

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140587/FO/2024

Date registered valid: 23 July 2024

Proposal: 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.

Address: Land At Peary Street, Manchester

Ward(s): Piccadilly Ward

Applicant: Social Sports Society

Agent (if any): Georgina Blackburn Asteer Planning LLP

Case officer: Max Gibson
Tel: 0161 219 6359
Email: maximillian.gibson@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 17/09/2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 15/08/2024

Standard consultations:

Printed: 13 August 2024 Expired: 4 September 2024

Neighbour notifications

Printed: 13 August 2024 Expired: 4 September 2024

Site notice

Posted: 15/08/2024 Expired: 06/09/2024

Press advert

Published: 20 August 2024 Expired: 3 September 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site relates to a 0.51ha area of hardstanding off Rochdale Road. It is bounded by Bilbrook Street to the west, Burstock Street to the north and Peary Street to the east. It was formerly the site of a large police station. It mainly comprises unfinished concrete and low quality shrubbery.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The area relates to a stretch of road just north east of Manchester's City Centre, which lies between Collyhurst and the Green Quarter. The area is relatively undeveloped, with uses comprising light industrial, storage, car parking with some residential and retail. The area is due to undergo significant change in coming years, with many sites - including that subject to this application - identified for redevelopment in the Northern Gateway SRF. Structures in the area are currently low-rise and utilitarian in nature and there is little of aesthetic value in the area.

Description of development

The development relates to the installation of a new sports facility on a previously developed area of hardstanding. The facilities would include 9no. padel tennis courts, 2no. multi-use games areas and 2no. pétanque terrain, together with ancillary canopies, bin store, cycle parking and container for food and drink provision. There would be a new weldmesh boundary treatment installed and planting provided through moveable planters. Temporary consent is sought for the development for a period of three years.

Consultations & Notification Responses

Publicity - a site notice was displayed nearby to the site advertising the works for reasons of public interest. A press notice was placed in the local press advertising the works for reasons of public interest. Letters were sent to surrounding occupiers notifying them of the development. No representations have been received as a result of this publicity.

Design for Security at Greater Manchester Police – no objections, development should be carried out in accordance with the submitted Crime Impact Statement.

Environmental Health – no objections, conditions requested (CMP, hours, noise, external area restrictions, lighting, contaminated land, refuse).

Highways Services – transport statement and parking provision acceptable subject to conditions requested (TROs, Detailed CMP, Travel Plan with car parking management plan, operational management plan, cycle parking).

Greater Manchester Ecology Unit – no objections, conditions requested (nesting birds, bird boxes). Advice given on species retention.

United Utilities – no objections, drainage condition requested.

Local Lead Flood Risk Authority – no objections, drainage scheme condition and implementation conditions requested.

MCR Active – supportive of proposals, condition requested requiring technical specifications of multi-use games area.

Issues

The following policy and guidance is considered relevant to the consideration of this application are SP1 (Spatial Principles), EN1 (Design Principles and Strategic Character Areas), DM1 (Development Management) EC1 (Employment and Economic Growth in Manchester), EC4 (North Manchester), T1 (Sustainable Transport), T2 (Accessible areas of opportunity and need) and EN14 (Flood Risk) of the Manchester Core Strategy (2012) and Policy JP-J 1 (Supporting Long-Term Economic Growth), Policy JP-J 2 (Employment Sites and Premises), Policy JP-P3 (Cultural Facilities), Policy JP-P7: (Sport and Recreation), Policy JP-S1 (Sustainable Development) of the Places for Everyone Plan is a Joint Development Plan Document and saved policy DC26 of the Unitary Development Plan for Manchester (1995).

Principle of development

The application seeks the installation of 9no. padel tennis courts, 2no. multi-use games areas and 2no. pétanque terrain on an area of previously developed hard standing off Rochdale Road for a temporary period of three years. The site used to be the site of a large police station. The development site lies on the north side of Rochdale Road on the northern periphery of Manchester's City Centre. The development site has a gross area of 0.5ha. The site also includes disabled carparking, cycle storage, external seating, lighting and a refuse store. New boundary treatment in the form of weldmesh fencing would be installed.

The application site is cleared and largely vacant and therefore comprises previously developed land. The proposal would also provide a meanwhile temporary use of the site prior to redevelopment. This temporary use would introduce a new sporting facility to Manchester, helping to promote healthy and active lifestyles amongst residents.

It would also provide an active use at a currently under-developed stretch of Rochdale Road. This proposal would also provide an alternative employment use. The area will be subject to change over the coming years and would support the growth of Manchester City Centre. Hence the proposal would allow the city to make a viable economic use of a brownfield site and bring activity to an otherwise empty stretch of Rochdale Road.

The principle of the development is considered to be acceptable as it would comply with the objectives of Manchester Core Strategy (2012) policies EC1, which supports the development of a range of employment premises and EC4, which promotes employment development along key arterial routes in North Manchester, such as Rochdale Road.

Visual amenity

Given the empty, disused nature of the site at present, the stretch of Rochdale Road on which the site lies has a somewhat desolate appearance due to demolition of many of the buildings that formerly ran along it. The introduction of the sports facilities and associated structures, together with the activity which would be created by their occupation, would activate the street scene and bring a sense of life to the area.

It is recognised that the courts, canopies, weldmesh fencing and other associated structures, which are by their nature utilitarian in appearance, are not of high aesthetic value. This more industrial appearance would blend appropriately with the character of structures on this side of Rochdale Road which is characterised by low-quality light industrial buildings.

If the proposal were for a permanent site, a higher standard of design would be expected. However, as the proposal only seeks a temporary use of the site prior to more comprehensive redevelopment, it is considered that the proposed structures are acceptable. The site slopes downwards away from Rochdale Road towards the natural physical and visual buffer of the railway line. It is considered that the proposal would have a relatively limited visual impact outside of the immediate street scene and hence is unlikely to create a visual harm to the wider area.

Transport/ Highways

The site is at an accessible location, in walking distance of the City Centre and transport hubs at Manchester Victoria and the Shudehill Interchange for train, coach, bus and tram. There are regular bus services up Rochdale Road from the City Centre.

The 3no. disabled parking bays were considered acceptable by Highways Services, with no standard provision. Parking provision would rely on nearby public car parking spaces. Owing to the lack of on-site parking, Highways Services recommended the implementation of TROs around the site to control street parking. There is an appropriate condition attached to this approval requiring the implementation of TROs over the lifetime of the development.

Cycle parking provision was also deemed appropriate, with space provided for 44no. bicycles – 30no. in sheltered storage and 14no. uncovered Sheffield stands. The applicant confirmed 10no. of these would be made available for staff use.

The use of a weldmesh fencing was supported by Highways Services as it allows a high level of visual permeability, thereby ensuring safe visibility splays for servicing vehicles entering and exiting the site.

As per Highways Services' request, a travel plan would be provided through a condition attached to this approval, to carry out ongoing monitoring of vehicular trip generation to promote sustainable modes of travel.

Given the above, it is considered that the proposal complies with that aims of Manchester Core Strategy (2012) policies T1, which supports development that promotes the use of low-carbon transport such as cycling and has accessible parking provision, and T2, which seeks the implementation of traffic surveys and travel plans for major applications.

Noise

The sports uses proposed at this location would generate some noise, which could lead to noise creep and potential disamenity. A noise management plan was submitted, and the findings were accepted by Environmental Health. A condition requiring adherence to this plan is conditioned as part of this approval. Given the above, the development is considered acceptable pursuant to policy DC26 of the Unitary Development Plan for Manchester.

Security

The drawings submitted with the application shows that a site perimeter boundary weld-mesh fencing is to be erected to enclose the whole site, with weld mesh gates at the entrances. As per the recommendations of the crime impact statement, the fence is proposed to be 2430mm high.

The approved operational management plan incorporates the recommendations of the CIS. All access points would be securely locked at all times out of operational hours. All staff only areas would be accessible via coded locks on gates. All temporary facility buildings would be lockable when not in use. Site wide general and emergency lighting would ensure the site is adequately lit at all times. CCTV would be operational at all times and cover all areas of the site including the interiors of any temporary buildings. The site will be fitted with an alarm system, monitored by a local security firm.

Given the above, it is considered that the proposed security measures for the site are acceptable.

Refuse

The applicant has submitted a waste management proforma and identified a bin store nearby to the vehicle entrance to the site. It has been confirmed by the applicant that waste collection would be undertaken by a private waste company and hence the provided swept path analysis shows adequate pathways for waste vehicles in to and out of the site. The waste management is therefore acceptable in principle. In order to ensure the feasibility of the servicing arrangements, some Traffic Regulation Orders are required. These are to be secured by condition.

Drainage

The proposal has been assessed by United Utilities and Flood Risk Management. Further details are required to ensure the drainage at the site is adequate. Appropriate conditions are attached to this approval and the drainage strategy shall be agreed at a later date.

Ecology

The site comprises a poorly maintained concrete hard standing, formerly carparking, with associated boundary treatments and lighting poles. Whilst there is some low-quality shrubbery and other vegetation that has grown during the period the site has been abandoned. The proposal was assessed by the ecologist, who confirmed the planting is of a low significance within the curtilage of the development site. As the site is earmarked as a development site, with the proposal for a meanwhile use whilst the site awaits redevelopment, it is not considered that the provision of permanent landscaping would be appropriate as this would likely be removed following the redevelopment of the site.

Residential amenity

The application site is sufficiently removed from any existing residential properties that it is not predicted that the proposed development would cause disamenity to residential occupiers in the area. Whilst residential development would be brought forward in the locale in the coming years, the temporary nature of the permission ensures that there would be no potential clash with residential uses in future. The proposal therefore complies with the objectives of policy DM1 of the Manchester Core Strategy (2012) insofar as the City Council must have regard to any potential negative impacts on residential amenity.

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

Condition(s) to be attached to decision for approval

1) The permission hereby granted is for a limited period only, expiring on 17/09/2027.

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 17/09/2025 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:

Drawing - Site Plan Proposed Block Plan 100.03 P2

Drawing - Site Plan Site Plan 200.00 P9

Drawing - Proposed Access Strategy 200.30 P4

Drawing - Proposed Canopy Roof Plan 200.05 P5

Drawing - Proposed Detail drawing 200.10 P5

Drawing - Proposed Refuse Strategy 200.20 P3

Drawing - Proposed Elevations AA & BB 300.00 P2

Drawing - Proposed Elevations CC & DD 300.01 P2

Drawing - Proposed Typical Container Unit 300.11 P1

Drawing - Proposed Typical Welfare Unit 300.12 P1

Drawing - Proposed Typical Cycle Storage 300.13 P2

Drawing - Proposed Typical Canopy Elevations 300.10 P0

Drawing - Proposed Sections AA & BB 400.00 P3

Drawing - Proposed External Lighting Layout External Lighting Layout - Overlay LUX level WECE / PEARY STREET / E / 02 Rev P1

Drawing - Proposed External Lighting Layout External Lighting Layout WECE / PEARY STREET / E / 01 Rev P2

Supporting Information WASTE MANAGEMENT STRATEGY

Noise assessment or information 18397-NIA-01 REV D NOISE IMPACT ASSESSMENT

Supporting Information TECHNICAL ECOLOGY REPORT

Supporting Information PHASE 1 DESKTOP STUDY

Supporting Information PHASE 1 DESKTOP STUDY

Supporting Information PHASE 1 DESKTOP STUDY

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Supporting Information PHASE 1 DESKTOP STUDY
Supporting Information PLANNING STATEMENT
Supporting Information TRANSPORT STATEMENT
Supporting Information TRANSPORT STATEMENT
Design & Access Statement SOCIAL SPORTS SOCIETY PEARY STREET DESIGN AND ACCESS STATEMENT
Supporting Information EXTERNAL LIGHTING STRATEGY
Supporting Information MANAGEMENT AND OPERATIONAL PLAN
All received by the City Council. as Local Planning Authority, on 23/07/2024

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 Cit 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/use of the development hereby approved details of the implementation, maintenance and management of the surface water drainage scheme, as approved by Condition 6, shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:

- Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 6.

- Provide As Built construction drawings OR confirm that they align with the original design construction drawings.

- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout the three years.

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

8) a) A watching brief for any unexpected contamination during the construction works shall be undertaken during construction. In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the 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 agreed Remediation Strategy. The development shall be carried out in accordance with the approved Remediation Strategy.

b) A post completion validation report shall be submitted to and approved in writing by the City Council, as Local Planning Authority. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to occupation of the development.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety. Pursuant to policies EN18, DM1 and SP1 of the Manchester Core Strategy (2012).

9) 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).

10) Prior to the commencement of the development hereby approved, a detailed construction management plan shall be submitted to and approved in writing by the City Council, as Local Planning Authority. This shall include the following:

- The quantification /classification of vehicular activity associated with planned construction/container placement
- Details of any traffic management required to facilitate site set-up
- A dilapidation survey should also be provided

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

The applicant/contractor must liaise with Highways Network Management prior to commencement and during construction works as surrounding plots are/will be subject to ongoing construction works. The applicant should also note that prior agreement/permits will be required for any traffic management measures, temporary access works, hoarding / scaffolding and skips.

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).

11) a) Prior to the first use of the development hereby approved, a scheme of temporary traffic regulation orders 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 the provision of a written legal agreement with the Manchester City Council Highways Services. The approved scheme shall be implemented prior to first use of the development.

b) Within 18 months of the date of this permission, measures for the extension or regularisation of the traffic regulation orders approved under part (a) of this condition 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 legal agreement with the Manchester City Council Highways Services. The approved details shall remain in situ for the lifetime of the development.

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

12) a) 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.

b) Prior to the commencement of the development hereby approved, technical specifications of the proposed multi-use games areas shall be submitted to and approved in writing by the City Council, as Local Planning Authority. This shall include scaled drawings and cross sections. 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).

13) Within three months of the first occupation of the development, a Travel Plan Framework 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).

14) The development hereby approved shall be carried out in accordance with the approved noise impact assessment (Noise assessment or information 18397-NIA-01 REV D NOISE IMPACT ASSESSMENT received by the City Council, as Local Planning Authority, on 23/07/2024).

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).

15) a) The development hereby approved shall be carried out in accordance with the approved lighting scheme (Supporting Information EXTERNAL LIGHTING STRATEGY; Drawing - Proposed WECE/PEARY STREET/E/01 P2 ELECTRICAL SERVICES EXTERNAL LIGHTING LAYOUT; Drawing - Proposed WECE/PEARY STREET/E/02 P1 ELECTRICAL SERVICES EXTERNAL LIGHTING LAYOUT OVERLAY LUX LEVELS received by the City Council, as Local Planning Authority, on 23/07/2024). The approved details shall be implemented as part of the development.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties.

16) 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)

17) The cycle provision shall be carried out in accordance with the approved details (Drawing - Proposed 23.0050 300.13 REV P2 TYPICAL CYCLE STORAGE; Drawing - Site Plan 23.0050 200.00 P9 SITE PLAN received by the City Council, as Local Planning Authority, on 23/07/2024) and be in place prior to the first use of the development hereby approved and thereafter retained and maintained in situ.

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.

18) 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)

19) 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).

20) The storage and disposal of refuse shall be carried out in accordance with the approved scheme:

Supporting Information WASTE MANAGEMENT STRATEGY received by the City Council, as Local Planning Authority, on 23/07/2024.

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)

21) The 3 disabled car parking spaces 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
Greater Manchester Police
United Utilities Water PLC
Transport For Greater Manchester
MCR Active
Greater Manchester Ecology Unit

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 - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: CENTRAL