MANCHESTER CITY COUNCIL

# Planning

## Growth & Development

## Delegated officer report for planning application

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| **Application no.** | 145276/JO/2026 |
| **Date registered valid:** | 5 March 2026 |
| **Proposal:** | Variation of Condition 9 (opening hours) attached to Planning Permission 141847/FO/2025 to allow 24 hour operation. |
| **Address:** | Unit 9, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT |
| **Ward(s):** | Ardwick Ward |
| **Applicant:** | Mr Khalid Aldarragi, Apex Padel Clubs Ltd and LSZ Investment Ltd |
| **Agent (if any):** | |
| **Case officer:** | Sue Wills<br>Tel: 0161 234 4524<br>Email: sue.wills@manchester.gov.uk |
| **Recommendation:** | Approve |
| **Date of recommendation:** | 2 April 2026 |

**Application details**

**Type of application:** Variation or Removal of Condition

**Development type:** Minor Other

**Standard consultations:**
Printed: 11 March 2026 Expired: 1 April 2026

**Neighbour notifications**
Printed: 11 March 2026 Expired: 1 April 2026

**Site notice**
No site notice has been produced

**Press advert**
No press advert had been published

**Departure from Development Plan:** No

**Environmental Statement:** Not required

**Description of site/building**
The application relates to Unit 9 on the Vaughan Street Industrial Estate. Unit 9 is located in the northwest of the industrial estate and lies adjacent to the Manchester to Hadfield rail line, which is slightly elevated above the ground levels within the industrial estate. The premises comprise a pitched roof metal clad warehouse building with a two-storey flat roofed element to the front of the main warehouse structure, adjacent to the roller shuttered access to the warehouse. The main warehouse is a double height structure. The premises have been used historically for storage and distribution purposes, but more recently for a temporary padel tennis centre. There is a hard surfaced area in from of the unit which is used for parking (14 spaces) and servicing. The site area is 3,214.65 sq.m. The gross internal floor area is 3,111.65 sq.m.

Planning History
141847/FO/2025 -Temporary permission for the installation of 11 padel courts; inclusion of a reception area facility and ancillary beverage use, car and cycle parking, internal lighting and associated infrastructure.
Unit 9, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Approved 11th April 2025 until 30th April 2028.

CDN/25/0417 - Discharge of conditions 1 (timeframe), 2 (approved plans), 3a (electric vehicle charging), 4 (car parking), 5 (cycle storage), 6 (waste management), 7 (community use agreement), 8 (planters) and 9 (hours of operation) from planning approval reference 141847/FO/2025
Split decision – 17.07.2025 (condition nos. 3a,4,5,6,7,8 discharged)

**Listed building:** Not applicable

**Conservation area:** Not applicable

**Tree Preservation Order:** Not applicable

**Description of area**
Unit 9 is located in the Vaughan Street industrial estate. To the north of the unit is the Manchester to Hadfield rail line, to the south and east are industrial and warehouse uses, with commercial uses to the west and a film production facility further to the south of Bennett Street.

Previously approved development
Consent was granted for temporary permission for a period of 3 years for the installation of 11 padel courts (8 double courts and 3 single courts) within the building, with associated lighting to the proposed courts, a reception area facility and an ancillary beverage use area. Toilet and shower facilities were proposed, with a separate toilet and shower facility for use by disabled players. The proposed development included the formalisation of 28 parking spaces (including two for disabled users) and cycle storage. Hours of operation of 6am to midnight were approved.

**Description of development**
Consent is sought to variation the hours of operation to enable the temporary padel tennis centre to open for 24 hours each day , seven days a week.

**Consultations & Notification Responses**
Local residents and local businesses- No comments received

Environmental Health – have no comment on the above application.

Highway Services – Advise that they are satisfied with the proposal for variation of Condition 9 (Opening Hours) and have no objections in principle.

**Policy Context**

Draft National Planning Policy Framework - 16th December 2025
The government has published a consultation National Planning Policy Framework which is intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making. Of relevance to the application proposals the draft NPPF makes it clear that local planning authorities should amongst other things:
- Decisions on development proposals should apply a presumption in favour of sustainable development.
- Development proposals should take into account the current and potential impacts of climate change over the lifetime of the scheme.
- Substantial weight should be given to the benefits where a development proposal would achieve one or more of the following:
a. Remediating despoiled, degraded, derelict, contaminated or unstable land;
b. Making better use of vacant and under-utilised land and buildings (such as by bringing back into residential use empty homes and other suitable buildings; converting space above shops; redeveloping under-utilised retail sites; and building on or above service yards, lock-ups, car parks and other transport infrastructure);
- To respond to their context and create well-designed places development proposals should take account of context; liveability; climate; nature; movement; built form; public space; and identity.
Whilst this is a draft NPPF for consultation, it is considered that the development proposals are in accordance with the general thrust of policy contained within it. As set out in the printed report, adverse impacts have been identified through consideration of the application proposals, which would outweigh a positive decision in this instance.

The National Planning Policy Framework (December 2024)

The current version of the Framework came into effect in December 2024, and represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment. The Framework re iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96) which promote social interaction, be safe and accessible and enable and support healthy lifestyles. Paragraph 103 foes on to state that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (paragraph 110). Developments 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 (paragraph 116). Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 117). All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 118).

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Practice Guidance (PPG)
The relevant sections of the PPG are as follows:

Noise
This section states that Local Planning Authorities' should take account of the acoustic environment and in doing so consider:
• whether or not a significant adverse effect is occurring or likely to occur;
• whether or not an adverse effect is occurring or likely to occur; and
• whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:
• engineering: reducing the noise generated at source and/or containing the noise generated;
• layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
• using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
• mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Health and Well Being
This section states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation).

Travel Plans, Transport Assessments in Decision Taking
This section states that applications can positively contribute to:
• encouraging sustainable travel;
• lessening traffic generation and its detrimental impacts;
• reducing carbon emissions and climate impacts;
• creating accessible, connected, inclusive communities;
• improving health outcomes and quality of life;
• improving road safety; and
• reducing the need for new development to increase existing road capacity or provide new roads.

Places for Everyone
The plan was considered at the Full Council meeting in Manchester on 20 March 2024, and was subsequently approved on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

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

Policy JP -C1 seeks to delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key

services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure.

Policy JP-P7 seek to protect and enhance a network of high quality and accessible sports and recreation facilities, supporting greater levels of activity for all ages, including by:
1. Creating a public realm that provides frequent opportunities for play and that all ages can enjoy together;
2. Where appropriate setting out more comprehensive and detailed recreational standards and standards for provision for designated play areas in district local plans, having regard to existing and future needs;
3. Requiring new development to provide new and/or improved existing facilities commensurate with the demand they would generate. The provision of sports facilities will be determined by individual local authorities through an evidence based approach;
4. Locating and designing recreation facilities in relation to housing so as to ensure that they are accessible but also minimise the potential for complaints due to disturbance to residential amenity from recreational activity;
5. Protecting and enhancing the public rights of way network, including to: a. Provide safe and attractive routes to sports and recreation facilities; b. Improve access to, and connections between different parts of, the green infrastructure network across Greater Manchester and beyond; c. Expand the network of strategic recreation routes offering longer distance opportunities for walking, cycling and horse-riding; d. Provide everyday options for green travel;
6. Encouraging the incorporation of a sports facilities mix in all education settings, that meet both curriculum and local community sport needs as identified by an up to date Local Authority Sports Needs Assessment, and made available for community use where possible.

Policy JP-J2 seeks to make available a diverse range of employment sites and accessible premises , both new and second hand will be made available across the Plan area in terms of location, scale , type and cost. This will offer opportunities for all kinds and sizes of businesses, including start -up's , firms seeking to expand and large-scale inward investment, which will help to tackle inequalities. Existing employment area that are important to maintaining a strong and diverse supply of sites and premises, will be protected from redevelopment to other uses.

Relevant Local Policies
The Development Plan consists of:
- The Manchester Core Strategy (2012); and saved policies of the Unitary Development Plan for the City of Manchester (1995)

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

The relevant policies within the Core Strategy are as follows:
Policy SP1 'Spatial Principles' - one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport. The proposal would contribute towards meeting housing growth in the City. Consideration has been

given to minimising the impact on existing local residents along with promoting a sustainable development.

Policy T1 ‘Sustainable Transport’ seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to a range of public transport modes, including regular bus (Ashton Old Road) and rail services (Ashburys Station). The submitted accompanying information references the provision of cycle storage and an electric charging point. These aspects of the scheme would be conditioned. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T2 ‘Accessible areas of opportunity and needs’. It is considered that the proposed development is in a sustainable location and is close to forms of public transport includes bus services within walking distance Ashton Old Road, and Ashbury’s rail station, and would not have a significant impact on the local highway network and encourage the use of other forms of transport.

Policy EC2 ‘ Existing Employment Space’ seeks to retain and enhance the existing employment spaces and enhance existing employment space. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that: The existing use is un-viable in terms of business operations, building age and format; The existing use is incompatible with adjacent uses; The existing use is unsuitable for employment having had regard to the Manchester- Salford - Trafford SFRA; or on balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use. The Council will seek to retain and enhance existing employment space and sites. In this instance, the proposed development would continue to offer employment, and consent is sought for a limited period of three years. It is considered that on balance the overall proposed development would enable the floorspace to remain in active use, albeit, not in in a traditional employment use.

Policy EN11 ‘Quantity of Open Space, Sport and Recreation’ is also of relevance in that the Council will seek the provision of new open space, sport and recreation facilities, in particular where there is a quantitative shortage of a particular use per head of population, including any increase of population created by the new development is identified in the area; or significant levels of development are proposed including within the Strategic Housing Location.

Policy DM1 ‘Development Management’ all development should have regard the following specific issues:
- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection; - Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

These matters were all considered and assessed as part of the detailed analysis of the previously approved scheme.

As set out within the issues section of this report below, the application is considered to accord with these policies.

Saved UDP Polices

Saved UDP Policy DC26 advises that the Council intends to use the development management process to reduce the impact on people working and living in the city and will consider the effect of new development proposals that are likely to be generators of noise. Conditions will be used to control the impacts of developments.

**Issues**

Principle

The principle of using the floorspace for a temporary padel tennis centre was established as part of planning approval ref: 141847/FO/2025.

Loss of employment

This matter was fully assessed in connection with planning approval ref: 141847/FO/2025, and no changes are proposed in regard to this matter.

Traffic

This matter was fully assessed in connection with planning approval ref: 141847/FO/2025. That application was accompanied by a Transport Assessment. This indicated that the existing trip rates were 19 two-way trips in AM and 13 two-way trips in PM peak., which would change to 9 two-way trips in AM peak and 33 two-way trips in PM peak. On this basis the level of trips generated was not anticipated to be significant and no significant impacts to the local highway network are likely. The proposed increase in the hours of operation would lead to an increase in the number of trips to the facility, however the extended hours of use sought would potentially spread the trip rates throughout the day. It is expected that due to the additional hours sought being at quieter times on the local highway network i.e. midnight to 6am, any increase in traffic would not give rise to adverse highway issues locally.

Car Parking

This matter was fully assessed in connection with planning approval ref: 141847/FO/2025, and the changes (relocation of the disabled spaces and the provision of an additional parking space) considered in connection with the discharge of condition application. There are no changes are proposed in regard to this matter.

Cycle Storage

This matter was fully assessed in connection with planning approval ref: 141847/FO/2025, and no changes are proposed in regard to this matter.

Refuse Storage

This matter was fully assessed in connection with planning approval ref: 141847/FO/2025, and no changes are proposed in regard to this matter.

Flood Zones

This matter was fully assessed in connection with planning approval ref: 141847/FO/2025, and no changes are proposed in regard to this matter.

Landscaping
This matter was fully assessed in connection with planning approval ref: 141847/FO/2025, and no changes are proposed in regard to this matter.

Disabled Access
This matter was fully assessed in connection with planning approval ref: 141847/FO/2025, and no changes are proposed in regard to this matter.

Noise
The site is located in a wholly industrial/ commercial area, and lies adjacent to an elevated rail line. In view of the location, it is considered that the use of the premises between midnight and 6am would not give rise to levels of noise and disturbance from comings and goings which would adversely affect amenity.

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

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

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

**Recommendation:** Approve

**Article 35 Declaration**

Officers have worked with the applicant in a positive and proactive manner. No issues have arisen during the consideration of this application, and the application has been determined in a timely manner, in accordance with the policies with the development plan.

**Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse**

1. The permission hereby granted is for a limited period only, expiring on 30th April 2028; and the works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued.

   Reason - In the interests of amenity and as the proposals are for a temporary period only pursuant to policies DM1 of the Manchester Core Strategy (2012).

2. The development hereby approved shall be carried out in accordance with the following drawings and documents:
   Transport Statement ref: 599-24-1 dated 23.12.2024 (notwithstanding proposed parking layout in appendix B)
   Received 7th January 2025

   Location plan (site edged red) received 16th January 2025.

   Parking layout and Design and Access Statement rev. P01(notwithstanding number of courts indicated) dated 21st February 2025.
   Received 21st February 2025.

   Proposed Courts - GF Ground Floor (1) , GF Ground floor (2) plan ref: CTS-A-4409;
   Proposed Courts - Long Section double court, short elevation double courts, short elevation single court plan ref: CTS-A-4410;
   Padel Court document ref: 4401-P-03 (including Proposed courts - GF Ground floor , RF Eaves level (1) plan ref CTS-A - 4406 P-03; Proposed front elevation , right side elevation , plan ref: CTS-A-4407 P-03 )
   3D visual images
   Letter from Landlord dated 19th December 2024
   Vaughan Street Padel Project Manchester document
   Received 10th March 2025

   Agent email confirming 3 year temporary permission dated 12th March 2025.

   Lawn Tennis Association letter dated 27th March 2025.
   Applicant's email dated 1st April 2025 confirming the indoor padel courts will fully comply with the SAPCA Code of Practice for the Construction of Padel Courts, and providing specifications of the courts, and lighting.

   Lighting information dated 19.01.2023; court specifications and plan refs. Padel Alba S.L. 00 Padel Alba S.L. 01; Padel Alba S.L. 02 and Padel Alba S.L. 03.
   Mondo artificial turf specification
   Received 1st April 2025.

   Proposed site plan/ parking plan ref: CTS-A - 4408 P-03 received 9th April 2025 (notwithstanding EV location).

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

3. a) The details in relating to the Electric Vehicle Charger in the supporting information for discharge of conditions document, in the location shown on the Proposed site layout ref: 100 P01 shall be implemented and retained for the duration the property is in use (ref:CDN/25/0417).

b) The agreed mitigation measures shall remain in situ whilst the whilst the Padel Tennis Centre is operational.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

4. The car parking indicated on the Proposed site plan/ parking plan ref: CTS-A - 4408 P-03 received 9th April 2025, as revised by details on Proposed site layout plan ref: 100 P01 shall be retained and available at all times whilst the Padel Tennis Centre is operational (ref: CDN/25/0417).

   Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

5. The cycle storage arrangements in the supporting information for discharge of conditions document in conjunction with the location and cycle shelter design shown on plan ref: Proposed site layout ref: 100 P01shall be implemented in full before the use commences and remain in situ whilst the use is in operation (ref: CDN/25/0417).

   Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

6.a) The development shall be implemented in accordance with the details of waste storage in the supporting information for discharge of conditions document, the location and bin store design shown on plan ref: Proposed site layout ref: 100 P01, and the completed waste management proforma. (ref: CDN/25/0417).

   b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

7. The Padel Court facility shall be used in strict compliance with content of the Community Use Agreement (dated 05.06.2025) received on 7th July 2025 at 1:07pm for the duration of the development.

   Reason- To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport, pursuant to policy EN10 of the Manchester Core Strategy (2012).

8. The development shall be implemented in accordance with the planter details received on 7th July 2025, in the area delineated for the provision for planters on Proposed site layout ref: 100 P01, and the details related to condition no.8 in the supporting information for discharge of conditions document (ref: CDN/25/0417), and be retained thereafter.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

9. The hours of operation for the Padel Tennis Centre
Mondays to Sundays 00.00 to 24:00 ( Midnight).

Reason - In interests of amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

**Appendix 1 – List of consultees & neighbours notified**

Highway Services
Environmental Health

Unit 2C, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Fight Factory Manchester Limited, Unit 17, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Montague House, Matthews Street, Manchester, M12 5BB
Unit 10, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 3, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 1, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
12 Vaughan Street, Manchester, M12 5FQ
MG Waste Management Ltd, Unit 2, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 8A, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 10A, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 5, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 8, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 7, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 15, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 18, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 12, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
BEAST RAMPZ SKATEPARK, 39 Matthews Street, Manchester, M12 5BB
Unit 16, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
T D Autos, Gorton Road, Manchester, M11 2DZ
Unit 13, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 14, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Autosalvage Holt Town Ltd, Gorton Road, Manchester, M11 2DZ
T D X Ltd, Gorton Road, Manchester, M11 2DZ
RAMMON GROUP (PROPERTIES) LTD, UNIT 3, Montague House, Matthews Street, Manchester, M12 5BB
RAMMON GROUP (PROPERTIES) LTD, UNIT 2, Montague House, Matthews Street, Manchester, M12 5BB
LOVE LANE LTD, 41 MATTHEWS STREET, UNIT 1, Montague House, Matthews Street, Manchester, M12 5BB

**Appendix 2 – Planning constraints**

Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA