accordance with Places for Everyone Plan Policies JP-Strat1, JP-Strat2, JP-P1, JP-P7 and JP-C6, Core Strategy Policies SP1, EC4, CC1, CC5, CC10, T1, EN1, EN14, EN18, EN19 and DM1, Saved Unitary Development Plan Policies DC19 and DC26, the National Planning Policy for Waste, and the National Planning Policy Framework. On this basis the application is recommended for approval.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant/agent in a positive and proactive manner in determining this application by assessing the proposal against relevant planning policies and all material considerations, identifying matters of concern with the proposal and discussing those with the applicant/agent. In this instance negotiation has been able to successfully resolve the identified concerns and issues.

Condition(s) to be attached to decision for approval

- 1) The permission hereby granted is for a limited period only, expiring on 17/09/2029.

Reason - The use hereby granted is for a temporary period only to help facilitate a meanwhile use for a future development site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

- 2) The use hereby permitted shall be discontinued no later than the 17/09/2029 and the works and structures comprising the development are required to be removed no later than one month from the use ceasing.

Reason - The use is required to cease within a specified timescale in order to allow reinstatement of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) Two months prior to the expiration of the temporary period, a scheme to restore the land shall be submitted for approved in writing by the City Council, as Local Planning Authority. The scheme shall be implemented within one month of the use ceasing and thereafter retained and maintained in accordance with this scheme.

Reason - To ensure that the land is reinstated to an appropriate standard in the interest of visual amenity of the site pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

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

- o Supporting Information WASTE MANAGEMENT STRATEGY
- o Supporting Information TECHNICAL ECOLOGY REPORT
- o Supporting Information PHASE 1 DESKTOP STUDY
- o Supporting Information PHASE 1 DESKTOP STUDY
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- o Supporting Information PHASE 1 DESKTOP STUDY
- o Supporting Information PLANNING STATEMENT
- o Supporting Information TRANSPORT STATEMENT
- o Supporting Information TRANSPORT STATEMENT
- o Design & Access Statement SOCIAL SPORTS SOCIETY PEARY STREET DESIGN AND ACCESS STATEMENT
- o Supporting Information EXTERNAL LIGHTING STRATEGY
- o Supporting Information MANAGEMENT AND OPERATIONAL PLAN

All stamped as received by the City Council. as Local Planning Authority, on 23/07/2024

- o Drawing - Proposed RC10 PADEL COURT TECHNICAL SPECIFICATION received by the City Council, as Local Planning Authority, on 13/09/2024

- o P1.01 Rev B: Location Plan
- o Covering Letter (Prepared by JMS Planning; Dated 24/06/2025)
- o Detailed Construction Management Plan (Prepared by Liongate Construction; Dated June 2025)

All stamped as received by the City Council as Local Planning Authority on 24/06/2025.

- o P1.01 Rev F: Site Block Plan
- o P2.01 Rev F: Proposed Site Plan
- o P3.01 Rev F: Proposed Access Strategy
- o P4.01 Rev F: Proposed Canopy Plan
- o P5.01 Rev F: Boundary Treatment Plan
- o P6.01 Rev F: Refuse Strategy
- o P7.01 Rev F: Sections AA & BB
- o P8.01 Rev F: Typical Clubhouse
- o P9.01 Rev F: Typical Canopy Elevations
- o P10.01 Rev F: Typical Cycle Storage
- o P11.01 Rev F: Sections CC & DD

All stamped as received by the City Council as Local Planning Authority on 12/08/2025.

- o Noise Impact Assessment (Prepared by Clement Acoustics; Report reference 18397-NIA-01 REV F; Dated 20/08/2025; Received by the City Council, as Local Planning Authority, on 26/08/2025)
- o SK-01 Rev B: Residential Receptor Location Plan
- o SK-02 Rev B: Assessed Scheme of Lighting
- o SK-03 Rev B: Light Spill

All stamped as received by the City Council as Local Planning Authority on 03/09/2025

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

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

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

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

- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- A finalised drainage layout showing all components, outfalls, levels and connectivity.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100. Results must demonstrate that the drainage system has been designed so that flooding does not occur during both 1 in 2 year and 1 in 30 rainfall event; (unless an area is intentionally designated to retain and/or convey water as part of the design). Additionally, there must be no flooding of buildings, highways or third-party land during any of the three events.
- A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
- Construction details of flow control and SuDS elements.
- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

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

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

7) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance of bird boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason - In the interest of providing habitats for birds, bats to improve the biodiversity value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

8) The construction phase of the development shall be completed in accordance with the submitted Detailed Construction Management Plan (Prepared by Liongate Construction; Dated June 2025), stamped as received by the City Council as Local Planning Authority on 24/06/2025.

Reason - To safeguard the amenities of nearby residents and manage impacts on the Highways Network pursuant to policies DM1, SP1, T3 and EN19 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for Manchester (1995).

9) a) Prior to the first use of the development hereby approved, a scheme of temporary traffic regulation orders (TRO) shall be in place to ensure safe and practical access to the site. Evidence of the agreement of these temporary traffic regulation orders shall be submitted to and approved in writing by the City Council, as Local Planning Authority. This shall include a scaled plan denoting the extent of the TRO, as well as the provision of written agreement with the Manchester City Council Highways Services over the TRO. The approved scheme shall be implemented prior to first use of the development.

b) Within 18 months of the commencement of the temporary traffic regulations order approved under part a of this condition, measures for them to be made permanent or for them to revert back to their previous arrangement shall be agreed with Manchester City Council Highways Services. Evidence of this agreement shall be submitted to and approved in writing by the City Council, as Local Planning Authority. This shall include the provision of a written agreement with the Manchester City Council Highways Services. The approved details shall then be implemented and remain in situ for the lifetime of the development thereafter.

Reason - to ensure safe and practical access to the site pursuant to policies DM1, SP1, T1 and T3 of the Manchester Core Strategy (2012).

10) The padel courts shall be installed according to the approved technical specification, Drawing - Proposed RC10 PADEL COURT TECHNICAL SPECIFICATION received by the City Council, as Local Planning Authority, on 13/09/2024). The approved details shall be implemented as part of the development.

Reason - to ensure the technical specifications of the proposed sports facilities are adequate pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012).

11) Within three months of the first occupation of the development, a Framework Travel Plan shall be submitted for approval in writing by the City Council, as Local Planning Authority.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those working at the development;
- ii) a commitment to surveying the travel patterns of staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified Travel Plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car
- vi) a car parking management plan

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

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

12) The development hereby approved shall be carried out in accordance with the approved noise impact assessment (Prepared by Clement Acoustics; Report reference 18397-NIA-01 REV F; Dated 20/08/2025; Received by the City Council, as Local Planning Authority, on 26/08/2025).

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 DM1 and SP1 of the Manchester Core Strategy (2012).

13) The development hereby approved shall be lit in accordance with the following drawings:

- o SK-01 Rev B: Residential Receptor Location Plan
- o SK-02 Rev B: Assessed Scheme of Lighting
- o SK-03 Rev B: Light Spill

All stamped as received by the City Council as Local Planning Authority on 03/09/2025

The approved details shall be implemented as part of the development.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 and SP1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan (1995)

14) The premises shall not be open outside the following hours: 06:00 - 23:00 daily.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 and SP1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan (1995)

15) The cycle storage provision hereby approved, shall be carried out in accordance with drawing nos. P2.01 Revision F and P10.01 Revision F, stamped as received by the City Council as Local Planning Authority, on 12/08/2025. The cycle storage provision shall be in place and made available for use prior to the first occupation of the development and be retained and maintained for the lifetime of the development thereafter.

Reason - In the interest of ensuring sufficient cycle provision is put in place and air quality mitigation EN16, SP1 and DM1 of the Core Strategy.

16) The development hereby approved shall be carried out in accordance with the approved management scheme (Supporting Information Management and Operational plan for Peary Street Manchester May 2023 received by the City Council, as Local Planning Authority, on 28/08/2024). The approved details shall be implemented in full as part of the development.

Reason - in the interest of highways network management and safety pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012)

17) The external seating area, padel courts and multi use pitches shall not allow for the use of amplified sound or any music in these areas at any time.

Reason - To safeguard the amenities of the occupiers of nearby properties pursuant to policy DM1 of the Manchester Core Strategy (2012) and saved policy DC26 (Development and Noise) of the Unitary Development Plan for Manchester (1995).

18) The development hereby approved shall store and present its waste and recycling for collection in accordance with the approved WASTE MANAGEMENT STRATEGY (Received on 23/07/2024) and drawing noP6.01 Rev F (Received on 12/08/2025).

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 DM1 and SP1 of the Manchester Core Strategy (2012)

19) The boundary treatment hereby approved shall be installed in accordance with drawing no.P5.01 Revision F, stamped as received by the City Council as Local Planning Authority on 12/08/2024). The approved boundary treatment shall remain in place for the lifetime of the development.

Reason - to ensure the development is carried out in accordance with the approved details pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012).

20) The 3 disabled car parking spaces, hereby approved, shall be demarcated, laid out and made available prior to the first use of the development and retained for the duration of that the development remains in use.

Reason - To ensure adequate on site disabled parking pursuant to policy DM1 of the Manchester Core Strategy (2012).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
MCR Active
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester

The Great American Car Wash, Back St Georges Road, Manchester, M4 4JD
NORTHERN AUTO ELECTRICAL SERVICES, 117 - 119 Rochdale Road, Manchester, M4 4HZ
1 Burstock Street, Manchester, M4 4JB
125 - 133 Rochdale Road, Manchester, M4 4HZ

Appendix 2 – Planning constraints

Article 4 Direction - City Centre 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 (Less) -
Area Team Boundary - Name: CENTRAL