MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	145585/FO/2026
Date registered valid:	31 March 2026
Proposal:	Change of use from former photographic studio (Use Class E) to independent Special Educational Needs (SEN) school (Use Class F1) and associated works (part retrospective).
Address:	Seventy7, The Old School House, Thirsk Street, Manchester, M12 6FW
Ward(s):	Ardwick Ward
Applicant:	Mr Alec Dean, The Green Independent School Ltd
Agent (if any):	Ms Tillie Baker, Iceni Projects
Case officer:	Steven McCoombe Tel: 0161 234 4607 Email: steven.mccoombe@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	19 May 2026

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 17 April 2026

Standard consultations:
Printed: 13 April 2026 Expired: 5 May 2026

Neighbour notifications
Printed: 13 April 2026 Expired: 5 May 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 and surroundings

The application site comprises the former St Thomas' School, bounded by Paddock Street to the north, Randerson Street to the east, Nivin Street to the south and Thirsk Street to the west.

The building is a two-storey, Gothic-style, U-shaped structure of masonry construction, consisting of two principal wings linked by a partially glazed connection. It is arranged around a central courtyard, which provides gated vehicular access from Thirsk Street.

The premises is currently vacant, having most recently been used as a photographic studio (Use Class E).

The surrounding area is characterised by a mix of uses. To the north are terraced residential properties, beyond which lies the inner-city ring road, whilst St Thomas' Parish Hall is located immediately to the east. The southern and western areas comprise predominantly commercial and industrial buildings with associated parking areas, alongside St Thomas' Church, a Grade II listed building and Ardwick Green Park. The city centre and Piccadilly Train Station is situated a short distance to the north.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of development

Planning permission is sought for the change of use of the existing building from a photographic studio (Use Class E) to an independent Special Educational Needs (SEN) school (Use

Class F1). The proposal includes associated works comprising the removal of boarding from windows, the installation of a new bin store within the courtyard and the provision of CCTV.

The proposed school would operate between 08:00 and 16:00 hours, Monday to Friday, and would cater for up to 40 students undertaking secondary and post-16 education, supported by up to 15 full-time equivalent members of staff.

The site is proposed to operate on a car-free basis, enabling the central courtyard to be utilised for recreational purposes.

Background

Special Educational Needs and Disabilities (SEND) schools offer tailored facilities and education for children with SEND, providing an alternative to mainstream schooling. Demand for SEND school places is increasing across Manchester. As of January 2024, around 1.6 million school-aged children in England were identified as having SEND, with approximately 1.2 million receiving SEN support. In Manchester, about 2.3% of the total school population now attend specialist schools, and this number continues to grow. A report presented to the Children and Young People Scrutiny Committee in September 2023 by the Council's Executive to the Strategic Director (Children and Education Services) highlighted that all 14 existing special schools in Manchester are operating at or near full capacity. Failing to meet the demand for SEND places has serious implications, both in terms of statutory obligations and the ability to ensure inclusive access to education for children who cannot be adequately supported in mainstream settings. Given Manchester's ongoing growth, expanding SEND provision is essential to meet the needs of children requiring specialist support in accessible locations close to residential communities.

In this case, the proposal relates to a new independent SEN school to be run by Strive Academy to offer an alternative educational setting to support secondary aged learners and post-16 students who may have an Education, Health and Care Plan (EHCP), or need a fresh start in an educational setting and responds to a growing need for such provision in both Manchester and nationally.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Children and Education Services - The proposal is not supported because it proposes independent provision rather than state-funded school places. The Council's strategy is to prioritise SEN provision within state-funded settings, including special schools and SEN units within mainstream schools.

Environmental Health – Recommended conditions relating to deliveries, lighting, external plan and noted that details of refuse and air quality were acceptable.

Highway Services - A TRICS-based trip generation assessment has been undertaken to assess existing site conditions. The methodology adopted is considered acceptable.

TRICs analysis has been used to establish the typical parking demand levels associated with the baseline light industrial use. Analysis indicates that under the sites permitted use the site could generate a demand for 14 parking spaces. It is noted that this demand exceeds the current space available within the existing sites courtyard parking and therefore the site could generate parking activity on the surrounding streets.

In terms of proposed demand, it is understood that a First Principles approach was undertaken for the proposed trip generation.

The assessment indicates that in comparison to the existing use the level of trips are anticipated to be lower.

Overall results are not considered to be significant and therefore the development is not considered to have a detrimental impact on the highway network.

No concerns surrounding highway safety are raised.

The site will be car-free. The TS confirms that staff car parking will be in place at the nearby Powerleague site. A total of seven parking spaces will be provided.

The TS states that if more parking is required then the applicant will organise parking at another nearby location which meets the needs of the staff. It is noted that public car parks are available within walking distance of the site. This is considered acceptable in principle, subject to the management of staff car parking and a suitably worded condition.

The TS confirms that prior to starting work staff will be issued with a welcome pack providing information on sustainable travel options and routes.

Where staff require a parking space, this will be allocated as part of their employment contract, and staff will be required to use their designated parking provision rather than parking on surrounding streets.

In addition, a Car Park Management Plan will be implemented to set out staff parking arrangements, along with proposals for ongoing monitoring and management.

A framework Car Park Management Plan has been included in the Interim Travel Plan. This is acceptable in principle and should be conditioned.

Students will be dropped off and picked up on Paddock Street, in accordance with the existing TRO. This information is set out within the Interim Travel Plan (ITP). It is requested that a Dropoff/Pick-up Strategy be prepared, implemented, and subject to regular review and updating.

As noted in the TS, the City Council does not have specific parking standards for school and SEND developments. Therefore, the development has reviewed the MCC Core Strategy and proposes to provide cycle parking in line with Further Education Use (1 space per 5 staff and 1 space per 3 students). Therefore, 9 cycle parking spaces are proposed in a cycle store situated within the ground floor of the building. This is acceptable.

The TS confirms that the following off-site highways works will be undertaken:

-Reinstatement of redundant vehicle access point to continuous footway.
-Provision of tactile paving and dropped kerbs at Thirsk Street/Paddock Street and Paddock Street/Randerson Street
-Modification to TRO to provide a double yellow line on Thirsk Street and Nivin Street frontage.

A S278 agreement will be required for the proposals and be at cost to the applicant. The proposals will be subject to detailed design.

Due to MCC's timescales for Section 278 Agreements and TRO modifications, the required works are unlikely to be completed by this date. As such, works may still be ongoing when the school opens, and dropped kerbs and tactile paving
may not be in place.

In the interim, students walking or using public transport will be accompanied by a parent/carer, with school staff present on Paddock Street at peak times. The TS confirms the temporary pedestrian strategy will be regularly reviewed until the Section 278 works are complete. A Travel Plan will manage these arrangements. This is acceptable in principle, subject to robust temporary measures and an appropriate condition.

Delivery and refuse collection will continue as per the existing arrangements, with kerbside activity on Paddock Street within the current TRO. This approach is acceptable, provided bins are not left on the adopted highway or obstruct pedestrian movement.

Delivery and servicing will also take place on Paddock Street in line with existing TRO regulations. Wherever possible, these activities will occur outside student arrival and departure times, which is welcomed.

An Interim Travel Plan (ITP) has been prepared. The ITP confirms that a Full Travel Plan will be submitted following completion of baseline surveys and within six months of occupation. The development, submission, implementation and monitoring of a full Travel Plan should be included in the conditions of any planning consent.

A Construction Management Strategy should be provided.

Policy

The following policy and guidance is considered relevant to the consideration of this application:

-Saved policies DC19.1 and DC26 of the Unitary Development Plan.
-Policies DM1, EN3, EN16, EN19, EC1, T1, T2 and SP1 of the Manchester Core Strategy.
-Policies JP-P1, JP-P2, JP-C8, JP-S1 and JP-S5 of Places for Everyone Joint Development Plan.
Ardwick Green - Neighbourhood Development Framework.
-Our Manchester Strategy 2025-2035 (2025).
-National Planning Policy Framework (including consultation draft December 2025)
-National Planning Guidance.

Issues

Principle

The proposal would bring a vacant building back into active use, reinstating it for a purpose consistent with its original function. The site occupies a highly sustainable location with good accessibility and would make a valuable contribution to addressing the identified shortfall in SEND school provision within the city.

Policy JP-P5 of Places for Everyone seeks to secure significant improvements to educational infrastructure through the delivery of new and enhanced, accessible facilities such as schools. This objective aligns with the Core Strategy, which identifies improving access to education and employment as a key challenge for the city. Further, Chapter 8 of the National Planning Policy Framework promotes the creation of healthy and inclusive communities and highlights the importance of ensuring a sufficient supply and choice of early years, school and post-16

education places. Local authorities are encouraged to adopt a proactive and positive approach to expanding educational provision.

It is also relevant to note that Schedule 2, Part 3 of the Town and Country Planning (General Permitted Development) Order 2015 allows for the change of use from Class E to a state-funded school (Use Class F1(a)), subject to prior approval. Although the proposal does not involve a state-funded school, this provision demonstrates that the principle of converting premises within Class E to an educational use is generally considered acceptable and should be afforded weight in this case.

Having regard to the above, the principle of the proposed change of use is considered acceptable. Specific considerations are addressed below.

Residential Amenity

Having regard to the site's former use as a school accommodating a significantly higher number of pupils, together with its existing lawful use which permits reoccupation for a broad range of Class E activities including offices, a day nursery and retail uses, the proposed development is considered appropriate in principle.

The surrounding area is characterised by a mix of uses, including offices and industrial premises, and the site's location adjacent to a busy inner ring road at the edge of the city centre further influences the prevailing environmental conditions.

In this context and given the relatively limited scale of the proposed school operation with a maximum pupil capacity of up to 40, it is not considered that the development would result in any material or unacceptable harm to the living conditions of nearby occupiers. The nature and intensity of activity associated with the proposal would be consistent with both the site's planning history and the established mixed-use character of the area.

As a safeguard, conditions are included to control hours of operation during the daytime only, adherence to the submitted waste management arrangements and controls over the use of any externally mounted plant or equipment.

Highway Impact

Given the physical constraints of the site, the proposed development is designed as a car-free scheme. This approach is appropriate to the site's highly sustainable location and reflects national and local policy objectives to reduce reliance on private car travel.

The proposal has been robustly assessed against the authorised baseline use of the site (extant Class E). The Transport Statement demonstrates that the proposed school would generate significantly fewer vehicle and person trips than could reasonably arise if the site were brought back into use under its lawful Class E permission. The proposal would therefore represent a reduction in traffic demand rather than an intensification of use and would not give rise to unacceptable impacts on the surrounding highway network.

The site benefits from good levels of accessibility by sustainable transport modes, including public transport, walking and cycling. In response, the development is seeking to actively promote a modal shift away from private car use through a car-free site layout, the provision of secure on-site cycle parking, and the use of managed off-site staff parking secured through a Car Parking Management Plan.

Trip generation has been assessed using the Trip Rate Information Computer System (TRICS), comparing the proposed development with the baseline use of the site. Due to the limited use of taxis, the encouragement of public transport and active travel, and the use of off-site staff parking, the proposal is forecast to generate approximately 16 staggered vehicle trips in the vicinity of the site, increasing to around 23 trips in total when accounting for off-site parking utilisation at the Powerleague facility. This is significantly lower than the level of traffic that could be generated through the existing lawful Class E use.

In terms of total person trips, the proposed development would generate 36 student trips, 14 staff trips and 16 taxi driver trips. Overall, this represents a reduction in trips compared to the baseline scenario associated with the current authorised use.

Student drop-off and pick-up arrangements have been assessed and agreed in principle with the Local Highway Authority. This includes both interim arrangements prior to the delivery of Section 278 works and Traffic Regulation Order amendments, and the longer-term operational arrangements. These measures would ensure that arrivals and departures can take place safely and in an organised manner, without detriment to highway safety or network operation.

No on-site vehicular parking is provided, which reflects both the site constraints. Nevertheless, some limited provision is required to realistically accommodate staff travel needs. This is to be addressed through the managed use of up to seven spaces at the existing Powerleague facility, located approximately 350 metres to the east of the site. Use of these spaces will be secured through staff employment contracts and controlled via a Car Parking Management Plan.

If the Powerleague arrangement no longer be available, alternative private arrangements or the use of nearby paid public car parks on Cakebread Street, Higher Ardwick and Baring Street would be pursued. Given the very limited level of demand anticipated, this requirement can be reasonably accommodated without giving rise to adverse highway impacts. A planning condition is included to secure the staff parking and its ongoing management.

A secure and covered cycle store is to be provided within the building. In accordance with Manchester City Council minimum standards for further education uses, nine cycle parking spaces will be provided, equating to one space per five staff and one space per three students. This provision is considered acceptable.

Overall, the proposal is car-free by design, located in a highly accessible location, generates fewer vehicle and person trips than the authorised baseline use, and incorporates safe and agreed operational and parking arrangements. As such, the development is not considered to have a detriment impact to the operation of the highway or highway safety.

Access

Level access is provided at ground floor level, with adequate teaching accommodation also located on the ground floor to meet the needs of pupils with additional mobility requirements where reasonable adjustments are necessary. Given that the proposal involves the conversion of an existing, older building, these measures are considered proportionate and appropriate and would ensure satisfactory and inclusive access for all users.

Heritage Impact

Whilst the host building is not statutorily listed and the site lies outside a Conservation Area; the City Council considers it to be a non-designated heritage asset. This is due to its architectural design and character, together with its historic and social significance, including its association with the nearby St Thomas' Church.

The building is also located directly opposite the Grade II listed St Thomas Centre to the opposite side of Niven Street and is in close proximity to a group of Grade II listed buildings to the south-west, centred around the junction of Manor Street and Ardwick Green North.

Policy EN3 of the Core Strategy and Policy JP-P2 of Places for Everyone seek to safeguard heritage assets. In addition, paragraph 216 of the National Planning Policy Framework (NPPF) states:

"The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that:

"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

Policy EN3 of the Core Strategy similarly requires consideration of the impact of new development on heritage assets, whilst saved UDP Policy DC19.1 seeks to preserve and enhance the setting of listed buildings.

Section 16 of the NPPF also places significant emphasis on the conservation and enhancement of heritage assets.

In this case, the proposal would enable the effective re-use of a building that has been vacant for some time and which might otherwise be left to deteriorate. The proposed conversion would allow for the reopening of boarded-up windows and represents a sympathetic form of development, largely retaining the building's existing external appearance. It is therefore considered that the change of use would have a positive impact on the non-designated heritage asset and would secure its long-term future.

With regard to the impact on nearby listed buildings and their settings, Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 again applies, alongside Policy EN3 of the Core Strategy, saved UDP Policy DC19.1, and Section 16 of the NPPF.

In this instance, the proposal is not considered to result in harm to the character or appearance of any nearby listed building or its setting. The alterations to the application building are minimal and necessary to facilitate its re-use. As such, the development would have a neutral, or potentially positive, effect on visual amenity and would not harm the significance or setting of neighbouring listed buildings.

On this basis, the proposed development would conserve the character and significance of local heritage assets and is therefore considered acceptable.

<u>Waste Management</u>

The waste management strategy details that waste will be accommodated within 1 x 1100L for general waste, 2 x 1100L for mixed recycling to be sited externally within the courtyard and 2 x 240L bins for food and glass located internally.

Waste is to be managed by a private contractor, with collections to take place fortnightly to be collected from the corner of Thirsk Street and Paddock Street and subsequently returned to the courtyard.

Internally, all rooms are to have bins with separate waste and recycling. Classrooms will have 30L bins and communal areas will have 50L bins. The caretaker will have responsibility for emptying bins daily.

Environmental Health and Highway Services considered the proposed arrangement acceptable. A condition is included to ensure compliance with the submitted strategy.

Air Quality

An Air Quality Assessment has been submitted which assesses baseline conditions and the potential effects of the proposed development during both construction and operation. The assessment identifies that the change of use would involve only limited, predominantly cosmetic works, with no significant demolition or construction activity. As a result, the potential for dust generation or construction-related emissions is considered to be low to negligible, and no adverse effects on nearby sensitive receptors are anticipated.

In operational terms, the proposal is not expected to generate a material increase in traffic movements on the surrounding road network. Consequently, emissions associated with vehicle activity are predicted to remain largely unchanged, resulting in negligible impacts on local air quality.

The assessment also considers future occupant exposure to nitrogen dioxide (NO_2) and particulate matter (PM_{10}). Modelling demonstrates that predicted pollutant concentrations would remain below the relevant air quality objectives, confirming that the proposal would not result in unacceptable exposure levels for future users.

On this basis, it is not considered that the proposal would give rise to significant adverse effects on air quality.

Other Matters

Whilst Children and Education Services do not support proposal, the status of the school as either state-funded or privately operated does not constitute a material planning consideration in this instance.

Planning legislation requires applications to be assessed on land-use planning merits. The funding or governance model of an educational institution is not a land use matter and therefore cannot be afforded weight in the determination of this application.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents, received by the City Council as Local Planning Authority on 31 March 2026.

Site Location Plan (Ref. P2522 B01 Rev B);
Proposed Site Plan (Ref. P2522 D14 Rev -);
Proposed Ground Floor Plan (Ref. P2522 D06 Rev C);
Proposed First Floor Plan (Ref. P2522 D10 Rev A);
Proposed Mezzanine Floor Plan (Ref P2522 D11 Rev -);
Proposed Bin Store (Ref. P2522 D12 Rev A);
Proposed Bin Collection Route (Ref. P2522 D05 Rev C).

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.

3) The use hereby approved shall be carried out in full accordance with the refuse storage and disposal scheme submitted to the Local Planning Authority on 31 March 2026, as shown on drawings P2522 D05/C and P2522 D12/A and as detailed within the accompanying Servicing and Waste Management Plan and Waste Management Pro Forma.

The approved refuse storage and disposal scheme shall be implemented prior to the commencement of the use and shall thereafter be retained and maintained for the lifetime of the use.

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

4) Notwithstanding details submitted, a comprehensive Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to the use hereby approved becoming operational. In this condition a Travel Plan means a document which includes:

(1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
(2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
(3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
(4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.
(5) Details of drop off and pick up arrangements for school pupils.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as Local Planning Authority for approval. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

5) The use hereby approved shall not become operational until the space and facilities for bicycle parking as shown on drawing referenced P2522 D06 Rev C, received by the City Council as Local Planning Authority on 31 March 2026 have been implemented. The approved space and facilities shall then be retained and permanently reserved for bicycle parking so long as the use is operational.

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 and DM1 of the Manchester Core Strategy.

6) The use hereby approved shall not be operational outside the following hours:-

08:00 to 18.00 hrs Monday to Saturday.
At no time on Sundays and Bank Holidays.

Reason - To safeguard amenity, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

7) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 - 20.00 hrs Monday to Saturday;
At no time on Sundays and Bank Holidays.

Reason - To safeguard the amenities of nearby residential occupiers, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and Policies DM1 and SP1 of the Manchester Core Strategy.

8) (a) Prior to the use hereby commencing, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the following:

-Reinstatement of redundant vehicle access point on Thirsk Street to provide a continuous footway.

-Provision of tactile paving and dropped kerbs at Thirsk Street/Paddock Street and Paddock Street/Randerson Street.

-Modification to existing TRO to provide a double yellow line on Thirsk Street and Nivin Street frontage.

(b) Within 12 months of the use hereby approved commencing, a verification report, which will include photographic evidence and highway approval/completion notices (where relevant) shall be implemented as part of the development and be in place prior to the first occupation of the development and thereafter retained and maintained.

(c) In the event of non-conformity, where the highway works have not been carried out, or have not been implemented in accordance with the details approved under part (a), then the City Council as Local Planning Authority shall notify the Applicant in writing of any measures/changes required to achieve conformity. These measures shall then be implemented within three months of the written notice being received, or within an alternative timescale as agreed between the Applicant and the Council. The process of setting out any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy and policies JP-C4 and JP-C6 of the Places for Everyone Joint Development Plan.

9) Notwithstanding details submitted, prior to the use hereby approved commencing, a detailed staff car parking strategy shall be submitted to and agreed by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed details and retained thereafter.

Reason - To ensure an adequate level of parking provision and in the interests of highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy and policies JP-C4 and JP-C6 of the Places for Everyone Joint Development Plan.

10) Prior to the commencement of the use hereby approved, and until such time as the approved off-site highway works have been fully implemented, details of a temporary pedestrian access strategy shall be submitted to and approved in writing by the Local Planning Authority. The use shall only operate in accordance with the approved temporary pedestrian access strategy.

Reason - In the interests of highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy and policies JP-C4 and JP-C6 of the Places for Everyone Joint Development Plan.

11) The development hereby approved shall only be carried out in accordance with mitigation measures detailed within the submitted Air Quality Assessment produced by Haze Environmental (Ref: 001) received by the City Council as Local Planning Authority on 31 March 2026.

Reason - To minimise the impact upon air quality and in order to minimise the environmental impact of the development, pursuant to policy EN16 of the Manchester Core Strategy and policy JP-S5 of the Places for Everyone Joint Development Plan.

12) a) If any external lighting is to be installed, prior to the first occupation of the approved development, the external lighting shall be designed and installed in accordance with a scheme submitted to and approved in writing by the City Council as Local Planning Authority so as to control glare and overspill onto nearby residential properties. All exterior lighting shall be capped at the horizontal with no upward light spill.

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

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone joint development plan.

Informatives

1) Application for Section 278 highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. It is expected that all modifications/improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The Council seeks use of a standard palette of materials for footway and carriageway construction. For alternatives of a higher standard, a commuted sum (for non-standard highway material and its maintenance) will need to be agreed between MCC and the applicant.

The applicant should be advised that any requirements for licensing, hoarding / scaffolding, Section 50 works skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications
and Network Resilience teams via Email: highwaylicences@manchester.gov.uk / highwaynetworkmanagement@manchester.gov.uk.

For any projects that require a S278 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Director Of Education

Car Park, Paddock Street, Manchester, M12 6HE
By Gamers For Gamers Digital Limited, Use Space, Paddock Street, Manchester, M12 6HT
43 Ardwick Green North, Manchester, M12 6ER
45 Ardwick Green North, Manchester, M12 6ER
47 Ardwick Green North, Manchester, M12 6ER
41 Ardwick Green North, Manchester, M12 6ER
15 Cotter Street, Manchester, M12 6EY
13 Cotter Street, Manchester, M12 6EY
11 Cotter Street, Manchester, M12 6EY
9 Cotter Street, Manchester, M12 6EY
7 Cotter Street, Manchester, M12 6EY
5 Cotter Street, Manchester, M12 6EY
3 Cotter Street, Manchester, M12 6EY
1 Cotter Street, Manchester, M12 6EY
6 Niven Street, Manchester, M12 6PQ
8 Niven Street, Manchester, M12 6PQ
10 Niven Street, Manchester, M12 6PQ
4 Niven Street, Manchester, M12 6PQ
29A Ardwick Green North, Manchester, M12 6DL
31 Ardwick Green North, Manchester, M12 6HE
Use Space, Paddock Street, Manchester, M12 6HT
25 Paddock Street, Manchester, M12 6HT
St Thomas Parish Rooms, Randerson Street, Manchester, M12 6FY
41 Paddock Street, Manchester, M12 6HT
39 Paddock Street, Manchester, M12 6HT
37 Paddock Street, Manchester, M12 6HT
35 Paddock Street, Manchester, M12 6HT
33 Paddock Street, Manchester, M12 6HT
31 Paddock Street, Manchester, M12 6HT
21 Thirsk Street, Manchester, M12 6FW
39 Cotter Street, Manchester, M12 6EY
37 Cotter Street, Manchester, M12 6EY
35 Cotter Street, Manchester, M12 6EY
33 Cotter Street, Manchester, M12 6EY
31 Cotter Street, Manchester, M12 6EY
29 Paddock Street, Manchester, M12 6HT
27 Paddock Street, Manchester, M12 6HT
The St Thomas Centre, Niven Street, Manchester, M12 6PQ

Appendix 2 – Planning constraints

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
Area Team Boundary - Name: NORTH AREA