



Supporting Planning Statement

Temporary Planning Application

Land at Peary Street, Manchester

On behalf of Social Sports Society
July 2024

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1 INTRODUCTION

1.1 This Supporting Planning Statement (“SPS”) has been prepared by Asteer Planning LLP (“Asteer Planning”) on behalf of Social Sports Society (“the Applicant”) in support of an application for temporary planning permission at land at Peary Street, Manchester (“the site”).

1.2 The description of development is as follows:

“Full planning application for the temporary use of land, comprising 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.”

1.3 Temporary planning permission is sought for a period of 3 years.

Background

1.4 The site forms part of the Victoria North (formerly known as the ‘Northern Gateway’) regeneration scheme; one of the largest regeneration projects in the United Kingdom (“UK”), covering approximately 155ha of land to the north of Manchester City Centre between Victoria Station, NOMA and the Northern Quarter in the south-west, and Queens Park and the intermediate ring road (Queens Road) to the north-east. The regeneration of Victoria North provides an opportunity to deliver approximately 15,000 new homes alongside social and physical infrastructure. This will promote economic, social and cultural uses to support the creation of high performing and sustainable communities, which will contribute to the long-term growth of the area.

1.5 As part of the Victoria North regeneration scheme, seven interconnected neighbourhoods are proposed. The proposed development is situated within the New Town neighbourhood, which is identified for residential-led development within the Northern Gateway Strategic Regeneration Framework (“SRF”). Although the site is currently in use as surface car parking, it forms part of a wider area, for which there are longer-term proposals for large-scale residential development. However, in the interim period, other meanwhile uses are proposed within the area, including a co-working container development (known as “Bromley Yard”) (LPA reference: 138695/FO/2023) that has been consented to the east of the site. Further details of the site’s regeneration context are provided in the following section of this SPS.

- 1.6 The proposed development comprises a 'meanwhile use' and will enable the temporary use of land and installation of temporary structures, including canopies and containers, prior to longer-term proposals for large-scale residential development coming forward at the site. The active use of the site in the interim will raise the profile of this part of Victoria North, creating interest in, and positively promoting, the site and wider area ahead of its prospective redevelopment, whilst also delivering wider community benefits.

Social Sports Society

- 1.7 Social Sports Society is an impact-focused company that is on a mission to improve the mental and physical health and well-being of local communities by bringing people together through sport.

- 1.8 Social Sports Society has the following ethos,

"Our vision is to liberate neglected and underused urban spaces enabling fun, group, team sport and activities. We enable local communities to improve their health and wellbeing through the power of social sports."

- 1.9 By filling unoccupied spaces with proven, successful sport and leisure concepts, Social Sports Society gather people from different backgrounds and ages in the same space, bringing people back together physically throughout the local community.

- 1.10 The Social Sports Society model enables the company to provide free sports to children and families that cannot afford it, as well as to provide coaching education through coaching programmes and jobs, including apprenticeships and interim placements. Through Social Sports Society's Community Play programme alone they are aiming to offer at least 10 hours of free or discounted sports and activities per week to the local community. Details of the community value that will be generated as a result of the proposed development are provided within the accompanying Social Impact Statement prepared by Social Sports Society. The content of the Social Impact Statement is summarised at Section 5 of this Statement.

Padel Tennis

- 1.11 The proposed development includes the creation of nine padel courts, of which seven will be covered by canopies. Padel tennis is one of the UK's fastest growing sports and will be the main sport that Social Sports Society will offer at the site. Padel tennis is a game which is a mixture of tennis and squash, played on an enclosed court that is slightly smaller than

the traditional tennis court. The sport originated in Mexico. It is hugely popular in Spain, South America and Europe, and is the fastest growing sport in the world.

- 1.12 Padel tennis is an exciting sport for players of all ages and abilities, as it is both quick and easy to pick up. Most players get the basics within the first half hour of playing, which means that they can enjoy the game from the very beginning.
- 1.13 In addition to Padel tennis, the temporary proposals for Peary Street include two multi-sport courts which can accommodate several different sports, including youth technical football training sessions, volleyball, badminton, walking football and walking hockey. The proposals also include boule/pétanque courts (which will be offered out to seniors at concessionary prices).

Submitted Information

- 1.14 The following documents and plans are submitted in support of this application:
- i. This Supporting Planning Statement prepared by Asteer Planning;
 - ii. Completed application form and ownership certificate;
 - iii. Covering letter prepared by Asteer Planning;
 - iv. Drawings prepared by Hollaway Studios, including details of proposed fencing, gates, canopy and cycle storage (Drawing Schedule enclosed at **Appendix 1**);
 - v. Arboricultural Impact Assessment prepared by Tyler Grange;
 - vi. Design and Access Statement prepared by Hollaway Studio;
 - vii. Technical Ecology Report prepared by Tyler Grange;
 - viii. Noise Impact Assessment prepared by Clement Acoustics;
 - ix. Lighting Assessment and Lighting Plans prepared by Watt Energy;
 - x. Management and Operational Plan prepared by Social Sports Society;
 - xi. Construction Management Plan prepared by Social Sports Society;
 - xii. Social Impact Statement prepared by Social Sports Society;
 - xiii. Crime Impact Statement prepared by Greater Manchester Police;

- xiv. Flood Risk Assessment and Drainage Strategy prepared by WSP;
- xv. Transport Statement (including Parking Management Plan) prepared by WSP;
- xvi. Completed Waste Proforma; and,
- xvii. Phase 1 Desktop Study prepared by ROC Consulting.

2 STRATEGIC REGENERATION CONTEXT

- 2.1 This section of the SPS provides the strategic regeneration context to the site and explains how the site sits within the wider Victoria North regeneration scheme.

Victoria North

- 2.2 The Northern Gateway SRF was endorsed by MCC at the City Council's Executive on 13th February 2019. The SRF is a material consideration in the determination of all planning applications within the Northern Gateway (now known as 'Victoria North').
- 2.3 Victoria North provides a unique opportunity to deliver transformational regeneration and to unlock significant residential-led development in Manchester, revitalising existing communities and providing a catalyst for the regeneration of neighbourhoods in the north of the City. The vision presented in the SRF is to deliver 15,000 homes supported by social and physical infrastructure, such as a new City River Park. The project is one of the UK's largest residential-led regeneration schemes.
- 2.4 Seven neighbourhoods are proposed as part of the SRF, each with their own individual character, comprising: Collyhurst; New Cross; New Town; Red Bank; South Collyhurst; Vauxhall Gardens; and, Eggington Street and Smedley Dip. These neighbourhoods and surrounding areas will be interconnected through the delivery of walking, cycling and public transport improvements.



Figure 1: Northern Gateway Neighbourhoods (Figure 16 of the SRF)

2.5 Change has already been initiated within the neighbourhoods of Victoria North, with several planning applications having been made over the last five years, including but not limited to:

- **138695/FO/2023 ('Land at Bromley Street')** – Installation of shipping containers to form 4326sqm. gross of co-working space (sui generis) with associated car parking and other works for a temporary period of 3 years. – Approved 31st May 2024.
- **136812/00/2023 ('Land at Red Bank')** – Outline application for development comprising: Erection of a residential led mixed use development across severable plots comprising residential (Use Class C3a); non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residents' amenity space including within clubhouse buildings; health centre (Use Class E); a primary school (Use Class F); the final surface finish of the highway and footpath consented under HIF permission ref: 133143/VO/2022; creation of new public realm and associated landscaping, car parking provision, cycle storage, and other associated works (with all matters reserved). Outline application for development with all matters considered: Demolition of existing buildings and structures. – Received a resolution to grant in August 2023.
- **136814/FO/2023 ('Plots NT02, NT03 And NT04')** – Erection of a phased residential led mixed use development comprising three residential towers (Use Class C3a) (NT02 34 storeys, NT03 part 8, part 20 and part 31 storeys and NT04 part 8, part 27 storeys) with associated flexible non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); erection of a 6 storey residential amenity space within a clubhouse building (part of NT02), with associated car and cycle parking, hard and soft landscaping, improvement works to Dantzie Street, drainage infrastructure and associated engineering works following demolition of existing buildings and structures. – Approved 18th December 2023.
- **128248/FO/2020 ('Land Bound By Gould Street, Williamson Street, Bromley Street And Bilbrook Street')** – Erection of 9 buildings ranging from 8 to 34 storeys in height to form 1202 residential apartments (Use Class C3a) and ground floor commercial uses (Use Class E) (192 sqm) together with associated car parking, new vehicular and pedestrian access, public realm, landscaping and other associated works following demolition of existing structures and buildings. – Approved 12th December 2023
- **128248/FO/2020 ('The Gasworks, New Town')** – Erection of 9 buildings ranging from 8 to 34 storeys in height to form 1202 residential apartments (Use Class C3a) and

ground floor commercial uses (Use Class E) (192 sqm) together with associated car parking, new vehicular and pedestrian access, public realm, landscaping and other associated works following demolition of existing structures and buildings. – Approved 12th December 2023.

- **133143/VO/2022 ('Red Bank Neighbourhood')** – City Council Development for the creation of development platforms, including remediation and earthworks, and change in site levels, to allow delivery of future residential-led development at the Red Bank Neighbourhood, together with the construction of a new road and priority junction from Red Bank, new drainage infrastructure, utility and services connections and diversions, preparatory tree and shrub clearance, and demolition of certain existing structures, along with the creation of new and improved green infrastructure and landscaping including the improvements of St Catherine's Wood to form part of a City River Park, and other associated works. – Approved 14th July 2022
- **128431/FO/2020 ('Land To The East Of Gould Street And Land To The South Of Billbrook Street')** – Installation of 2no. pressure reduction stations with associated boundary treatment and associated works. – Approved 28th April 2022
- **131708/FO/2021 ('87 Rochdale Road')** – Erection of a part 11, part 13 storey building to form residential apartments (Use Class C3a) together with the erection of two blocks of 3 storey duplexes (Use Class C3a) to form 237 residential homes in total with associated commercial floor (Use Class E) (132 sqm), basement car parking, landscaping and public realm, and associated engineering and infrastructure works following demolition of existing buildings and structures – Approved 18th February 2022.
- **132252/VO/2021 ('Red Bank Neighbourhood')** – City Council Development for enabling works including tree and vegetation removal, creation of a temporary haul road and demolition of the Creamline Dairies buildings in association with the future delivery of the new Red Bank Neighbourhood. – Approved 23rd December 2021
- **129393/VO/2021 ('Collyhurst Village')** – City Council Development for the erection of 168, three and four storey dwellinghouses (Use Class C3a) and two, five and six storey apartment buildings to form 76 residential apartments (Use Class C3a) with associated ground floor flexible commercial unit (162 sqm) (Use Class E); and the creation of a new public park; all with associated car and parking, refuse storage, landscaping, public realm and other associated works and infrastructure following

demolition of 29 existing residential dwellinghouses, the Collyhurst Village Store and associated car parking – Approved 21st June 2021.

- **130515/VO/2021 ('Collyhurst South')** – City Council Development for the erection of 14 three storey dwellinghouses (Use Class C3a) and a four storey building comprising 16 residential apartments (Use Class C3a); highways improvements, including the formation of a new road, extension of Kingsfold Avenue including the formation of on-street car parking spaces, formation of new pavements and re-surfacing of existing roads; and associated car parking; cycle and refuse storage; landscaping; public realm; and infrastructure – Approved 18th August 2021.
- **126944/FO/2020 ('Victoria Riverside')** – Erection of a residential-led mixed use development comprising 3 no. towers (37, 26 and 18 storeys) and podium levels (6 storey) to form 634 residential apartments and townhouse accommodation (Use Class C3) together with commercial accommodation (1222 sqm) (Use Classes A1,A2,A3,A4,A5,B1, D1 and D2)); with associated residential amenity areas, refuse storage, plant (including substation), car parking, cycle storage, landscaping and new public realm including the re-instatement of Bromley Street and other associated works – Approved 15th January 2021.



Figure 2: CGI of Victoria Riverside (Source: FEC Website)

- **124120/JO/2019 ('MeadowSide')** – Variation of planning condition 3 (specified plans) of planning permission 116366/FO/2017 to increase the height of buildings at plots 2 and 3 by 1.1 m, amendments to the façade treatment of plots 2 and 3, increase in the height of plot 4 by 0.278m, amendments to the façade treatment of building at plot 4,

increase in height of plot 5 by 1m together with elevational alterations, alteration to podium to plot 4 – Approved 13th December 2019.

- **116366/FO/2017 ('MeadowSide')** – Erection of four residential buildings (22 storey building, 17 storey building, 40 storey building and part 12, part 9 storey building) to form 756 residential apartments (Use Class C3a) together with ground floor commercial uses (616 sqm) (Use Classes A1, A2, A3, A4, A5, D1 and B1) with associated car parking, landscaping, amenity areas, creation of new public realm following the closure of Aspin Lane, Mincing Street and Irk Street and other associated works following demolition of existing structures – Approved 25th August 2017.

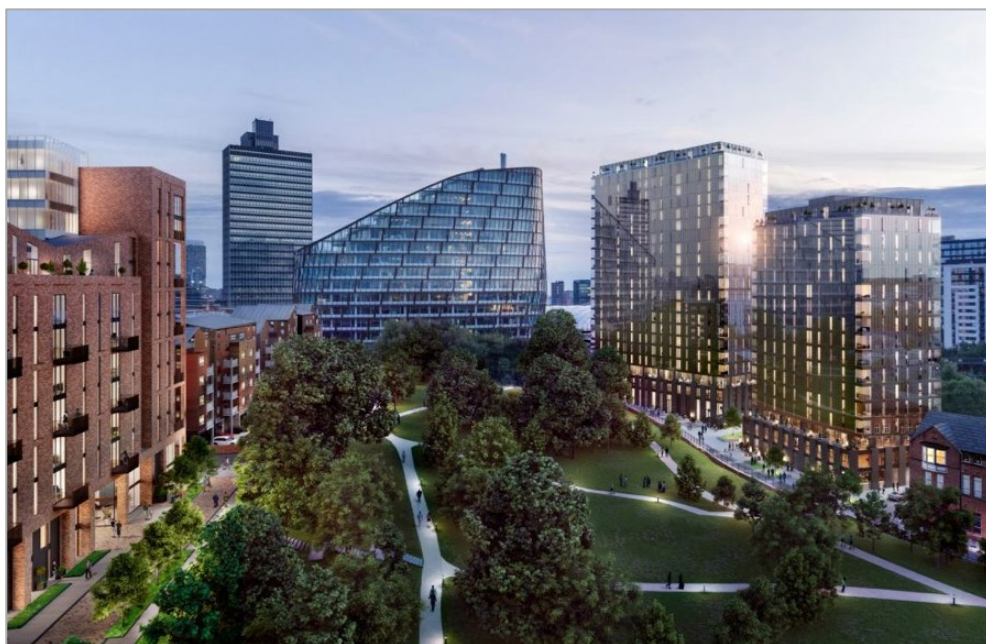


Figure 3: CGI of MeadowSide (Source: FEC website)

New Town Neighbourhood

- 2.6 The site is located within the New Town neighbourhood of the SRF, which is identified for residential-led development and is intended to form a key gateway to North Manchester. However, at present, the area is characterised by vacant, brownfield land associated with former industrial uses, in addition to surface car parking and electricity and gas utilities infrastructure. The boundary of the New Town neighbourhood is identified on Figure 4. The site is situated to the south of the existing railway line, adjacent to the south of Burstock Street.

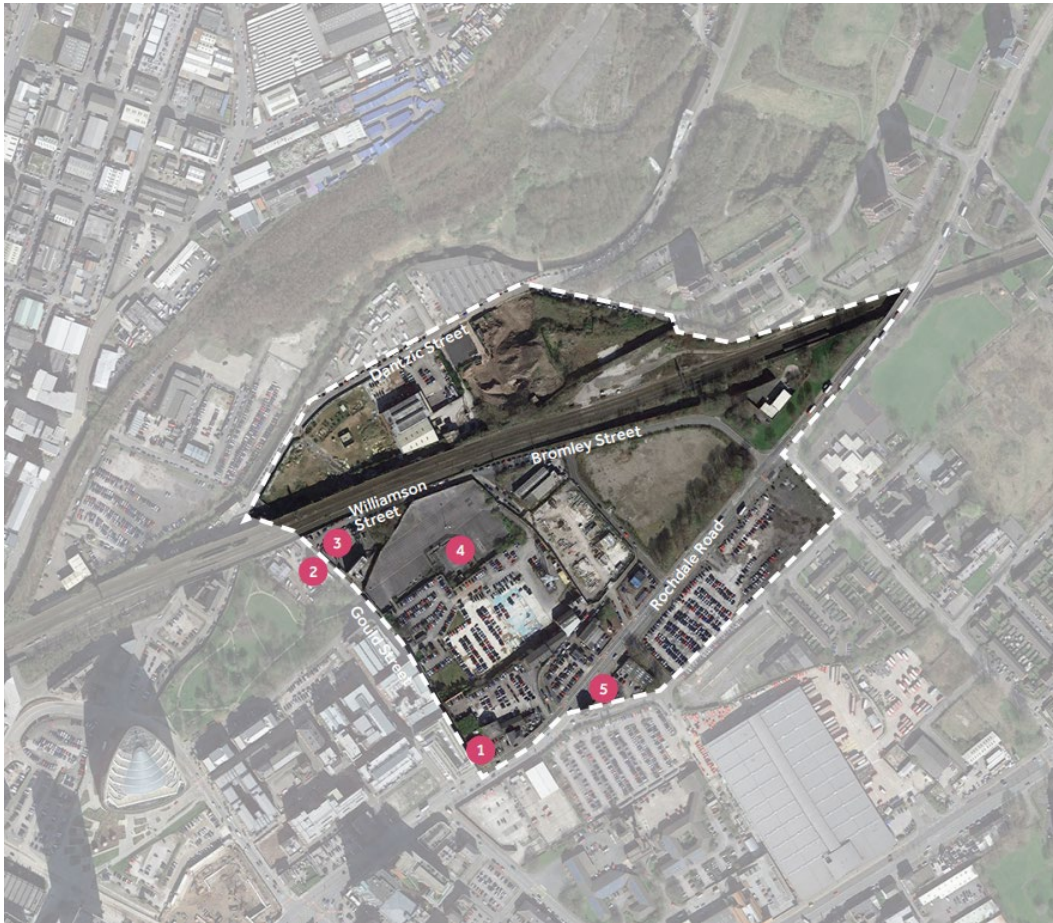


Figure 4: New Town boundary (Figure 56 of the SRF)

- 2.7 New Town will be the subject of considerable change over the coming years, with several planning applications having been made and approved within the New Town boundary, as detailed above. Furthermore, it is important to recognise the longer-term proposals for the application site, with the site to be redeveloped for residential-led development in the future.

Summary

- 2.8 The site sits within the wider Victoria North regeneration scheme; one of the largest regeneration projects in the UK. According to the SRF, the site is located within the New Town neighbourhood, which is identified for residential-led development. New Town is currently characterised by vacant, brownfield land associated with the neighbourhood's industrial past. However, New Town will be the subject of considerable change over the coming years, as large-scale development proposals are brought forward in the context of the Victoria North regeneration scheme.

3 SITE AND SURROUNDING AREA

- 3.1 This section of the SPS describes the site's characteristics, surroundings and relevant planning history.

The Site

- 3.2 The site extends to approximately 0.51 hectares ('ha') and predominantly comprises a rectangular parcel of hardstanding, with scattered scrub/vegetation. The site is within the administrative boundary of MCC. A Site Location Plan is enclosed within **Appendix 2**.
- 3.3 The site is entirely located in Flood Zone 1, within which land has a low probability (less than a 1 in 1,000 annual probability) of flooding from rivers and the sea. Additionally, as detailed further at Section 8 of this Statement, there is a very low risk of surface water flooding within the site and other sources of flood risk present a low or insignificant risk to the site.
- 3.4 The site is not located within a Conservation Area and there are no designated heritage assets within the curtilage of the site. The nearest designated heritage assets consist of the: Grade II listed Marble Arch Inn (List UID: 1247604), which is located approximately 230m to the south-west of the site; and, Grade II listed Roman Catholic Church of St Patrick (List UID: 1283012), which is located approximately 280m to the south-east of the site.
- 3.5 The site is not covered by any ecological designations, including Sites of Special Scientific Interest ("SSSI") or Special Protection Areas ("SPA"). Furthermore, the site is not located in an Area of Outstanding Natural Beauty ("AONB"), or any other area designated for its landscape value. The Rochdale Canal Special Area of Conservation ("SAC") is situated approximately 4.5km to the east of the site. However, no other designated sites considered to be of national ecological importance are present within 2km of the site.
- 3.6 There are no Tree Preservation Orders ("TPOs") or Ancient Woodland on or within influence of the site. The only trees within the curtilage of the site comprise tracts of young scrub and low value ash, alder and sycamore tree cover, which is self-seeded and influenced by the site's developed context, as detailed further in Section 8 of this Statement.
- 3.7 No Public Rights of Way ("ProW") cross the site.

The Surrounding Area

- 3.8 The site is bounded to the north by Burstock Street/Peary Street, beyond which is a vacant industrial unit. Further north of the site is Bromley Street and the railway line. To the east of the site is Peary Street, adjacent to which is a surface car park, which has consent for a temporary co-working container development (known as “Bromley Yard”) (LPA reference: 138695/FO/2023). To the south of the site is Back St George’s Road. Further south is a tyre shop and car wash, beyond which is the A664 Rochdale Road. Adjacent to the west of the site is further car parking. However, this land has recently been granted planning permission for the erection of nine buildings to form 1,202 residential apartments with ground floor commercial uses (LPA reference: 128248/FO/2020).

An Accessible Location

- 3.9 The site is located in an accessible location, within close proximity to several modes of sustainable transport. The accessibility of the site is demonstrated further within the accompanying Transport Statement.

Accessibility by Walking

- 3.10 Key sustainable transport facilities within a short walking distance of the site, which have the potential to facilitate multimodal trips, include: Victoria Rail and Metrolink Station; Exchange Square, Shudehill and Market Street tram stops; Shudehill Bus Station; and, bus connections to the wider Greater Manchester region from Rochdale Road and Oldham Road.
- 3.11 Other sustainable transport facilities within a 15- to 30-minute walk of the site include: rail stations, such as Manchester Oxford Road, Salford Crescent and Manchester Piccadilly; and, tram stops, including Exchange Square, Manchester Piccadilly, New Islington, Holt Town, Queens Road, and Monsall.

Accessibility by Cycle

- 3.12 As illustrated on Figure 4-2 of the Transport Statement, all of Manchester City Centre is within a short cycle ride of the proposed development, with the 4km isochrone (equivalent to a 15-minute journey) reaching areas such as Hulme, Salford and Longsight. Furthermore, the Bee Network of cycling and walking routes is planned, with 1,800 miles of routes and upgrades proposed in the region. Key cycling infrastructure within the vicinity of the site comprises:

- Dantzic Street / Collyhurst Road, Rochdale Road and Oldham Road a designated route of TfGM's cycle network;
- Confirmed Bee Network Infrastructure (as of 2021) across Lord Street, Roger Street and Gould Street; and,
- Existing Beeways implemented in 2019 across Livesey Street and various city centre streets, such as Blossom Street and Newton Street.

Accessibility by Bus

- 3.13 Given the city centre location, buses provide a convenient form of travel to and from the site. A total of 12 bus routes run nearby the site, with eight across Rochdale Road and four across Oldham Road. Most services have frequencies of at least four per hour during weekdays and Saturdays. Key bus routes with high frequencies provide connections from Manchester to Middleton (18, 112, 113, and 117) and Oldham (81 and 84).
- 3.14 The various bus services that are near to the site are likely to provide a good alternative to private car journeys given the various local centres that they pass through, such as Moston, Blackley and Royton.

Accessibility by Tram

- 3.15 In terms of tram services, the site is in close proximity to Manchester Victoria Tram Stop, which is approximately 12-minutes on foot. The Greater Manchester tram network provides frequent services across multiple lines, providing services across Manchester City Centre towards Bury, Altrincham, Rochdale, Oldham, south Manchester, and Manchester Airport. Tram services from Victoria can also be used to connect to additional tram lines at stops within Manchester City Centre towards Ashton-Under-Lyne, Media City, Eccles, and the Trafford Centre.

Accessibility by Rail

- 3.16 Regarding rail, Victoria train station is within a 12-minute journey on foot from the site. It is also accessible by bicycle and bus. Victoria train station provides regular local services to destinations within Greater Manchester, including Rochdale, Wigan and Salford, in addition to regular regional routes, including Leeds and Blackburn. National connectivity is also provided to York and Newcastle.

Planning History

139462/FO/2024

- 3.17 In March 2024, Social Sports Society submitted an application for the following development at the site (LPA reference: 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.”

- 3.18 Following discussions with the Local Planning Authority, it was agreed that the application be withdrawn to enable Social Sports Society to address the comments received from internal and external consultees. Following the withdrawal of the application on 1st May 2024, Social Sports Society and the appointed project team undertook further pre-application engagement with consultees, including MCC Highways and Cadent Gas, to resolve the comments raised during the determination of application reference 139462/FO/2024. A summary of the additional pre-application consultation undertaken is provided in the subsequent section of this Statement.

Other Applications

- 3.19 A search of MCC’s online planning register has been undertaken. In addition to application reference 139462/FO/2024, the following planning applications relate to the site, and have been submitted to MCC within the last 20 years:
- **118700/AO/2017** – Installation of various non illuminated signage to proposed car park – Approved 22nd February 2018.
 - **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 – Temporarily approved 19th 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 17th September 2014.
 - **078859/FO/2006/N1** – Mixed use scheme comprising the erection of a maximum 12 storey building to include 239 apartments, fitness centre and nursery/creche with 231

car parking spaces with vehicular access from Bilbrook Street – Approved 21st August 2006.

- **070929/00/2004/N1** – Outline Application for the siting and means of access for a maximum 11 storey mixed use block, with 2 storeys below ground, comprising a maximum of 210 apartments, with a ratio of 70% 2 bed and 30% 1 bed, retail and suite units on 2 levels along both Back St. Georges Road and Peary Street elevations, together with office accommodation with a maximum of 210 car parking spaces provided integrally – Approved 17th September 2004.
- **023148** – Erection of a single storey warehouse building with associated landscaping and parking for 12 vehicles – Approved 6th February 1985.
- **020312** – Construction of gas boiler and plant room – Approved 12th October 1983.
- **F10233** – Single-storey extension to existing factory for the manufacture of Ladies coats and suits. – Approved 28th March 1979.
- **F04142** – Erection of 6 0” high chain link boundary fence around waste land. – Approved 16th February 1976.

Summary

- 3.20 This section has detailed the site’s location, characteristics and planning history. The site extends to 0.51ha and comprises a roughly rectangular parcel of hardstanding, with scattered scrub/vegetation. As detailed above, the surrounding area will be the subject of considerable change over the next 15 to 20 years owing to the consented and pending redevelopment of the adjacent sites and the wider Victoria North regeneration area.

4 STATEMENT OF COMMUNITY INVOLVEMENT

- 4.1 This section summarises the consultation that has been undertaken with MCC Officers, key stakeholders and the local community with regard to the proposed development.

Consultation with MCC and TfGM

MCC Planning

- 4.2 A virtual pre-application meeting was held with MCC Planning Officers in February 2023, during which the draft proposals were presented to officers. A list of validation requirements was confirmed with MCC Planning Officers prior to the planning application being submitted.
- 4.3 Following the withdrawal of application reference 139462/FO/2024, the Applicant and its project team have continued to engage with MCC Planning Officers to inform the revised application submission.

MCC Highways and Transport for Greater Manchester

- 4.4 The draft scope of the Transport Statement was shared with MCC Highways and Transport for Greater Manchester ("TfGM") in May 2023. Subsequently, a virtual meeting with MCC Highways Officers, MCC Planning Officers, the Applicant, Asteer Planning, and WSP (the Applicant's transport consultant) took place on 19th May 2023. The following topics were discussed during the meeting: traffic impact; interaction with adjacent sites; parking; walking and cycling; and, site design and servicing.
- 4.5 Following the scoping meeting, an open dialogue was maintained between WSP, MCC Highways and TfGM. Further email correspondence regarding the scope of the Transport Statement was exchanged between WSP, TfGM and MCC Highways between May and July 2023. Based on the discussions undertaken with MCC Highways and TfGM, the following scope has been adopted for the Transport Statement:
- Description of existing site conditions, including information on existing traffic and parking levels based on observations during site visits;
 - Description of the proposed development, including: hours of operation, likely staff and customer numbers; cycle parking and accessible parking provision; and, confirmation of how the development may interact with adjacent future developments;
 - Assessment of compliance with local and national policy;

- Review of sustainable accessibility (walk, cycle, public transport) and audit of existing infrastructure in the area, and confirmation of suitable routes from walking and cycling origins in the area, including parking locations and bus stops;
- Quantify the potential traffic impact of the proposals based on the number of trips to the site and likely mode share for staff and visitors, including justification of the modal share and likely impact on Rochdale Road in both directions (weekday and weekend);
- Description of the servicing, delivery, refuse collection and emergency vehicle arrangements, including auto-tracking; and,
- Road safety assessment, including analysis of existing accident patterns in the area.

4.6 In addition to the above, during the scoping meeting, officers requested that a 'Combined Parking Management and Travel Plan' be prepared and submitted alongside the planning application. In response to this feedback, a Parking Management Strategy and Travel Planning Strategy has been prepared by WSP and is enclosed at Appendix A of the submitted Transport Statement.

4.7 Following the withdrawal of application reference 139462/FO/2024, the Applicant and its project team have continued to engage with MCC Highways Officers. As a result of this further engagement:

- Demarcation separating pedestrian and vehicle routes is now shown on the submitted drawings; and,
- Bilbrook Street is no longer included within the application red edge and, thus, no Stopping Up Order is required.

4.8 Section 1.3 of the Transport Statement explains how the comments received from MCC Highways in relation to the previous version of the Transport Statement have been addressed as part of this updated submission.

MCC Environmental Health

4.9 The Applicant's acoustic consultant, Clement Acoustics, contacted MCC's Environmental Health team in May 2023 to discuss the scope of the Noise Impact Assessment. The Environmental Health Officer ("EHO") confirmed that the scope proposed would be acceptable.

- 4.10 Following further comments received from the EHO during the determination of application reference 139462/FO/2024, the Noise Impact Assessment has been updated to include the additional noise sensitive receivers referred to by the EHO. Additionally, the CEMP (submitted alongside this planning application) has been updated to accord with the hours stated in the EHO's response to application reference 139462/FO/2024.
- 4.11 The submitted Phase 1 risk assessment was also shared with MCC's Environmental Health team who confirmed that the assessment is acceptable in principle.

Lead Local Flood Authority

- 4.12 The Applicant's flood risk consultant, WSP, contacted the Lead Local Flood Authority ("LLFA") regarding the proposed approach to the drainage strategy via email in August 2023.

Consultation with Key Stakeholders

Ward Councillors

- 4.13 On 8th December 2023, an email was issued to the Piccadilly Ward Councillors (Councillors Douglas, Lyons and Wheeler) as the host ward, to introduce the proposed development and the upcoming engagement process. Attached to the email was a copy of the consultation leaflet for local residents and businesses (enclosed at **Appendix 3**). The email included an offer for a briefing session on the proposed development.
- 4.14 Owing to the location of the site, close to ward boundaries, the introductory email was also issued to Harpurhey Ward Councillors (Councillors Collins, Green and Karney) and the Ward Councillors for Miles Platting and Newton Heath (Councillors Flanagan, Grimshaw and Hitchen).
- 4.15 A further email was sent to Ward Councillors on 23rd July 2024, notifying Councillors of the resubmission of the temporary planning application at the site and the revisions that have been made to the scheme as a result of further consultation with MCC Officers and external consultees.

Collyhurst Regeneration Stakeholder Group

- 4.16 The Collyhurst Regeneration Stakeholder Group includes representatives of local schools, community organisations and Non-Governmental Organisations ("NGOs") active within the Collyhurst area. It is a group that meets on a quarterly basis and is a useful conduit for information that is likely to be of interest to local organisations and the wider community.

- 4.17 On 11th December 2023, an email was issued to members of the Collyhurst Regeneration Stakeholder Group to introduce the proposals. The consultation leaflet was provided as a PDF.

Consultation with the Community

- 4.18 On 11th December 2023, a consultation leaflet was issued to 1,053 addresses in the vicinity of the site, as shown on the map at **Appendix 4**. The leaflet provided an introduction to the proposed development and the Applicant, and encouraged people to ask any questions or provide feedback via the dedicated consultation email address (feedback@peary-street.co.uk) or phone number (08081 699 993).
- 4.19 The consultation closed on 20th December 2023.

Feedback

- 4.20 As a result of the distribution of the consultation leaflet, two emails were received. One of the emails was from the proprietor of a business located near to the site. The business' areas of interest related primarily to the potential impacts of construction, particularly the need to maintain the cleanliness of the surrounding roads.
- 4.21 In response to the business' enquiry, the Applicant's team provided further information about the proposed construction process, taken from the Construction Management Plan (submitted alongside this planning application), and provided reassurance about measures that would be put in place to control mud and to keep surrounding roads clean. Should the proposed development be granted planning permission, the Applicant made a commitment for the main contractor to visit the neighbouring business ahead of the start of construction works to discuss the construction process in more detail.
- 4.22 The second email was from a local resident. The resident was supportive of the idea of introducing a temporary sports venue at the site. However, the resident raised concerns regarding the opening hours and potential noise. The Applicant's team has been very conscious of the issue of potential noise impacts for local residents, and a response was provided to the resident to explain the results of the Noise Impact Assessment, which concluded that, even for the closest residential properties, the proposed development would comply with the established criteria of MCC for noise impacts, both in a daytime and a night-time setting.
- 4.23 The above responses are still applicable in light of the revised submission.

Summary

- 4.24 The Applicant has sought to work proactively with MCC Officers, key stakeholders and the local community regarding the proposed development. The proposals have incorporated the feedback received during the pre-application engagement undertaken wherever possible, whilst ensuring that the proposed development is deliverable and accords with the relevant local and national planning policy requirements.

5 PROPOSED DEVELOPMENT

5.1 This section provides a description of the detailed proposals for which temporary planning permission is sought and should be read in conjunction with the submitted supporting information.

5.2 The description of development is as follows:

“Full planning application for the temporary use of land, comprising 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.”

Use and Amount

5.3 The Proposed Site Plan (Drawing reference: 200.00 Rev P9) identifies the proposed uses, including:

- 9no. padel courts, of which 7no. will be covered;
- 2no. uncovered multi-sport courts;
- 2no. boules/pétanque courts;
- 4no. container-style buildings to include a reception area, toilets and changing room facilities, and an element of food and beverage use .
- An urban garden area, which will include moveable seating and planters;
- A waste and refuse area;
- 3no. disabled parking spaces; and,
- 44no. secure and covered cycle spaces.

5.4 The total area of the courts is 2,300sqm. The total canopy area is 2,000sqm. The canopies will cover 7no. of the 9no. padel courts, and will be modular in nature to ensure that they can be easily dismantled once the temporary planning permission has expired.

Appearance

- 5.5 The appearance of the proposed development is illustrated on the submitted Proposed Elevational drawings (Drawing references: 300.00 Rev P2 and 300.01 Rev P2). The details of the canopies are provided on the canopy elevations drawing (Drawing reference: 300.10 Rev P0).
- 5.6 The details and specifications of the proposed fencing are provided on the Boundary Treatment Plan (Drawing reference: 200.10 Rev P5).
- 5.7 4no. container-style buildings will be situated within the site's curtilage to provide a reception area, toilets and changing room facilities, and an element of food and beverage use.

Scale

- 5.8 The canopy structure proposed will be 6m to the eaves and 10m tall, as detailed on drawing reference: 300.10 Rev P0.
- 5.9 The container-style buildings will be 2.8m tall, as shown on drawing references: 300.11 Rev P1 and 300.12 Rev P1.
- 5.10 The boundary fencing proposed will be 1.8m tall, as detailed on drawing reference: 200.10 Rev P5.
- 5.11 The lighting columns, as shown on the submitted Lighting Plan, will be 6m tall.

Layout

- 5.12 The layout of the proposed development is illustrated on the Proposed Site Plan (Drawing reference: 200.00 Rev P9).
- 5.13 To the east of the site, adjacent to Peary Street, will be 4no. covered padel courts, a boules/pétanque court, and 2no. uncovered multisport courts.
- 5.14 To the north-west of the site are two containers, which will accommodate portaloos and changing facilities.
- 5.15 Within the central portion of the site there will be two containers, comprising a reception area and ancillary food and beverage use, fronting onto an urban garden, which will include moveable furniture and planters.

- 5.16 To the south-western corner of the site will be 3no. covered padel courts. To the north of these courts will be a boules/pétanque court, beyond which will be two uncovered padel courts.
- 5.17 The waste and refuse area will be positioned to the north-eastern corner of the site. The portaloos, changing facilities and disabled car parking (comprising 3no. spaces) will be located to the north of the site.
- 5.18 Secure cycle storage, comprising space for 44no. cycles, will be positioned to the south-eastern extent of the site and to the north of the site.

Landscaping

- 5.19 No permanent landscaping is proposed as part of this planning application. However, moveable planters will be positioned within the site to create an attractive outdoor environment. The outdoor furniture within the urban garden will be durable and weather-resistant. However, it will also be moveable so that it can be stored inside, if required.

Access and Servicing

Access

- 5.20 Pedestrian access will be taken from Back St George's Road and Burstock Street.
- 5.21 The only vehicular access into the site will be for the purpose of accessing the 3no. accessible parking spaces located at the north-west corner of the site. These would be accessed directly from Burstock Street.
- 5.22 The introduction of ramped sections between the upper and middle levels of the site will enable accessible movement across the majority of the site, including access to covered and uncovered padel and multi-sport courts. Additional grading of levels will allow level access to the majority of covered spaces, with only a few courts requiring stepped access due to site constraints.
- 5.23 Emergency vehicles will have access to all four sides of the site via the existing adopted highway surrounding the site.

Servicing

- 5.24 Any deliveries will be pre-booked or scheduled to take place outside of the site's busiest times. Deliveries will be restricted to the following hours:
- 10:00 – 16:00 Monday to Friday.

- 07:00 – 09:00 on Saturdays, Sundays and Bank Holidays.

5.25 Refuse will be collected by a private refuse collector and will take place from the adopted highway on Burstock Street, immediately north of the waste and refuse area within the site. This would, therefore, comply with relevant guidance in relation to walking distances to and from the collection point for vehicle operatives.

5.26 The frequency of waste collection would be as follows:

- General waste - 3 days - Monday, Wednesday and Friday.
- Dry recycling 2 days - Monday – Thursday.
- Food - 3 days - Monday, Wednesday and Friday.

5.27 Burstock Street will be reopened to traffic as part of the proposals, but it is not anticipated that traffic levels will be sufficiently high enough to result in significant delay in the event that a refuse vehicle stops on Burstock Street to collect. An auto-tracking drawing demonstrating the use of Burstock Street for refuse collection is provided at Appendix D of the Transport Statement.

Operational and Management Requirements

5.28 A Management and Operational Plan has been prepared by Social Sports Society and is submitted alongside this planning application.

5.29 The Plan covers the following topics:

- **Management** - Day to day activities and any special events will be managed by Social Sports Society. There will be 24-hour security provided from a combination of on-site security, CCTV and monitored intruder alarm systems for out of hours. The site will also have weekly inspections of fixtures and fittings, and a proactive maintenance plan will be implemented to ensure that all reports of issues will be dealt with promptly. All staff will be in assigned staff uniforms at all times during their shifts. Staff and guests will enter and exit the site via the entrances on either Back St George's Road or Burstock Street.
- **Operational Hours** - Operational hours will be between 06:00 – 23:00 Monday to Sunday. This will allow Social Sports Society to cater for early sessions before the normal working day starts, as well as evening sessions for those who do not work regular office hours.

- **Activities** - Padel tennis will be the main sport that Social Sports Society will offer at the site. The other activities proposed at the site are detailed earlier within this Statement.
- **Health and Safety** - Staff will be appropriately trained to deal with all aspects of the site's operation, and the relevant risk assessments will be undertaken.
- **Waste Management** - Freestanding bins will be provided in all spaces for the correct disposal of refuse by members of the public. Waste receptacles will be provided to relevant waste streams. Refuse will be stored hygienically in the designated area, as shown on the submitted Proposed Site Plan, and loaded into the waste receptacles to be taken off site. A no glass policy will be adopted on site and all efforts made to recycle as much waste as possible.
- **Toilets** - Toilets and changing facilities will be provided on site including disabled access. Signage will be provided across the site and a cleaning rota in place to ensure they are inspected and always cleaned.
- **Noise Management** - A Noise Impact Assessment has been prepared and submitted alongside this planning application. A summary of the Noise Impact Assessment is provided at Section 8 of this Statement.
- **Equality Act Statement** - The 2010 Equality Act, as well as supporting the rights of people with disabilities by giving greater legal protection against discrimination, emphasises the legal duty on educational providers, employers and service providers to make reasonable adjustments so disabled people can take part in education, use services and work. Social Sports Society seeks to ensure all their premises and facilities offer access to all parts of its premises for people with disabilities, wherever reasonably practicable.
- **Deliveries and Servicing** - Any deliveries will be pre-booked and will take place during the hours detailed above.
- **Contacts** - Provides the relevant contact details.

Security

- 5.30 Due consideration has been given to the prevention of crime and disorder, and the fear of crime as part of the proposed development, as described at Section 8 of this Statement. The proposed development includes a 1.8m high boundary fence around the perimeter of

the site and gated accesses. The site, including the sports courts and changing facilities, will be locked when not in use and there will be CCTV in operation across the site.

- 5.31 A Crime Impact Statement has been prepared by Greater Manchester Police and is submitted alongside this planning application. The recommendations of the Crime Impact Statement have been included within the scheme, as discussed at Section 8 of this Statement.

Summary

- 5.32 This section has described the proposed development that is the subject of this temporary planning application. The proposed development will bring the site back into active use ahead of its comprehensive redevelopment, whilst also generating interest in the area, raising the profile of this part of Victoria North and providing for a use that will deliver a number of community benefits, as detailed in the following section of this Statement.

6 SOCIAL AND COMMUNITY VALUE

- 6.1 This section summarises the Social Impact Statement that has been prepared and submitted alongside the planning application. It details the community benefits that will result from the delivery of the proposed development.

Vision, Mission and Goal

- 6.2 The Social Impact Statement prepared by the Applicant sets out the following vision, mission and goal for the development proposed at the site. The Applicant has engaged with FEC's Social Impact Lead to understand their social impact framework and how the Applicant can deliver against this as part of the wider regeneration plans.

- **Vision:** To improve the health and wellbeing of the local community through the power of social sports.
- **Mission:** To activate local communities, engaging them through fun group activities so that the boundary between exercise and socialising is reduced, and the appeal of healthy active pastimes is enhanced to everyone in the community.
- **Goal:** In Social Sports Society's first year of operation at the site, Social Sports Society will deliver highly effective impact focused programmes that have a long lasting and in-depth impact on the individuals they serve.

Social Impact Outcomes

- 6.3 Social Sports Society has sought to align their Social Impact Statement with the priorities for Manchester, as detailed within the *"Our Manchester Strategy – Forward to 2025"* and in **bold** below:

- Social Sports Society actively promote social sports within the local community through providing affordable sporting facilities. **A Liveable and Zero-carbon City:** The proposed sports facilities will help to create sustainable, safe, resilient and cohesive neighbourhoods, good -quality sporting facilities.
- Social Sports Society's initiatives foster a heightened sense of satisfaction and belonging within the community. Early engagement will form the building blocks for delivering something the community truly wants. **A Thriving and Sustainable City:** The proposed facilities and sports will be accessible for all no matter age, ethnicity, gender, disability, sexuality, faith or socioeconomic background.

- Social Sports Society's sites will create well paid (they are recognised a national living wage employer) and nurturing jobs and business opportunities in the local area. **A Highly Skilled City:** Social Sports Society employees will be supported to learn, progress, and upskill.
- Playing social sports helps to boost self-confidence but also enhances discipline and competencies within a group setting. **A Progressive and Equitable City:** The site and services will improve physical and mental health to the local community and prospective users.

Social Sports Society Programmes

Community Play

6.4 Social Sports Society will:

- Offer free play to those in the community who otherwise would not have access to the facilities. At least 10 hours of free or discounted sports and activities per week will be offered to the local community. This could be one off play or a programme of sessions; and,
- Partner with local community and charitable organisations to ensure the services reach those in the community who will benefit from it most and is bespoke to their needs. Potential key partners are identified within the Social Impact Statement.

Coaching

6.5 Social Sports Society will:

- Fund padel coaching courses for youth at risk in the local community and offer employment to those that gain accreditation. The youth at risk coaching course will be run for 3-6 individuals within the first year of operation at the site;
- Partner with local organisations and schools to promote the programme to individuals in the target group, and organisations (national or local) that focus on mentoring and leadership for youth to help design the programme and ensure it has the necessary support embedded in the design; and,
- Recruit coaches experienced working with a diverse group of people to run the coaching session.

Schools

6.6 Social Sports Society will:

- Partner with schools to understand how best they might use the facilities and if they could be a partner in Social Sports Society's sports for school programme; and,
- Through their sports for schools initiative, work with schools to provide free padel facilities and a profit share from renting the courts out of school hours.

Environmental Sustainability

6.7 The proposed development will:

- Minimise electricity use on site, including through LED and automatic lighting; and,
- Minimise waste by encouraging recycling. Potential initiatives include donating used kit and equipment that is still fit for use to local schools and reducing the number of products with single use packaging sold on site.

Social Sports Society's Venues

Wembley Park Boulevard

- 6.8 Social Sports Society has opened three top-of-the-range MejoSet open-air courts in the heart of Wembley, positioned next to the iconic stadium. Within a number of days of the opening of Social Sports Society's Wembley site, the courts were booked for 12.3 hours for the week, totalling 92% occupancy. In terms of social impact, community play has been achieved at the site in partnership with Brent Council and Jason Roberts Foundation, and several local schools now have their PE classes at the site.

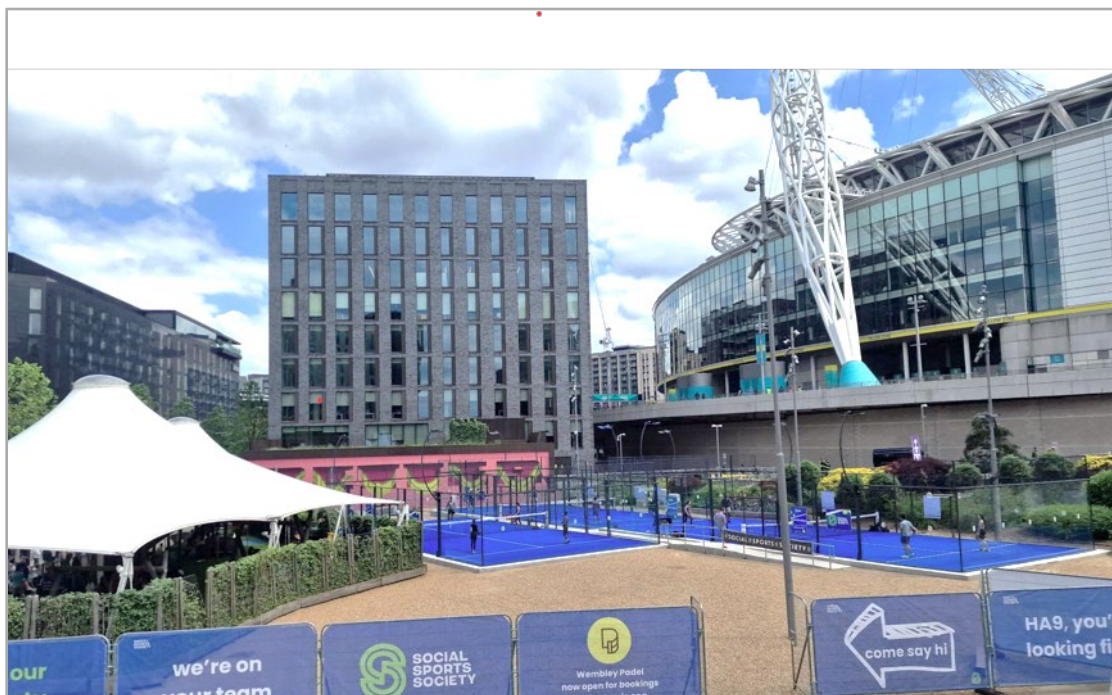


Figure 5: Wembley Park Boulevard Padel Courts

Brent Cross

- 6.9 Following the grant of planning permission in June 2024, Social Sports Society is due to open its site in Brent Cross shortly. The consented development will see the temporary re-use of an existing car park to a mixed-use sport complex: including multi-purpose indoor and outdoor sports courts, including multisport courts, padel courts and football pitches; bouldering and rope climbing areas; indoor obstacle course race area; children's play area; flexible urban sports area, including a skate park, parkour and outdoor obstacle course races; seasonal space for beach football and volleyball; boule courts; and, associated sports retail, and outdoor food and beverage provision.

Summary

- 6.10 Social Sports Society has a vision to improve the health and wellbeing of the local community through the power of social sports. The Social Impact Statement prepared by Social Sports Society, and submitted alongside this planning application, explains how Social Sports Society intends to deliver highly effective impact focused programmes that have a long lasting and in-depth impact on the individuals that they serve. The programmes will include: free play to those in the community who would otherwise not have access to the facilities; coaching courses for youth at risk in the local community; and, partnering with schools to provide free padel facilities.

7 PLANNING POLICY FRAMEWORK

- 7.1 This section sets out the relevant national and local planning policy and other material considerations that the application will be assessed against.

The Development Plan

- 7.2 The Development Plan for Manchester comprises the:

- Places for Everyone Joint Development Plan (adopted 2024);
- Manchester's Core Strategy 2012-2027 (adopted 2012); and,
- The 'saved' policies of the Manchester Unitary Development Plan (adopted 1995).

- 7.3 As defined by the Local Development Framework Area Map, the site is located within the Inner Areas, North Manchester and the Manchester City Boundary.

Places for Everyone Joint Development Plan

- 7.4 The Places for Everyone Joint Development Plan was adopted by MCC on 20th March 2024 and came into effect on 21st March 2024. The following policies are of most relevance to this planning application:
- 7.5 **Policy JP-Strat2: City Centre** explains that the City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester. It is further stated that it will be a priority for investment in development and infrastructure.
- 7.6 **Policy JP-S1 (Sustainable Development)** explains that, to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously.
- 7.7 **Policy JP-P1 (Sustainable Places)** sets out the aim of becoming one of the most liveable city regions in the world. The policy sets out key attributes that all development, where appropriate, should be consistent with, including that development: respects and acknowledges the character and identity of the locality in terms of design, siting size, scale and materials used; responds to the needs of all parts of society; promotes a sense of community; makes efficient use of land; is safe; and is well-connected to other places, particularly by public transport.

- 7.8 **Policy JP-P6 (Health)** states that, to help tackle health inequality, new development will be required, as far as practicable, to, for example, maximise its positive contribution to health and wellbeing, and support healthy lifestyles.
- 7.9 **Policy JP-P7 (Sport and Recreation)** refers to the protection and enhancement of a network of high quality and accessible sports and recreation facilities.
- 7.10 **Policy JP-C8 (Transport Requirements of New Development)** requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

Manchester Core Strategy 2012

- 7.11 The Core Strategy was adopted in July 2012 and sets out the long-term spatial vision for the city for the plan period (2012 to 2027). The following Core Strategy policies are relevant to this planning application:
- 7.12 **Policy SP 1 (Spatial Principles)** provides the key spatial principles that will guide the strategic development of Manchester to 2027. Policy SP1 encourages development to make a positive contribution to neighbourhoods of choice, minimise emissions, and to reduce the need to travel by locating development close to jobs, services, education and open space.
- 7.13 **Policy DM 1 (Development Management)** requires all development to have regard to specific issues including effects on amenity such as noise, light, road safety and traffic generation; accessibility; community safety and crime prevention and vehicular access.
- 7.14 **Policy T 2 (Accessible Areas of Opportunity and Need)** states that the Council will seek to ensure that new development is easily accessible by walking, cycling and public transport, and connects residents to jobs, centres, health, leisure, open space and educational opportunities.
- 7.15 **Policy EN 1 (Design Principles and Strategic Character Areas)** states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

- 7.16 **Policy EN 3 (Heritage)** states that, throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.
- 7.17 **Policy EN 12 (Area priorities for Open Space, Sport and Recreation)** details the priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas. In the North area, the priority is to ensure that new development will deliver improvements to the quality of existing provision. The supporting policy text emphasises that local provision of accessible high quality open spaces, sport and recreation facilities are particularly important to both local residents and families looking to move into new areas of the City.
- 7.18 **Policy EN19 (Waste)** indicates that the Council will require all developers to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, reuse, recycling/composting, energy recovery, final disposal).

Manchester UDP 1995

- 7.19 The UDP policies that remain extant and are relevant to this application are as follows.
- 7.20 **Saved Policy DC26 (Development and Noise)** states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City.

Other Material Considerations

- 7.21 There are a series of other planning policy guidance documents at local and national level that are relevant to the determination of this application which include the:
- Northern Gateway SRF;
 - National Planning Policy Framework;
 - Planning Practice Guidance; and,
 - Emerging Greater Manchester Spatial Framework (now Places for Everyone)

Northern Gateway SRF

- 7.22 The Northern Gateway SRF was endorsed by MCC on 13th February 2019 and is a material consideration in the determination of all planning applications within the Northern Gateway. The SRF proposes seven interconnected neighbourhood, comprising: Collyhurst; New Cross; New Town; Red Bank; South Collyhurst; Vauxhall Gardens; and, Eggington Street and Smedley Dip. The SRF sets out a vision to deliver approximately 15,000 homes supported by social and physical infrastructure, including a new City River Park which will connect Queens Park and Angel Meadow.
- 7.23 The site is located within the New Town neighbourhood. Further details are provided in Section 2 of this Statement.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007)

- 7.24 The Guide to Development document sets out how the principles of sustainable development should be applied in practice through the development process. The guidance is generally applicable to all types of development, and it expands upon the policies in Development Plan. The document sets out how new developments should be accessible, contribute to creating a sense of place, respect the character and context of their surroundings and achieve environmental sustainability.

National Planning Policy Framework

- 7.25 The revised Framework was published in July 2018, with the latest iteration having been published in December 2023. The Framework sets out the Government's planning policies and guidance and how this is to be applied.
- 7.26 **Paragraph 11** of the Framework states that, *"Plans and decisions should apply a presumption in favour of sustainable development... for decision-taking this means:*
- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date¹, granting permission unless:*

¹ This includes, for applications involving the provision of housing, situations where: (a) the local planning authority cannot demonstrate a five year supply (or a four year supply, if applicable, as set out in paragraph 226) of deliverable

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed²; or*
- ii. 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.”*

7.27 Paragraph 96 of the Framework states that, *“Planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which:*

- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*
- 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 – for example through the use of beautiful, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and*
- c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.”*

7.28 Paragraph 115 of the Framework states that, *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

7.29 Paragraph 128 of the Framework states that, *“Planning policies and decisions should support development that makes efficient use of land, taking into account:*

housing sites (with a buffer, if applicable, as set out in paragraph 77) and does not benefit from the provisions of paragraph 76; or (b) where the Housing Delivery Test indicates that the delivery of housing was below 75% of the housing requirement over the previous three years.

² The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 187) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 72); and areas at risk of flooding or coastal change.

- d) *the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;*
- e) *local market conditions and viability; c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;*
- f) *the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and*
- g) *the importance of securing well-designed and beautiful, attractive and healthy places."*

7.30 **Paragraph 200** of the Framework states that, *"In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting."*

Planning Practice Guidance

7.31 On 6th March 2014 the former Department for Communities and Local Government published the National Planning Practice Guidance ("PPG"). The PPG is regularly updated and is intended to assist practitioners and provide further guidance on the interpretation of national planning policy within the Framework. It is, therefore, a material consideration in the determination of the application.

7.32 Under section 72 of the Town and Country Planning Act 1990 the local planning authority may grant planning permission for a specified temporary period only. The PPG provides guidance on when conditions can be used to grant planning permission for a use for a temporary period only.

Summary

7.33 This section has detailed the adopted and emerging planning policy framework and guidance at a local and national level, which is relevant to the site. As defined by the Local Development Framework Area Map, the site is located within the Inner Areas, North Manchester and the Manchester City Boundary. The next section provides an assessment of the proposed development against the relevant policies of the adopted Development Plan for MCC, and the Framework (2023).

8 APPRAISAL OF THE PROPOSALS

8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

8.2 This section assesses the proposals against the relevant policies of the adopted Development Plan for MCC, the Framework (2023) and emerging PfE, and is supported by the reports accompanying the application. Consideration is given to the following key considerations:

- Principle of Meanwhile Uses;
- Safety and Security;
- Transport and Accessibility;
- Noise Impact and Management;
- Lighting;
- Ecology;
- Ground Conditions;
- Flood Risk and Drainage;
- Heritage; and,
- Sustainable Development.

Principle of Meanwhile Uses

8.3 As defined by the adopted Local Development Framework Area Map, the site is located within the Inner Areas of Manchester, North Manchester and the Manchester City Boundary. Although the site is not allocated for a specific use, it is situated within the North Manchester Regeneration Area and forms part of the Victoria North regeneration scheme, which will result in transformational change to the site and surrounding area over the next 15 to 20 years through the delivery of approximately 15,000 new homes, in addition to social and physical infrastructure.

8.4 In the Northern Gateway SRF, the site is located in the New Town neighbourhood, which is identified for residential-led development. Although this planning application does not

propose residential-led development, it will enable the successful and efficient temporary use of brownfield land prior to longer-term proposals for the site's comprehensive redevelopment coming forward. Therefore, as defined by the PPG, the proposals will comprise a "meanwhile use", the operation of which will be limited to a temporary period of time, which is envisaged to be 3 years.

- 8.5 The temporary use of the site for the proposed sports facilities will not prejudice the site's future redevelopment, with the design of the temporary structures having been carefully considered to ensure that they can be easily dismantled and moved from the site once the temporary planning permission expires. Therefore, despite being temporary in nature, the proposals will make efficient use of an accessible, brownfield site in the interim, and will reactivate this space, in accordance with CS Policy SP1, Policy JP-P1, and paragraphs 8c and 128 of the Framework (2023).
- 8.6 In reactivating the site and, thus, generating increased footfall and activation at street-level, the proposed development will ultimately raise the profile and attractiveness of this part of the Victoria North regeneration area. The proposed development will put the site 'on the map', creating an exciting and high-quality destination, which will be able to be enjoyed by local people, and, as a result, will positively promote the continued social, economic and environmental regeneration of this area of the City ahead of the site's future redevelopment, in accordance with CS Policies EC 1 and EN 1, Policy JP-S1, and paragraph 8 of the Framework (2023).
- 8.7 The active use of the site in the immediate-term will also deliver wider community benefits, with Social Sports Society committed to implementing programmes/initiatives to improve the health and wellbeing of the local community through the power of social sports (as detailed at Section 6 of this Statement and in the accompanying Social Impact Statement). Consequently, the proposed development will help to promote healthy and active lifestyles by encouraging the local community to participate in the sports on offer at the site, in accordance with CS Policy EN 11, Policy JP-P6 and paragraphs 8b) and 96 of the Framework (2023).
- 8.8 Overall, the proposed development will revitalise and reinvigorate a brownfield site within easy access of Manchester City Centre, reactivating the site and allowing it to be enjoyed by the local community in the immediate-term ahead of its future residential-led redevelopment. The proposed development will also enable the delivery of several programmes/initiatives to benefit the local community, such as through the offer of free or discounted sports, the provision of coaching, and the creation of partnerships with

schools. Consequently, despite being temporary in nature, the proposed development will raise the profile of this part of Victoria North, creating a destination to be enjoyed by all, ahead of the comprehensive regeneration of the site. Therefore, the proposed development accords with CS policies SP1, EC1, EN1 and EN11, policies JP-P1, JP-S1 and JP-P6 and paragraphs 8, 96 and 128 of the Framework (2023).

Safety and Security

8.9 Due consideration has been given to the prevention of crime and disorder, and the fear of crime, as part of the proposed development, in accordance with paragraphs 96 and 135 of the Framework (2023), CS Policy DM 1, and Policy JP-P1. A Crime Impact Statement has been prepared by Greater Manchester Police ("GMP") Design for Security and is submitted alongside this planning application.

8.10 The Crime Impact Statement notes the following positive aspects of the proposal:

- The new development will create a controlled entrance area allowing staff to observe user movement in, out and around the proposal. Increasing the staff control of the entrance and improvements in natural surveillance within the scheme provides a safe and enjoyable experience for all users.
- The increased activity, improved lighting and natural surveillance associated with the development will greatly enhance the experience of the range of users and pedestrians in this section of Manchester.
- Opening the views across the zones and plots will facilitate mutual surveillance between the courts and the public realm spaces around.
- The proposed development provides the opportunity to include security features built into the design and construction of the building and avoids the need for obtrusive retrofitted security measures that can increase the fear of crime. Security measures carefully incorporated into the design can ensure the building is secure, without visibly announcing that the design was concerned about crime.

8.11 Recommendations to enhance the security of the proposed development are made within the report. The recommendations, and the Applicant's response to these (in **bold**), are summarised below:

- Secure the rear boundaries of the development with suitable high robust fencing. Particularly where the fencing line abuts the new containers. **The proposed**

development includes a 1.8m high boundary fence around the perimeter of the site and gated accesses. The proposed boundary treatments are illustrated on Drawing reference: 200.10 Rev P5.

- Containers used to accommodate the business and any storage containers used should meet the LPS 1175 standard (or at least adhere to the principles of LPS 1175 certification) to allow management staff to securely stock and close up the units overnight. **The storage containers will meet the above standard. Drawings of the proposed containers have been submitted alongside the planning application (Drawing references: 300.11 Rev P1 and 300.12 Rev P1).**
- Avoid measures that could aid climbing onto the roofs of units as a means to by-pass formal security measures. **As detailed above, the site will be secured by 1.8m high boundary fencing and lockable gates. The site will be secured when not in use and CCTV will be in operation.**
- Providing secure cycle parking for staff and customers. **44no. cycle spaces are proposed as part of the development, as illustrated on the Proposed Site Plan (Drawing reference: 200.00 Rev P9) and the submitted Cycle Storage Plan (Drawing reference: 300.13 Rev P2).**
- Provide a secure place for staff to store personal property whilst working. **A secure area for staff to store personal property will be made available in the reception area proposed on the site.**
- Provide a secure area for refuse storage at the rear of the site. **A secure waste and refuse area is proposed to the north of the site.**
- Install a CCTV system to monitor the site throughout the day and night. External areas around the buildings should be capable of surveillance by staff from inside the premises. Where direct views are not possible, a monitored CCTV system should be visible on a screen at the reception point. **The site will be monitored by CCTV. The CCTV will be visible from the reception computer area. Furthermore, staff will be present on the site at all times when the site is operation and the site will be effectively managed in accordance with the submitted Management and Operational Plan.**
- All back-of-house/staff areas should not be publicly accessible and there should be a secure area for staff to store their belongings whilst at work. **As detailed above, a**

secure area for staff to store personal property will be made available in the reception area proposed on the site.

- 8.12 Overall, the Crime Impact Statement concludes that the proposed development is welcomed and that the design of the scheme is very positive from a pedestrian safety perspective, with an interest in maintaining a safe and secure environment. As detailed above, the proposed development has incorporated the recommendations made within the Crime Impact Statement to ensure that the site is safe and secure for prospective users and to prevent crime, in accordance with CS Policy DM 1, Policy JP-P1 and paragraphs 96 and 135 of the Framework (2023).

Transport and Accessibility

- 8.13 A Transport Statement has been prepared by WSP and is submitted alongside this planning application.

Accessibility, Parking and Servicing

Accessibility

- 8.14 As detailed at Section 3 of this Statement, and detailed in the Transport Statement, the site is well connected to local bus stops, train stations, tram stops and cycleways, which indicates that the site is conducive for the potential of longer, multi-modal trips by sustainable modes of transport.

On-site Parking

- 8.15 Accessible parking is provided on-site in line with the standards set out at Appendix B of the Core Strategy (July 2012). Based on the standard for “other leisure development” set out in this document, 3no. accessible parking spaces are provided within the site.
- 8.16 The above document also sets out a policy requirement for 1 cycle parking space per 140sqm floor area. Given the nature of this scheme, and the difficulty of accurately assessing a floor area for the purposes of parking standards, a bespoke approach to cycle parking requirements has been adopted based upon the likely mode share and trip generation of the proposals. 44 cycle parking spaces are proposed as part of the development. Based on the estimated cycle usage, as detailed within the Transport Statement, it is considered this will be ample to accommodate the likely demand plus allow additional spaces to encourage mode shift to travel by cycle in the future.

Parking Management

- 8.17 The accompanying Parking Management Strategy and Travel Plan (Appendix A of the Transport Statement) outlines measures to promote the use of sustainable travel modes to future users of the site.

Highway Impact

- 8.18 As detailed in the Transport Statement, WSP adopted a bespoke trip generation methodology for the site, based on the number of users likely to be at the facility. It has been estimated that the venue will have a maximum capacity of circa. 100 users at any one time.
- 8.19 Making an assumption of an average time of 90 minutes for each activity (60 minutes on court, plus 15 minutes prep and 15 minutes after the activity), it is estimated that there will be a total of 67 person trips per hour (67 in and 67 out) associated with the proposed development. There will be a limited number of staff on site (estimated 6). However, the shift patterns of staff will be such that staff travel will occur outside of peak activity times. Additionally, the traffic generation approach is based on all court activities being booked for the minimum 60-minute duration and, therefore, the traffic impact in peak hours is likely to be over-estimated.
- 8.20 Multi modal TRICS surveys for Leisure Centres have been used to estimate a potential modal share for trips to the site. As such, it is estimated that there will be a maximum of 62 vehicle trips per hour (31 in and 31 out) associated with the development operating at full capacity.
- 8.21 As an estimate, it is currently assumed that all car trips will use the available Total Car Park site south of Rochdale Road, and that traffic will distribute 50% / 50% in a north-south direction along Rochdale Road. Therefore, the impact on Rochdale Road (South) and Rochdale Road (North) would be 31 vehicles per hour at each of the two locations. Overall, based upon the analysis undertaken in the Transport Statement, WSP conclude that the overall impact upon Rochdale Road would not be significant in traffic capacity terms.

Accident Analysis

- 8.22 An analysis of Personal Injury Accident ("PIA") data has been carried out on the local highway network surrounding the site to establish any patterns in location or causation factors which may be exacerbated as a result of the proposed development. PIA data for a five-year period has been obtained from Crashmap, up to and including December 2021.

- 8.23 A total of eight PIAs were recorded on the surrounding highway network, one of which was classified as serious and seven as slight. No fatal injuries were recorded. One PIA involved a cyclist, while three PIAs involved a pedestrian. Although any collisions are regrettable, the low number of collisions across junctions in the study area, relative to the traffic levels, and the lack of significant patterns in location or causation factors mean that no off-site mitigation is required with respect to road safety.

Summary

- 8.24 Overall, the site is easily accessible by a range of sustainable transport modes and it has been demonstrated that the residual cumulative impacts of development are not severe and there are no overriding reasons to preclude MCC from recognising that the proposals are acceptable in transport terms. Therefore, the proposed development accords with CS policies T 2 and DM 1, Policy JP-C8 and paragraph 115 of the Framework (2023).

Noise Impact and Management

- 8.25 A Noise Impact Assessment has been prepared by Clement Acoustics and is submitted alongside this planning application.
- 8.26 Attended noise measurements were undertaken on 18th May 2023 to provide an understanding of the prevailing noise environment. The locations of the measurement positions are illustrated within the Noise Impact Assessment. The equipment calibration was verified by means of a field verification check before and after use and no abnormalities were observed.
- 8.27 MCC's "*Planning and Noise – Technical Guidance*", which was issued in October 2022, details appropriate criteria to be used for different types of noise source. The proposed noise source of padel courts is best categorised by "*other potentially noisy activities*", which includes Multi-Use Games Areas ("MUGAs"), sports stadia, and gymnasia. A review has also been undertaken of possible applicable guidance in order to determine suitable criteria for noise emissions, as detailed in the Noise Impact Assessment.
- 8.28 A noise impact assessment was subsequently undertaken using library noise data to predict the noise levels, due to the proposed operations, at nearby noise sensitive receivers. Calculations were undertaken using the proprietary noise modelling software package CadnaA for the nearest identified receivers.
- 8.29 Overall, the Noise Impact Assessment demonstrates that compliance with the established criterion is feasible, dependent on the courts being used between 06:00 and

23:00 only, as is proposed. Therefore, the proposed development accords with CS Policy DM 1, Saved UDP Policy DC26, and paragraph 180 of the Framework (2023).

Lighting

- 8.30 A Lighting Assessment and Lighting Plans (Drawing references: WECE / Peary Street / E / 01 Rev P2 and WECE / Peary Street / E / 02 Rev P1) have been prepared by Watt Energy and submitted alongside this planning application.
- 8.31 The external lighting proposed comprises LED floodlighting. As detailed on the submitted Lighting Plan, the lux levels across the site will meet the requirements set out for the padel courts and standard pathways in typical residential areas. 50lux will also be achieved in the outdoor garden areas. The lighting design proposed will follow the principles outlined by the Institution of Lighting Professionals.
- 8.32 Therefore, the proposed development will be appropriately lit, whilst also ensuring that it will not have an unacceptable impact on local amenity in terms of lighting, in accordance with CS Policy DM 1 and paragraph 191c of the Framework (2023).

Ecology

- 8.33 A Technical Ecology Report has been prepared by Tyler Grange and is submitted alongside this planning application.
- 8.34 An 'extended' Phase 1 habitat survey of the site was initially undertaken on 25th May 2023. The survey broadly followed the methodology set out in guidance from the Joint Nature Conservation Committee ("JNCC") for extended Phase 1 habitat survey.

Protected Sites

- 8.35 One internationally designated site considered to be of international ecological importance is present within 10km of the site comprising the Rochdale Canal SAC (4.51km east of the site), which is designated for its diverse water plant community including floating water-plantain *Luronium natans*. However, no impacts are to be expected on this SAC, as it is a sufficient distance from the site and not physically or functionally linked to the site.
- 8.36 No other designated sites considered to be of national ecological importance are present within 2km of the site.

Habitats and Flora

- 8.37 The majority of the site area was made up of hardstanding surface, having previously been in use as a car park. Numerous areas of scrub were present across the site area. The scrub had a scattered nature and displayed an overall low diversity of common species. Both of these habitat types (hardstanding and scrub) are noted as being of negligible ecological importance.

Fauna

- 8.38 Due to the highly urban nature of the site, consisting entirely of hardstanding and built form, it is considered that the site offers no resource or suitability to any protected species groups, with the exception of birds.
- 8.39 In terms of birds, small areas of scattered scrub that are present around the site boundaries offer some foraging/nesting potential for bird species. As such, recommendations are made to mitigate impacts on this species group in the Ecology Report, including that:
- Any works to remove scrub, trees and general ground clearance within the 'core' nesting bird season (March to August inclusive) should be preceded by checks by a suitably qualified ecologist (SQE), with any nests found to be left until all chicks have fledged, and a suitable buffer for that species retained until the nest is no longer considered active.
 - Due diligence must also be shown by all site contractors to check for active nests prior to vegetation clearance, even if conducted outside of the 'core' nesting period as some species of bird are known to nest year-round. Should an active nest be suspected, a SQE will need to attend site to assess the status of the nest and advise further.

Summary

- 8.40 Overall, the proposed development is unlikely to result in any adverse impact on statutory and non-statutory designated sites and no mitigation is required in this regard. The Ecology Report recommends that ground-level planters are included within the site; in response to this, moveable planters will be positioned within the proposed urban garden.
- 8.41 The Ecology Report concludes that, provided the recommendations outlined in this report can be implemented fully and successfully, then development proposals would be able to comply with relevant wildlife legislation and planning policies. Therefore, due regard has

been given to the effects on biodiversity as a result of the proposals, in accordance with CS Policy DM 1 and paragraph 180 of the Framework (2023).

Ground Conditions

- 8.42 A Phase 1 Desktop Study has been prepared by ROC Consulting, which undertakes an assessment of contaminated land issues relating to the proposed temporary change of use of the site.
- 8.43 The report identifies that there are only very limited potential pathways to receptors given the nature of the proposals with these mainly relating to construction workers conducting earthworks operations in the area of padel court number four. Furthermore, the proposed development will likely reduce the potential for contamination to affect proposed site users, and no active contaminant pathways to receptors have been identified.
- 8.44 Given the proposed nature of the meanwhile use and specifically the fact that the majority of the new buildings and courts will be constructed on top of the existing hard standing present across the site, ROC do not envisage any requirement to complete ground investigation works to assess risks posed by sources of soil or groundwater contamination. Similarly, the nature of the meanwhile use is such that potential risks posed by ground gas will also be low owing to the fact that courts will be well ventilated, and any enclosed spaces (temporary cabins / portaloos) will have a well-ventilated sub floor void.
- 8.45 As a limited amount of earthworks will be required to the east of the site associated with the construction of one of the padel courts. It is recommended that a watching brief is adopted by contractors during this work, with any contamination identified brought to the attention of ROC Consulting.
- 8.46 Overall, the proposed development accords with CS Policy EN 18 and paragraph 189 of the Framework (2023).

Flood Risk and Drainage

- 8.47 A Flood Risk Assessment and Drainage Statement has been prepared by WSP and is submitted alongside this planning application.
- 8.48 In terms of flood risk, the site is within Flood Zone 1 (less than a 1 in 1,000 annual probability of flooding from river or sea flooding). The proposed development site is, therefore, assessed to have a very low risk of fluvial flooding. Furthermore, the

assessment has identified that there is a very low risk of surface water flooding within the site, and other sources of flood risk present a low or insignificant risk to the site.

- 8.49 There are currently no positive drainage systems on the site with runoff from impermeable surface draining north-west towards areas of scrub within the northern boundary or onto Billbrook Street and Burstock Street. The site is currently 84% impermeable with an existing peak runoff calculated at 60.4 l/s.
- 8.50 Given the temporary nature of the proposals, it is intended to retain the existing drainage regime. Construction of new permeable surfacing shall be provided, building up from existing levels. The construction of 2 no. canopy structures for the covered courts potentially increases runoff where they cover existing permeable surfaces. However, it is proposed to limit discharge from these canopies to match existing rates. Attenuation will be provided using an above ground tank system with orifice controlled outlet. The tanks will be designed for the 1 in 100 year rainfall event.
- 8.51 Overall, the Flood Risk Assessment and Drainage Strategy concludes that the development is appropriate in terms of flood risk and that the site can be developed without increasing flood risk overall. Therefore, the proposed development accords with CS policies DM 1 and EN 14, and paragraph 165 of the Framework (2023).

Heritage

- 8.52 The Marble Arch Inn is situated at the intersection of Gould Street and Rochdale Road (A664). The land between the site and the Marble Arch Inn predominantly comprises surface level car parking. However, it is important to note that the land directly to the east of the Marble Arch Inn has extant planning permission for the erection of a part 11-, part 13-storey building to form residential apartments, together with the erection of two blocks of 3-storey duplexes to form 237 homes in total, in addition to commercial floorspace, basement car parking, landscaping and public realm (LPA reference: 131708/FO/2021). Therefore, notwithstanding the distance between the site and the Marble Arch Inn and the existing built development, the consented development to the east of the Marble Arch Inn will effectively screen the proposed development that is the subject of this planning application from view and will considerably increase the built form within the surrounding area.
- 8.53 The Roman Catholic Church of St Patrick is situated beyond Rochdale Road, along Livesey Street to the south-east of the site. The land between the site and this designated heritage asset predominantly comprises residential development, surface level car parking, and a

tyre shop. There is also established vegetation along Rochdale Road, which will further screen the Roman Catholic Church of St Patrick from the proposed development at the site.

- 8.54 Overall, owing to the distance of the designated heritage assets from the site, the existing built and natural development, and development consented within the immediate area, the proposals will have a negligible effect on the setting of these assets, resulting in no harm to the significance of these designated heritage assets. Therefore, the proposed development accords with Core Strategy Policy EN 3 and paragraph 200 of the Framework (2023).

Sustainable Development

- 8.55 The overarching policy objective of the Framework is a presumption in favour of sustainable development. Paragraph 8 of the Framework indicates that there are three dimensions to sustainable development: economic, social and environmental. An assessment of the proposals against the three dimensions of sustainable development, as defined in the Framework, is provided below.

Social

- 8.56 The proposed development will support the creation of a strong, vibrant and healthy community. In particular, the proposed development will:
- Contribute positively to the regeneration of the site and wider area in the immediate term, thus raising the profile of this part of Victoria North in accordance with the Council's strategy for the area;
 - Enable the delivery of several programmes/initiatives to benefit the local community, such as through the offer of free or discounted sports, the provision of coaching, and the creation of partnerships with schools;
 - Deliver a safe and accessible development, which is within easy access of public transport links; and,
 - Reduce the risk of crime and anti-social behaviour by making active use of the site prior to its redevelopment.

Economic

- 8.57 The proposed development will contribute towards building a strong, responsive and competitive economy. In particular, the proposed development:

- Will create approximately six full time jobs and two part-time jobs; and,
- Will create a destination, which will in turn increase footfall to the area and, thus, support the economic regeneration of this part of the City.

Environmental

8.58 The proposed development will not result in significant harm to the natural, built or historic environment. In particular, the proposed development will:

- Make efficient use of land by re-activating an accessible, brownfield site;
- Be accessible via sustainable modes of transport, such as by rail, Metrolink and bus, in addition to walking and cycling; and,
- Not result in an adverse impact in terms of noise, flood risk or pollution.

Summary

8.59 In summary, the proposed development will comprise a 'meanwhile use' for which planning permission is sought for a temporary period of three years. The proposed development will reactivate the site and will ultimately raise the profile and attractiveness of this part of the Victoria North regeneration area, whilst also delivering wider community benefits, with Social Sports Society committed to implementing programmes/initiatives to improve the health and wellbeing of the local community through the power of social sports. Furthermore, the proposed development is acceptable in terms of: safety and security; transport and accessibility; noise impact and management; lighting; ecology; ground conditions; flood risk and drainage; and, heritage. It has further been demonstrated that the proposal represents sustainable development and accords with MCC's adopted Development Plan, Framework (2023), and emerging PfE.

9 SUMMARY AND CONCLUSION

- 9.1 This Supporting Planning Statement (“SPS”) has been prepared by Asteer Planning LLP (“Asteer Planning”) on behalf of Social Sports Society (“the Applicant”) in support of an application for temporary planning permission at land at Peary Street, Manchester (“the site”).
- 9.2 Temporary planning permission is sought for a period of 3 years.
- 9.3 The description of development is as follows:

“Full planning application for the temporary use of land, comprising padel courts, multi-use courts, 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.”

Strategic Regeneration Context

- 9.4 Section 2 of the SPS provides the strategic regeneration context to the site and explains how the site sits within the wider Victoria North regeneration scheme.
- 9.5 The site sits within the wider Victoria North regeneration scheme; one of the largest regeneration projects in the UK. According to the SRF, the site is located within the New Town neighbourhood, which is identified for residential-led development. New Town is currently characterised by vacant, brownfield land associated with the neighbourhood’s industrial past. However, New Town will be the subject of considerable change over the coming years, as large-scale development proposals are brought forward in the context of the Victoria North regeneration scheme.

Site and Surrounding Area

- 9.6 Section 3 of the SPS describes the site’s characteristics, surroundings and relevant planning history.
- 9.7 This section has detailed the site’s location, characteristics and planning history. The site extends to 0.51ha and comprises a roughly rectangular parcel of hardstanding, with scattered scrub/vegetation. At present, the site is largely surrounded by surface car parking. However, the surrounding area will be the subject of considerable change over the next 15 to 20 years owing to the consented and pending redevelopment of the adjacent sites and the wider Victoria North regeneration area.

Statement of Community Involvement

- 9.8 Section 4 of the SPS summarises the consultation that has been undertaken with MCC Officers, key stakeholders and the local community with regards to the proposed development.
- 9.9 The Applicant has sought to work proactively with MCC Officers, key stakeholders and the local community regarding the proposed development. The proposals have incorporated the feedback received during the pre-application engagement undertaken wherever possible, whilst ensuring that the proposed development is deliverable and accords with the relevant local and national planning policy requirements.

Proposed Development

- 9.10 Section 5 of the SPS provides a description of the detailed proposals for which temporary planning permission is sought and should be read in conjunction with the submitted supporting information.
- 9.11 The proposed development will bring the site back into active use ahead of its comprehensive redevelopment, whilst also generating interest in the area, raising the profile of this part of Victoria North and providing for a use that will deliver a number of community benefits, as detailed in the following section of this Statement.

Social and Community Value

- 9.12 Section 6 summarises the Social Impact Statement that has been prepared and submitted alongside the planning application. It details the community benefits that will result from the delivery of the proposed development.
- 9.13 Social Sports Society has a vision to improve the health and wellbeing of the local community through the power of social sports. The Social Impact Statement prepared by Social Sports Society, and submitted alongside this planning application, explains how Social Sports Society intends to deliver highly effective impact focused programmes that have a long lasting and in-depth impact on the individuals that they serve. The programmes will include: free play to those in the community who would otherwise not have access to the facilities; coaching courses for youth at risk in the local community; and, partnering with schools to provide free padel facilities.

Planning Policy Framework

- 9.14 Section 7 of the SPS sets out the relevant national and local planning policy and other material considerations that the application will be assessed against.

- 9.15 As defined by the Local Development Framework Area Map, the site is located within the Inner Areas, North Manchester and the Manchester City Boundary.

Appraisal of the Proposals

- 9.16 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 9.17 This section assesses the proposals against the relevant policies of the adopted Development Plan for MCC and the Framework (2023) and is supported by the reports accompanying the application. Consideration is given to the following key considerations:
- Principle of Meanwhile Uses;
 - Safety and Security;
 - Transport and Accessibility;
 - Noise Impact and Management;
 - Lighting;
 - Ecology;
 - Ground Conditions;
 - Flood Risk and Drainage;
 - Heritage; and
 - Sustainable Development.
- 9.18 In summary, the proposed development will comprise a 'meanwhile use' for which planning permission is sought for a temporary period of three years. The proposed development will reactivate the site and will ultimately raise the profile and attractiveness of this part of the Victoria North regeneration area, whilst also delivering wider community benefits, with Social Sports Society committed to implementing programmes/initiatives to improve the health and wellbeing of the local community through the power of social sports. Furthermore, the proposed development is acceptable in terms of: safety and security; transport and accessibility; noise impact and management; lighting; ecology;

ground conditions; flood risk and drainage; and, heritage. It has further been demonstrated that the proposal represents sustainable development.

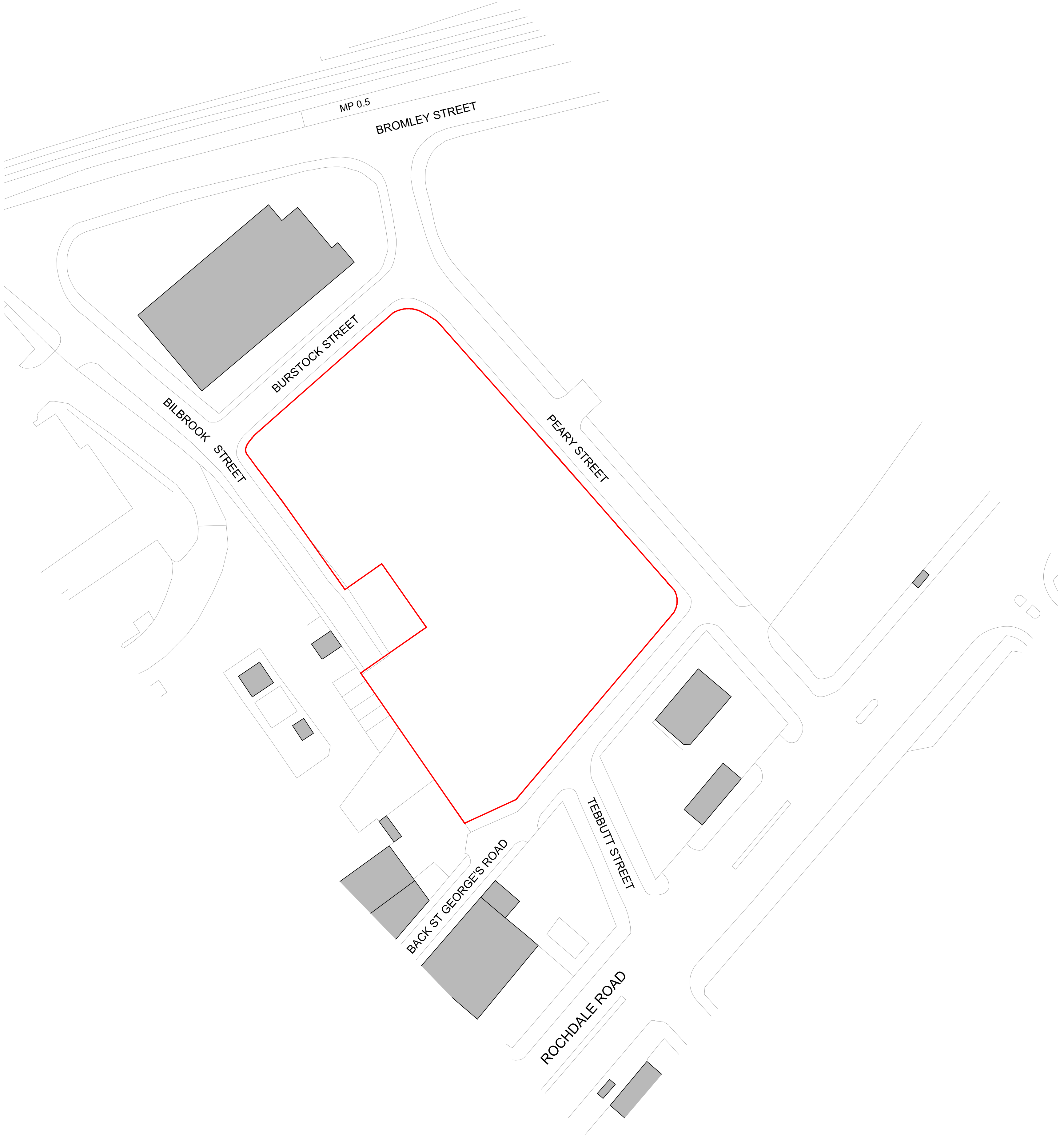
Conclusion

- 9.19 The site is located within the Victoria North regeneration area, which is set to deliver approximately 15,000 new homes on 155ha of land over the next 10-15 years. The proposed development will help to promote healthy and active lifestyles by encouraging the local community to participate in the sports on offer at the site. Therefore, the temporary use of the site will put the site 'on the map', creating an exciting and high-quality destination, which will be able to be enjoyed by local people, and, as a result, will positively promote the continued social, economic and environmental regeneration of this area of the City ahead of the site's future redevelopment.
- 9.20 The scheme proposals accord with the adopted Development Plan, Framework (2023) and the emerging PfE. Therefore, it is respectfully requested that full planning permission is granted for the proposed development for a temporary period of three years.

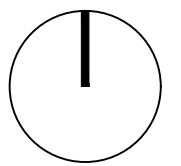
APPENDIX 1 - DRAWING SCHEDULE

Drawing Name	Drawing Reference
Site Location Plan	100.00 P1
Existing Site Plan	100.01 P2
Existing Block Plan	100.02 P2
Proposed Block Plan	100.03 P2
Proposed Site Plan	200.00 P9
Access Strategy	200.30 P4
Canopy Roof Plan	200.05 P5
Boundary Treatment Plan	200.10 P5
Refuse Strategy	200.20 P3
Elevations AA & BB	300.00 P2
Elevations CC & DD	300.01 P2
Typical Container Unit	300.11 P1
Typical Welfare Unit	300.12 P1
Typical Cycle Storage	300.13 P2
Typical Canopy Elevations	300.10 P0
Sections AA & BB	400.00 P3
External Lighting Layout	WECE / PEARY STREET / E / 01 Rev P2
External Lighting Layout – Overlay LUX level	WECE / PEARY STREET / E / 02 Rev P1

APPENDIX 2 - SITE LOCATION PLAN



— SITE BOUNDARY



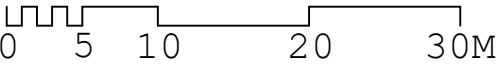
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Project | PEARY STREET
MANCHESTER
Client | SOCIAL SPORT SOCIETY
Title | SITE LOCATION PLAN
Status | PLANNING

Scale@A1 | 1:500 Date | 11/07/2024 Drawn | HH Chk'd | SS

Project Number
23.0050
Drawing Number
100.00
Revision
P1



APPENDIX 3 - CONSULTATION LEAFLET

INTRODUCING PROPOSALS FOR A TEMPORARY MULTI-SPORT ACTIVITY VENUE AT PEARY STREET

On behalf of FEC and Social Sports Society, we are writing to introduce proposals for a temporary multi-sport activity venue to be located on vacant land at Peary Street, close to Rochdale Road.

The temporary venue will provide courts for Padel tennis – one of the UK's fastest growing sports – alongside other multi-sport courts, which could accommodate a range of activities, as well as boule/pétanque courts and a bouldering wall.

These proposals form part of FEC's "temporary uses" strategy to bring vibrancy, activity and new amenities to the Victoria North regeneration area, on land under the control of the Joint Venture, in advance of more permanent regeneration activity taking place. With the potential future development of this part of the Victoria North area still several years away, this new, temporary use of the site will help to make a positive contribution to the local area in the shorter term.

Ahead of submitting a planning application for this temporary development, we wanted to introduce these proposals to local people and give you the opportunity to get in touch with any questions you may have.



Social Sports Society: Specialists in inclusive sports venues

FEC has selected Social Sports Society to design and operate the temporary, multi-sport activity venue at Peary Street because they are a specialist operator with an ethos that's all about bringing neglected and underused urban spaces back into active use.



The Social Sports Society Ethos

"Our vision is to liberate neglected and underused urban spaces enabling fun, group, team sport and activities. We enable local communities to improve their health and wellbeing through the power of social sports."

The aim of the venue is to create a welcoming and inclusive space which encourages all ages and families to come and enjoy being active in a sociable environment.

Padel tennis will be the main sport that Social Sports Society will offer at the Peary Street site. Padel tennis is a game which is a mixture of tennis and squash, played on an enclosed court which is slightly smaller than the traditional tennis court. The sport originated in Mexico, is huge in Spain, South America and Europe, and is the fastest-growing sport in the world.

Padel is a great sport for players of all ages and abilities, as it is both quick and easy to pick up. Most players get the basics within the first half hour of playing, this means that they can enjoy the game from the very beginning.

In addition to Padel tennis, the temporary proposals for Peary Street include two multi-sport courts which can accommodate several different sports, including youth technical football training sessions, volleyball, badminton, walking football and walking hockey. The proposals also include boule/pétanque courts as well as a bouldering wall.



Social Sports Society: The development layout

The plan below shows the proposed development layout, which includes nine Padel courts, two multi-sport courts, the boule/pétanque courts and bouldering wall, all within a secure boundary fence.

The temporary courts will be covered with PVC fabric canopies, which are secured into the ground using bolts and don't require any footings or foundations.



- SITE BOUNDARY (PEARY STREET)
- PADEL COURTS
- MULTI-SPORT COURTS
- PETANQUE TERRACES
- CLIMBING (BOULDERING, HIGH ROPE CLIMBING)

N
⊕
NOT TO SCALE

Practical considerations

Social Sports Society is experienced in operating venues in a responsible way, with highly trained staff on-site to manage the venue and look after health and safety. They will prioritise employing local staff and the venue is expected to create several full time and part time positions over the initial three-year opening period.

- Operational hours are expected to be between 06:00 – 23:00 Monday to Sunday. This will allow Social Sports Society to cater for early sessions before the normal working day starts as well as evening sessions for those who don't work regular office hours.
- There will be 24-hour security provided from a combination of on-site security, CCTV and monitored intruder alarm systems for out of hours.
- Staff and guests will enter and exit the site via entrances on either Back St George's Road or Burstock Street. Disabled car parking spaces and cycle parking will be provided on-site, with customer parking available in surrounding public car parks.



SIMILAR CASE STUDY EXAMPLE (THE HERON PADEL CLUB)

Providing local benefits

The Social Sports Society vision is to improve the health and wellbeing of local communities, through the power of social sports. Examples of some of the social impact initiatives the team are developing include:

- **Free play:** offered at every site for those in the community who otherwise would not have access to the facilities. Social Sports Society will partner with local community and charitable organisations to ensure the services reach those in the community who will benefit from it most and ensure it is bespoke to their needs.
- **Youth at risk coaching:** Social Sports Society will fund Padel coaching courses for youth at risk in the local community and offer employment to those that gain accreditation. As a Padel coach, individuals will have a qualification in the world's fastest growing sports segment.
- **Well paid jobs:** Social Sports Society is recognised as a national living wage employer and will create nurturing jobs and business opportunities in the local area.

The proposals for Social Sports Society have been designed to complement Meanwhile Creative's recently submitted planning application for Bromley Yard, a co-working container development on the vacant site on the other side of Bromley Street, fronting Rochdale Road. Taken together, Social Sports Society and Bromley Yard will bring these unused sites back into active use and enhance the appearance of the area, bringing new investment, jobs and activity to this part of the Victoria North regeneration area.

Next steps

A planning application for this development, for an initial three-year period, will shortly be submitted to Manchester City Council.

In advance of submitting this planning application, we wanted to inform local residents and businesses about the plans for Social Sports Society.

If you have any immediate questions or suggestions about these proposals, please feel free to drop us an email at feedback@peary-street.co.uk or call us on **08081 699 993**. If you would like us to consider your feedback before the planning application is submitted, please provide your thoughts by **Wednesday 20 December 2023**.

We look forward to hearing your thoughts and working together to create a vibrant, inclusive and community-driven temporary venue.

APPENDIX 4 - LEAFLET DISTRIBUTION AREA

