PLANNING DESIGN AND ACCESS STATEMENT

LAND OFF BAIRD STREET, MANCHESTER

Client: Padel 16 Limited

Date: August 2026

Carter Jonas

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Client: Padel 16 Limited

Contacts: Andy Cowan

The conclusions in this Planning Statement reflect Carter Jonas LLP's professional opinion at the time of writing, based on the scope and information available then. It does not account for any changes that may have occurred since.

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1. INTRODUCTION

1.1 Carter Jonas LLP is instructed by Padel 16 Limited (the "Applicant") to act as planning agent in relation to the proposed development at Land off Baird Street, Manchester (hereafter referred to as "the Site"). Full planning permission is sought for a temporary period of three years. The Local Planning Authority (LPA) is Manchester City Council (MCC).

1.2 The scheme's objectives are to create an inclusive and high-quality sports and wellness facility in the heart of Manchester. The proposed development includes seven padel courts, alongside associated infrastructure and facilities including café, reception, wellness studios, changing and WCs. It will provide an important sports facility in line with policies set out within the Manchester Core Strategy and Places for Everyone, alongside relevant national planning policy. The Site is located in the southeastern corner of Manchester City Centre and is located within land safeguarded for HS2 Phase 2b, with further information on this provided in later sections.

1.3 This statement should be read in conjunction with the following documents which accompany the planning applications package:

- Application Form, Ownership Certificates
- Location Plan
- Existing and Proposed Site Plan
- Existing and Proposed Floorplans
- Existing and Proposed Elevations
- Drainage Strategy Report
- Planning Design and Access Statement (including details for Lighting Impact)
- Heritage Assessment
- Transport Statement (including Waste Management Proforma)
- Daylight and Sunlight Impact Assessment
- Acoustic Report
- Ecology Report

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- Crime Impact Statement
- Framework Construction Management Plan
- Operational Management Strategy

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2. SITE CONTEXT

Site Description

2.1 The Site is located in the southeast corner of Manchester City Centre, extending circa 0.34ha and forms a rectangular shape. It comprises a surface car park located just east of Manchester Piccadilly Railway Station, covering 0.36ha. It is currently located in land which has been safeguarded for HS2 Phase 2b, although this leg of the programme was cancelled by the Government in October 2023.

2.2 The Site's existing access is provided by a vehicular entry point on Congou Street.

2.3 The northern boundary comprises a low brick wall and wooden fence along Chapeltown Street, to the north of which are residential apartment buildings part of the Home apartment complex. The eastern boundary comprises a low fence with Neptune Mill, an office / commercial complex, beyond.

2.4 The southern boundary comprises low fencing and brick walls along Baird Street, beyond which the Metrolink line runs parallel to the site boundary. The western boundary consists of a low wall / metal fence which bounds Manchester Piccadilly's multi-storey car park.

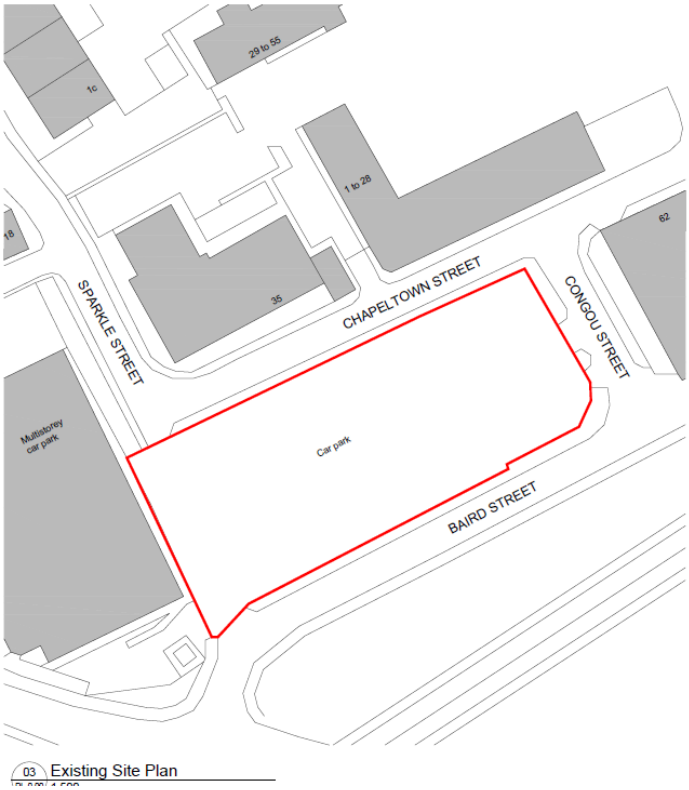


Figure 1 - Site Location Plan

Site Context

2.5 In terms of the wider context, residential uses are located to the north and east of the Site, with aforementioned Neptune Mill offices located directly adjacent to the east. South of the Site is largely commercial / industrial in nature, with Manchester Piccadilly Station taking up a large area to the west and south of the Site.

2.6 The Site is a circa 5-minute walk from Piccadilly Station via the station car park, and circa 8-minute solely on public roads and footpaths. This provides direct access to a significant number of destinations both within Greater Manchester and beyond via national rail links and the Metrolink

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station. This makes the Site highly sustainable with easy access across the region and to further destinations.

2.7 The Site is not located within or near a Conservation Area (the nearest being Whitworth Street Conservation Area c. 260m to the west of the Site). There are no Registered Park & Gardens or Scheduled Ancient Monuments located within or directly adjacent to the Site boundary. There are two listed buildings within close proximity of the Site; the Manchester Piccadilly Station trainshed located c. 60m to the southwest and Crusader Works located c. 50m to the northeast.

Ecology

2.8 The Site is not constrained by any statutory ecological designations or heritage designations. There are no protected trees on the Site.

Flood Risk

2.9 The Site is entirely within Flood Zone 1 for coastal and river flooding, as per the Environment Agency's Flood Risk Map, putting the Site in the lowest risk zone.

2.10 In terms of surface water flooding, the majority of the Site is not affected. A very small section of the northwestern corner of the Site is affected by 1 in 1000-year surface water flood events, as shown in Figure 1, representing a very low risk for the Site.

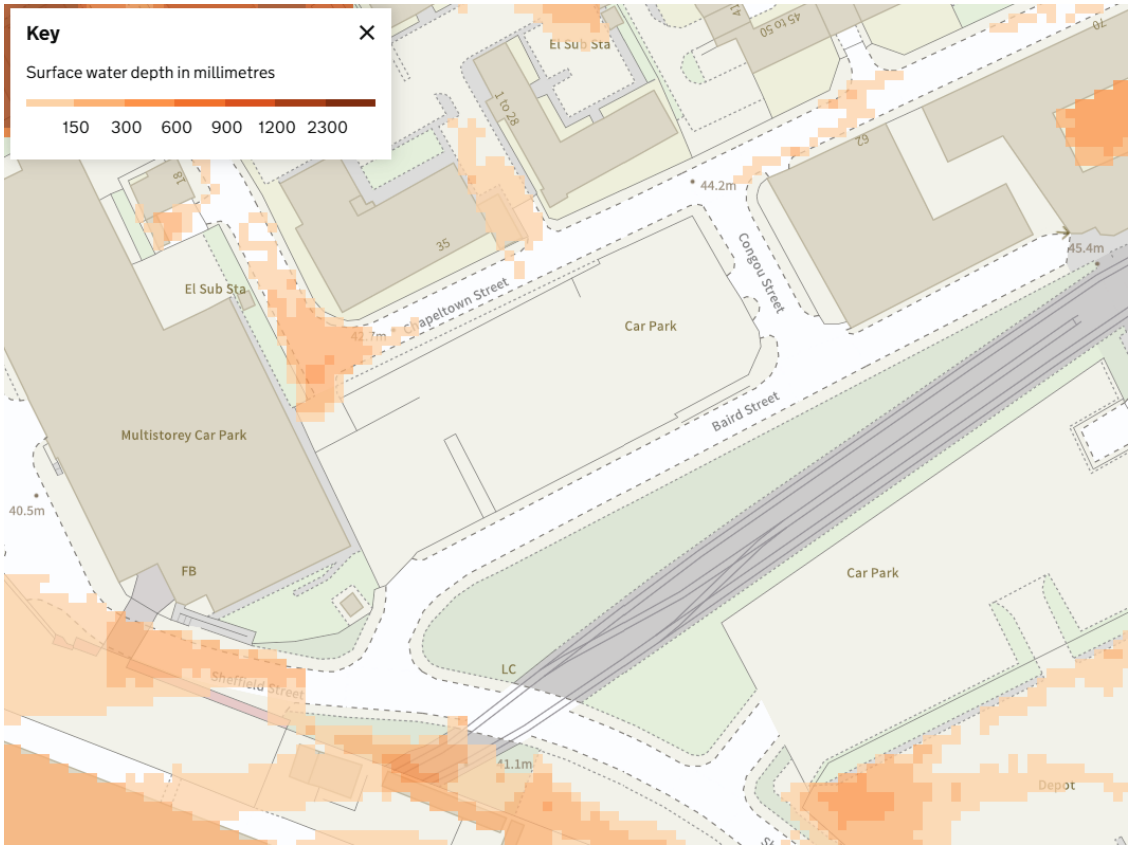


Figure 2: Flood Risk Map (Environment Agency)

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3. PLANNING HISTORY

3.1 A planning history search has been carried out using the Council's online planning records. It has found no relevant planning history for the Site

4. CONSULTATION

4.1 The Applicant has carried out pre-application engagement with MCC and HS2, as outlined below.

HS2

4.2 The Site is located on land which is safeguarded for HS2 Phase 2b as part of the High Speed Rail (Crewe-Manchester) Bill. This safeguarding remains relevant despite the cancellation of the project by a previous Government. As such, it was important to engage with HS2 to gauge their views on a temporary development in this location.

4.3 Engagement with HS2's Town Planning team confirmed that the Department for Transport had no objection to the temporary use of the Site for a period of up to three years to 2029 (see Appendix A). This was based on the condition that, upon HS2 requiring the land, it must be restored to its former condition to align with delivery programmes.

Manchester City Council

4.4 Early consultation with MCC enabled the Applicant to share proposals with the Council prior to submitting a planning application, and to receive feedback regarding the design. Initial engagement with the Council's planning team confirmed the principle of development in this location provided that the Applicant provides detailed information on technical matters, including impact on nearby residents.

4.5 This engagement informed which documents would be required to be submitted in the application and the main areas to focus assessment. Feedback from the Council also helped informed the approach to the proposals and subsequent design evolution of the Site into its current form.

4.6 Engagement has also taken place with local ward councillors to explain the proposals and obtain any feedback on local issues. Carter Jonas issued a briefing note to all three Piccadilly Ward Councillors in July 2026. Subsequently, a meeting with Cllr Jon-Connor Lyons occurred on 17 July 2026 to discuss the proposed development and to gauge support from local ward councillors. This meeting was productive has informed the public engagement process and received feedback on how the site was perceived locally. It was agreed to undertake a leaflet drop with nearby residents prior to submission, with a delivery area proposed by Councillors.

Public engagement

4.7 An information leaflet was shared with nearby residents and resident groups prior to submission, providing an overview of the proposals and that an application would be submitted. A contact email address for initial queries was provided. The distribution zone was initially agreed with MCC's Planning Department; however, this was extended further following dialogue with Ward Councillors.

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5. PROPOSED DEVELOPMENT AND DESIGN

5.1 This chapter provides a summary of the proposed development, including the design and access arrangements and the design evolution.

Description of Development

5.2 The description of development is as follows:

Full planning application for a temporary period for the redevelopment of the existing car park into a padel and wellbeing facility with both indoor (Class E(d)) and outdoor (Class F2(c)) sports facilities including ancillary facilities, parking, and associated works

Proposals

5.3 In summary, the Proposed Development will comprise:

- An indoor facility, comprising five Padel courts alongside a café providing a light-touch food and beverage offering, changing facilities, and toilets
- Outdoor facilities, comprising two Padel courts alongside a pilates studio, sauna, containers housing refuse and storage space, external seating area with integrated soft landscaping, and a reception / club shop
- Six car parking spaces (including 1 EV parking space and 2 disabled parking space) and 20 secure bicycle parking spaces.
- Boundary treatment, as appropriate

5.4 There will be no below ground works required to construct the buildings associated with the Proposed Development.

5.5 The Applicant anticipates that c. 10 direct, full-time equivalent jobs could be created in operation with further indirect employment benefits realised in the wider supply chain. In addition, there will be further job creation supported during the construction phase.

Design Considerations

Use

5.6 The Site is currently in use as a surface car park managed by RCP Parking; however, the southwestern corner of the Site appears to be in use as informal construction storage.

5.7 The proposed development will redevelop the Site into a padel and wellbeing facility with both indoor and outdoor sports facilities (Use Classes E(d) and F2(c)). An indoor facility can be used all year round, meaning that there is a consistent revenue generation which is critical to create a viable commercial proposition.

5.8 Planning permission will be secured on a temporary basis for three years. Notably, the building is leased from a specialist temporary structure provider – Lauralu – who have experience in providing facilities for Padel. This further demonstrates the temporary nature of the Proposed Development.

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Scale

5.9 The scale of the proposed development is intended to respond positively to and complement the surrounding context and building heights.

5.10 The maximum height of the built element will be 11.91m at the roof ridge, while the eaves will be at a height of 7m. The ridge line runs east-west across the centre of the building and will be located 17.64m from the northern and southern boundaries of the Site along Chapeltown Street and Baird Street respectively. The length of the indoor facility is 55m.

5.11 The other external facilities within the Proposed Development will be of significantly reduced height, including the Pilates studio, sauna, reception, and the two external padel courts.

5.12 Scale has been carefully considered to respect the surrounding residents, including to minimise any potential adverse effects of the development. The location of the highest point of the built element centrally within the Site will minimise the sunlight and daylight impacts on residential properties to the north of the Site. Along Chapeltown Street, the height will be 7m which is comparable with nearby buildings.

5.13 The scale of the building is also necessary to allow for a commercially successful padel facility to take place. The Applicant requires seven courts to deliver the scheme and has sought to locate as many as possible within the indoor facility. This minimises impact on nearby residents but also creates a genuine hub of activity within this part of the city centre. Five courts are located within the indoor facility alongside changing rooms and a café.

5.14 A key objective is that the indoor facility is free of supporting structures such as pillars. This is vital to maximise space for courts to be laid out efficiently and for visibility across the facility to be retained. In addition, avoiding obstructions above the court is important. This is achieved through an appropriate height within the building (allowing for a full range of play, including lobs) and through the structure avoiding cross-beams or similar.

5.15 The scale is considered appropriate for the location and has been designed to meet the operational needs of Padel 16 and allow a viable use to be brought forward, delivering an important leisure facility within the city centre.

Form and appearance

5.16 Architectural form has also been carefully considered to both provide a high-quality sporting facility, and relate to the character of the wider area. The combination of both indoor and outdoor elements represents an improvement for the Site in comparison with its existing form as a surface car park.

5.17 For the indoor facility, the form is commercial or industrial in nature with reduced opportunities to change this due to its temporary nature. However, the wider area already includes a mix of different building forms. Notably, the adjacent Neptune Mill, Thomas Telford Basin, Crusader Works, and 62 Chapeltown Street have a ridged roof design similar to the Proposed Development. In particular, 62 Chapeltown Street is very similar with to the Proposed Development, also featuring commercial or industrial design style.

5.18 Despite its temporary nature, the Proposed Development will be built to a very high standard reflecting the quality required in the City Centre. The external walls of the facility will be of a dark blue colour, to reflect the branding of Padel 16 and will create visual interest along the main site elevations. A large high-level window will run along much of the south elevation on Baird Street, which will create additional visual interest and allow natural daylight to enter the building. A key feature of buildings in the surrounding area is a simple colour and material pallet, meaning that the Proposed Development will complement rather than contrast.

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5.19 The overall built form will constitute a significant improvement of the aesthetics and architectural form of the Site. It will create more street activity and help to improve perceptions of security for neighbouring residents and businesses.

Layout

5.20 The Site consists of a covered and uncovered element, both containing sporting facilities and ancillary uses. The layout has been carefully considered in order to respond to the constraints of the Site and to minimise adverse effects on neighbouring properties.

5.21 The majority of the site consists of the indoor facility, covering roughly the eastern two thirds of the Site. It includes the main reception, five padel courts, changing and WCs, and a small café / waiting area. This component has been located as close as possible to the Site's proposed access.

5.22 The western section of the Site will comprise two open-air padel courts, sauna, Pilates studio, and three plunge pools. There will also be storage facilities including refuse and recycling. An external seating area with integrated soft landscaping, including planting and small trees has been included to increase separation between the outdoor padel courts and other wellbeing facilities.

5.23 The two outdoor padel courts have been located at the furthest southwestern point of the Site to minimise the acoustic and lighting impacts on residential properties to the north and east.

Access

5.24 The Site's currently accessed by pedestrians and vehicles via an existing entrance off Congou Street. There is a second access point adjacent to this, however it has been covered by a low fence preventing vehicles from passing through.

5.25 The Proposed Development will maintain the existing access point as the main Site access.

5.26 There will be a total of six car parking spaces, including two disabled spaces, located adjacent to the main reception. Additionally, the development will include provision for 20 cycle parking spaces to be provided adjacent to the main entrance, just off Congou Street. This provision will help to encourage sustainable transport methods in order to access the Site.

5.27 Delivery and servicing access will be provided at the northwestern corner of the Site along Chapeltown Street. This will allow delivery vehicles to be at the closest point to on-site storage and refuse and will avoid conflict with the Site's main entrance and associated access point.

Design evolution

5.28 The design of the proposed development has undergone several changes prior to submission. These have been based on changes in the Applicant's aspirations for the Site and on feedback from the Council and other technical specialists.

5.29 The initial proposal for the Site consisted of an entirely covered facility with eight courts, split between two adjacent buildings with a slightly smaller wellness offering. The layout also included parking arrangements at the entrance of the Site. This featured a longer building, extending much further down Chapeltown Street. This design was rejected by the Applicant on the basis that greater emphasis should be placed on wellness offering and to reduce impacts on nearby residents.

5.30 The layout of the Site was subsequently altered to reduce the total number of courts to seven, with five in the larger building, and two in a smaller building. This created some additional external space for the pilates studio, sauna, plunge pools and space for storage and refuse. The space also allowed for some planters to be placed outside.

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5.31 The design evolved after the Applicant expressed their interest in removing the smaller of the two structures, leaving two open-air padel courts alongside the internal facility. This would increase the commercial viability of the Site by creating both indoor and outdoor courts, providing a higher diversity of padel offering. It also allowed a seamless integration of the external plunge pools, sauna and Pilates studio with the two external courts.

5.32 Following input from the Heritage Consultant, the external elevation colour was toned down to feature a more muted tone of blue as shown on the proposed elevations.

5.33 Parking arrangements were then altered following recommendations from the transport consultant, Astute Transport. Their assessment of the car parking arrangement showed that the southernmost of the parking spaces performed poorly in terms of vehicle accessibility, due to the constraints of the existing access. Their recommendation to remove the space was accepted by the Applicant, reducing the car parking provision to 6 spaces, including 2 disabled bays.

5.34 Finally, the layout and elevations were updated to reflect feedback from Greater Manchester Police who were supportive of proposals but recommended some minor alterations to elevations that improved boundary treatments with a view to increasing security on site.

Lighting

5.35 The lighting arrangements for the Site have been designed to minimise impacts on residential buildings to the north and east. Any necessary external lighting has been focused on parts of the Site furthest from these properties.

5.36 Each of the two external padel courts will have lighting arrangements as follows:

- 4 x 6.7m high poles integrated with the structure of the court,
- 4 brackets for fixing of the headlamp,
- 8 headlamp LED 150W,
- Poles supporting LED projectors outside the courts as required by the international padel regulations,
- Lighting systems approved and wired in IP68

5.37 The main structure will have signage lighting on the entrance elevation only. There will be no lights on the Site's north elevation closest to residents. No lighting on the Site will be directed towards residential properties.

Operational Management

5.38 The management of the Site will be carried out by Padel 16, who will be responsible for the day-to-day operations on Site. Details of Site management and include details of staffing, servicing, parking, access, security, and cleaning.

5.39 The following opening hours will be adopted:

- Indoor facility – M-F 0700-2300, S-Su (including Bank Holidays): 0700-2200
- Outdoor courts - M-Su (including Bank Holidays): 0700-2200
- Sauna / Pilates - M-Su (including Bank Holidays): 0700-2000

5.40 On-site staffing will include a front of house team managing the reception, customer service and court bookings. Padel sessions will be overseen by padel coaches and court supervisors, ensuring player

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safety. Other areas will be staffed, including wellness facilities, food and beverage areas, and there will be cleaning and maintenance personnel and 24 hour CCTV operations.

5.41 Refuse collection will occur from Chapeltown Street outside of peak hours, with dedicated waste storage and segregation provided on-site in compliance with MCC requirements. Servicing and delivery will be routed via the access point on Congou Street, coordinated to off-peak windows to reduce conflict with other traffic.

5.42 Access will be provided via controlled access points with full CCTV coverage, emergency evacuation routes clearly marked, and all staff trained to assist in case of emergency.

5.43 Daily cleaning schedules will be maintained across all courts, wellness areas, food and beverage and changing facilities, alongside regular maintenance checks, to ensure high standard of hygiene and safety. User experience will be of high standard, including online booking and scheduling, loyalty programmes, community events, alongside opportunities for customer feedback and surveys.

5.44 Other site management will include noise strategies for all courts, health and safety compliance, regular staff training and ongoing coordination with local authorities, neighbouring businesses and residents to address concerns, share updates and maintain positive communication.

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6. PLANNING POLICY CONTEXT

6.1 This section provides an overview of the key development plan policies relating to the proposed development.

6.2 The Development Plan comprises the following documents:

- Manchester Core Strategy (2012-2027) (Adopted 2012)
- Greater Manchester Joint Minerals Plan (2013-2028) (Adopted 2013)
- Greater Manchester Joint Waste Development Plan (2012-2027) (Adopted 2012)
- Places for Everyone (Adopted 2024)

6.3 In the case of this application, the Minerals and Waste Development plans are not considered relevant, due to the temporary and urban nature of the application.

6.4 The Site falls within the HS2 Piccadilly Strategic Regeneration Framework (March 2018) ("SRF"). The Site was partly proposed for road infrastructure to support the new Piccadilly HS2 Station and to accommodate development. In light of the cancellation of HS2 and the application's temporary nature, this SRF is not deemed to be a meaningful material consideration for determining the application.

Manchester Core Strategy

6.5 **Policy EC1 – Employment and Economic Growth in Manchester**

Development proposals should have regard to:

- Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area, considers the needs of users/employees of a site for access via walking, cycling and public transport and reduction of opportunities for crime by applying best practice in security design
- Flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment

6.6 **Policy EC3 – The Regional Centre**

The Site is within the Regional Centre which is supportive of a range of development types

6.7 **Policy CC1 – City Centre and Fringe**

The Site is located within the City Centre, a strategic economic location and focus of employment growth in the City and City Region.

Provision of a range of economic development uses, including retail, leisure, entertainment will be encouraged in the City Centre. Development in the City Centre which improves facilities for visitors, including Manchester residents, will be promoted.

6.8 **Policy CC4 – Visitors – Tourism, Culture and Leisure**

The City Centre will be the focus for culture and leisure in the City Region.

6.9 **Policy CC5 – Transport**

The Council will seek to ensure that development includes adequate parking provision for cars and bicycles, based on existing parking standards.

6.10 **Policy CC9 – Design and Heritage**

Design of new buildings in the City Centre will need to be of the highest standard in terms of appearance and function. Particular attention to design should be given to the City Centre context and character.

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Development in Manchester City Centre should preserve or enhance heritage assets that have been identified, including listed buildings, conservation areas, and schedules monuments.

6.11 **Policy CC10 – A place for Everyone**

The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through:

- Uses which increase the diversity of activity in the City Centre, with emphasis on family-oriented activity, and
- High standards of accessibility to buildings and spaces in the City Centre

6.12 **Policy C1 – Centre Hierarchy**

Development of town centre uses will be prioritised in the centres identified in this policy. In order to maintain vitality and viability, and to minimis the need to travel by car, the highest in the hierarchy is Manchester City Centre. The City Centre is the regional focus for commerce, culture, leisure and tourism.

6.13 **Policy T1 – Sustainable Transport**

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, the Council will support proposals that:

- Improve choice by developing alternatives to the car
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life

6.14 **Policy T2 – Accessible areas of opportunity and need**

The Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers
- Is easily accessible by walking, cycling and public transport
- Within the City Centre, provides a level of parking which reflects the highly accessible nature of the location

6.15 **Policy EN1 – Design Principles and Strategic Character Areas**

All development in Manchester will be expected to follow the seven principles of urban design set out in national planning guidance. Opportunities for good design to enhance the image of the City should be fully realised. Design and Access Statements must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievements of the Core Strategy Strategic Objectives.

Within the City Centre Character Area:

- Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area
- Developments should contribute positively to the experience of all at street level

6.16 **Policy EN11 – Quantity of Open Space, Sport and Recreation**

The Council will seek the provision of new open space, sport and recreation facilities, in particular where:

- A quantitative shortage of a particular use per head of population, based on the findings of the Open Space, Sport and Recreation study and Playing Pitch Strategy, is identified in the local area

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- Where significant levels of development are proposed including within the Strategic Housing Location

6.17 **Policy EN12** – Area priorities for Open Space, Sport and Recreation

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 include the following:

- City Centre: enhance quality of existing areas and integrate new facilities in accessible locations

6.18 **Policy PA1 – Developer Contributions**

Where needs arise as a result of development, the Council will seek to secure planning obligations in lie with Circular 5/2005, Community Infrastructure Levy Regulations or successor regulations/guidance. The nature and scale of any planning obligations sought will be related to the form of development and its potential impact on the surrounding area.

6.19 **Policy DM1 – Development Management**

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

- Appropriate siting, layout, scale, form, massing, materials and design
- Impact on the surrounding area in terms of the design, scale and appearance of the proposed development
- Effects on amenity, including privacy, light, noise, vibration, litter, vermin, road safety and traffic generation
- Accessibility: buildings fully accessible to disabled people, access to new development by sustainable transport modes
- Community safety and crime prevention
- Design for health
- Refuse storage and collection
- Vehicular access and car parking
- Flood risk and drainage

Places for Everyone (PfE)

6.20 The Greater Manchester Combined Authority's Joint Development Plan, PfE, provides regional planning policies to guide development throughout Greater Manchester. It was adopted in 2024 and covers the period from 2022-2039. The following are considered relevant policies to this application.

6.21 **Policy JP-Strat 2: City Centre**

The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester. It will enable people to take advantage of the extensive public transport network.

The new functions within the City Centre will be delivered in a way that complement, rather than displace the area's non-residential functions.

6.22 **Policy JP-P1: Sustainable Places**

All development, where appropriate should be consistent with the following key attributes:

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- Distinctive, with a clear identity that:
  A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;
  B. Enables a clear understanding of how the place has developed; and
  C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used
- Visually stimulating, creating interesting and imaginative environments
- Socially inclusive, responding to the needs of all parts of society and promoting a sense of community
- Resource efficient, with an efficient use of land and high levels of recycling
- Well-connected to other places, particularly by public transport

6.23 **Policy JP-P6: Health**

Development will be required, as far as practicable, to maximise positive contribution to health and wellbeing, and support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice

6.24 **Policy JP-P7: Sport and Recreation**

A network of high quality and accessible sports and recreation facilities will be protected and enhanced, supporting greater levels of activity for all ages, including by:

- Requiring new development to provide new and/or improved existing facilities
- Locating and designing recreation facilities in relation to housing so as to ensure that they are accessible
- Enabling the continued development of major sports facilities and events, which can further enhance Greater Manchester's international sporting reputation

6.25 **Policy JP-C1: An Integrated Network**

The development plan is supportive of a range of measures, including:

- 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 recreation and leisure facilities
- Locating and designing development to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport
- Ensuring that development fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, prioritising pedestrians, cyclists and public transport users

6.26 **Policy JP-C8: Transport Requirements of New Development**

New development will be required to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency and deliver liveable, sustainable environments.

National Planning Policy Framework (NPPF)

6.27 The National Planning Policy Framework (NPPF) is the core national framework for the determination of planning applications. The current NPPF was published in August 2026. The Framework should be

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read as a whole, with the following chapters and paragraphs considered particularly relevant to the Proposed Development:

6.28 **Chapter 4 – Achieving sustainable development**

Policy S3 set out the overarching objective of achieving sustainable development, including the economic, social and environmental objectives of the planning system. Policy S4 confirms the presumption in favour of sustainable development for proposals within settlements.

6.29 **Chapter 5 – Meeting the challenge of climate change**

Policy CC2 identifies how impacts of climate change can be mitigated, including supporting good access to facilities.

6.30 **Chapter 8 – Ensuring the vitality of town centres**

Policy TC2 highlights that substantial weight should be given to supporting the overall vitality and viability of a centre, including where this can be achieved through the intensification of uses and improving access to facilities which provide day-to-day services for the local community.

6.31 **Chapter 12 – Making effective use of land**

Policy L2 require substantial weight to be given where a development proposal makes better use of vacant and underutilised land and buildings, including building on car parks which are no longer required. It also promotes effective use of previously developed land and buildings through temporary use, in situations where alternative development is anticipated within a reasonable period (with an example including where land is allocated for alternate purpose in a development plan).

6.32 **Chapter 14 – Achieving well-designed places**

Policy DP3 requires development proposal to respond to their context so they integrate with and enhance their surroundings. Further guidance is given on matters which make well-designed places.

6.33 **Chapter 15 – Promoting sustainable transport**

Policy TR3 promotes locating development in sustainable locations. Policy TR6 confirms that development should only be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts) or an unacceptable impact on highway safety, taking into account any mitigation measures.

6.34 **Chapter 16 – Promoting healthy and safe communities**

Policy HC4 requires substantial weight should be given to the benefits where proposals would make a demonstrable contribution towards promoting good health, preventing ill-health, reducing health inequalities or supporting social interaction in the local community (such as, but not limited to, the provision of new recreation facilities, meeting places and opportunities to grow or purchase healthier food).

6.35 **Chapter 17 – Pollution, public protection and security**

Policy L3 sets out expectations for understanding impacts on living conditions and creation of pollution. Development proposals should be appropriate for their location. In assessing the potential effects of pollution, consideration should be given to the potential sensitivity of the site, and its intended occupiers and users, as well as that of the environment and population in the surrounding area (including where certain groups could be particularly vulnerable to its effects, such as children and older people). It goes to state that development proposals should

- Not give rise to, or contribute to, an unacceptable level of access to daylight and sunlight for neighbouring residents and occupiers, or unacceptable levels of air, noise, artificial light, water, soil or other forms of pollution on or beyond the site. Adverse impacts of this nature should be avoided where possible, or else mitigated to an acceptable degree. Where possible,

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opportunities should be taken to reduce pollution affecting the wider area (such as through traffic and travel management or improved external lighting)

- Mitigate and reduce to a minimum potential adverse impacts resulting from noise, not result in levels of noise exposure which would have a significant observed adverse effect, and maintain the character of tranquil areas (those areas that have remained relatively undisturbed by noise from human sources and are prized for their recreational and amenity value for this reason);
- Limit any adverse impact from artificial light on local amenity

6.36 **Chapter 18 – Managing flood risk and coastal change**

Policy F4 confirms when a site specific flood risk assessment is required and that this should be appropriate to the scale, nature, and location of development. Policy F7 highlights that development proposals should not increase flood risk elsewhere, with most vulnerable development located in area of lowest flood risk. Policy F8 requires development proposal to incorporate sustainable drainage system to control flow rates and reduce volumes of run-off, in ways which are proportionate to the nature and scale of the proposal.

6.37 **Chapter 19 – Conserving and enhancing the natural environment**

Policy N2 require decisions to contribute to and enhance the natural environment, including through minimising impacts on biodiversity, providing net gains where possible and preventing new development from contributing to unacceptable levels of pollution. These relate to ecology, biodiversity enhancements, noise, lighting and ground conditions.

6.38 **Chapter 20 – Conserving and enhancing the historic environment**

Policies HE5, HE6, and HE7 set out the approach to conserving and enhancing the historic environment. Applicants are required to describe the significance of any heritage assets affected, including any contribution made by their setting, with the level of detail proportionate to the asset's importance.

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7. ASSESSMENT

7.1 This section will assess the compliance of the Proposed Development with regard to the Development Plan and other material considerations highlighted in the previous sections, it is considered that the principal issues of the proposal relate to:

- Principle of Development
- Design
- Transport
- Flood risk / Drainage
- Acoustic impact
- Sunlight and Daylight
- Ecology
- Heritage
- Crime

Principle of Development

Policy and Guidance

7.2 Policy EC1 states that development proposals should aim to make the best possible use of a site in terms of efficient use of space, considering the needs of users and employees for access via walking, cycling and public transport. Policy EC3 also states that the regional centre is an area which can be supportive of a wide range of development types.

7.3 Policy CC1 states that the City Centre is a strategic economic location and focus for employment growth in the City and City Region. There should be provision of a range of economic development uses, including retail, leisure and entertainment. Development which improves facilities for visitors, including Manchester residents, will be promoted in the City Centre.

7.4 Other City Centre policies, including Policies CC4 (Visitors Tourism, Culture and Leisure), CC5 (Transport) and CC10 (A Place for Everyone), support a range of uses in the City Centre while respecting its existing character. They emphasise the importance of considering the needs of all who use the City Centre, appealing to a wide range of residents and visitors to increase the diversity of City Centre activities.

7.5 Policy C1 prioritises the development of town centre uses in designated centres to minimise the need to travel by car, with the City Centre comprising the most important development area. Policies T1 and T2 encourage a modal shift away from car to walking, cycling and public transport, ensuring new development is accessible to all methods of transport.

7.6 Policy EN11 states the Council's support for provision of new open space, sport and recreation facilities, particularly where there is a quantitative shortage of a particular use per head of population. The City Cente is noted, in Policy EN12, as an area where existing facilities should be enhanced, and provision should be provided for new facilities in accessible locations.

7.7 Policies in PfE also reflect a desire for sustainable development in the City Centre with efficient land use, in Policies JP-Strat2 and JP-P1. This is supported by Policies JP-C1 and JP-C8, which encourage a shift towards walking, cycling and public transport as methods of transport. Policy JP-P7 supports provision of sport and recreation facilities, supporting greater levels of activity for all ages, locating facilities in accessible locations.

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7.8 The NPPF is also supportive of efficient land use, particularly in Chapter 12, prioritising development on brownfield land within settlements and the development of under-utilised sites, including car parks. Chapter 16 also promotes healthy and safe communities, which includes requiring substantial weigh to be given to benefits where proposals would promote health and wellbeing (including new recreation facilities). Chapter 8 covers the vitality of town centres, requiring substantial weight to be given to support the overall vitality and viability of centres.

7.9 Policy S4 confirms that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in the Framework.

Compliance of the Proposed Development

7.10 The principle of the Proposed Development is supported by the relevant planning policies outlined above. The Site will comprise a new City Centre development that will diversify the visitor offering, providing amenities for visitors from outside and within Manchester. It also creates a much needed leisure and sport facility in the City Centre, which currently lacks sporting provision for its large and growing population.

7.11 Supply and demand data published by padelnomics in May 2026 indicates that there was only a moderate supply of padel courts in the city. There is a proven demand for padel, with 10 padel venues across the city as a whole but still room for growth particularly in underserved parts of the city. However, following the closure of Club de Padel on Great Jackson Street, there are only two operating padel courts in Manchester City centre, both at The Pollen Club on Deansgate.

7.12 Therefore, there is a need to provide additional courts for the City Centre, an area containing roughly 16% of the city's population and one of the regions principal employment hubs. Finding appropriate sites within the City Centre can be challenging noting recent withdrawal and rejection of applications for padel courts. In addition, other temporary sites have closed due to the need to accommodate permanent development. These indicate ongoing challenges to identify suitable sites for padel venues in the City Centre and the need for additional supply.

7.13 The redevelopment of a surface car park in the City Centre is considered a much more efficient use of land in a highly accessible location, supported by City Centre policies in the Core Strategy. This position is also a key part of the NPPF, redeveloping an under-utilised, brownfield site for much more efficient and economically viable uses. As the land is safeguarded from more significant, permanent development, a meanwhile use as a sports facility will be the most effective and efficient use that the Site is currently capable of.

7.14 The Site's location makes it very suitable for development in terms of accessibility options including multiple modes of public transport, bicycle, or on foot. It is located within a densely populated area with several major new residential and commercial developments nearby.

7.15 Overall, the principle of development is firmly established, and is in line with local, regional and national policies. The Site is located in a highly sustainable location with easy access to quality public transport hubs and will improve connectivity by walking and cycling. It will also redevelop an under-utilised brownfield site in the City Centre, aligning with numerous strategic planning objectives. The Site's use as padel facility addresses a need for further facilities in the face of recent closures and challenges faced in accommodating these elsewhere in the City Centre.

Design

Policy and Guidance

7.16 Policy EC1 of Manchester's Core Strategy states that development proposals should have regard to ensuring that the design makes the best possible use of a site or building in terms of efficient use of

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space. They should also enhance the sense of place of the wider area, consider the needs of users/employees via walking, cycling and public transport, and reduce opportunities for crime by applying best practice in security design.

7.17 Policy CC9 emphasises the importance of the design of new buildings in the City Centre, with particular attention given to the City Centre context and character. City Centre development should preserve or enhance heritage assets that have been identified.

7.18 Policy EN1 states that all development in Manchester will be expected to follow principles of urban design set out in national guidance and take opportunities for good design to enhance the image of the city. Planning applications must clearly detail how the proposed development addresses the design principles, reinforces and enhances local character of that part of the city and supports the achievements of the Core Strategy Strategic Objectives. Within the City Centre, developments are expected to consider the city's heritage and continue the pattern of activity in the area, while contributing positively to the experience of all at street level.

7.19 Policies in the PfE, also note the importance of design, particularly in policies JP-Strat 2: City Centre and JP-C1: An Integrated Network. Policy JP-C8: Transport Requirements of New Development places stronger emphasis on the need to design at a human scale and reduce the need to travel by providing facilities within the site.

7.20 Chapter 14 of the NPPF emphasises good design as a key aspect of sustainable development, noting that design should add to the overall quality of the area of the proposed development. Development should be visually attractive and sympathetic to local character, helping to establish a strong sense of place.

Compliance of the Proposed Development

7.21 The design of the proposed development has been carefully considered to comply with the relevant policy requirements, and details of the design are provided in the Proposed Development section. The Site's design has evolved to respond to the area's local needs and character, using best practice design principles to create a high-quality urban sport site.

7.22 The proposed use represents a significant improvement in design terms from its current use as a surface car park. It will increase on-site activity and create many more economic and social benefits. From discussions with Ward Councillors, the Applicant understands that local residents have raised issue with the storage of construction materials which currently takes place on site. This would be removed by the Proposed Development.

7.23 The scale and form of the proposal have been informed by the needs of adjacent residents, with maximum building heights being located away from the Site's boundaries. This has helped to minimise the daylight and sunlight impacts for adjacent residents, while providing the space required for commercially viable padel courts which avoids structural columns which would sterilise the environment.

7.24 The form of the built element has been designed to create visual interest and increase the aesthetics of the wider area. The outdoor elements of the Site have been located at the furthest point away from residents, so that any acoustic impacts can be minimised, whilst also creating some visual interest and active frontage along Baird Street. The Congou Street elevation in particular will be better activated through the Proposed Development.

7.25 The Proposed Development's appearance reflects Padel 16's brand standards and features a simple pallete of materials which is a characteristic of surrounding buildings. The colour tone for external elevations was tone down during design evolution. The temporary nature of the building should be considered, noting this presents an opportunity for a design which juxtaposes with surrounding buildings and stands out as a leisure facility.

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7.26 The Site's facilities will bring a high-quality sport and community space to the City Centre, increasing sporting provision for the City Centre's growing population. It will create a much-needed community hub for fitness and wellbeing in this part of the city, bringing street activity to a currently inactive space, greatly improving the vitality of the space. All design aspects have been considered in the proposals, and the development is therefore compliant with national and local policies.

Transport, Servicing, and Waste Management

Policy and Guidance

7.27 The NPPF emphasises the importance of sustainable development. It states in Policy TR3 that in assessing applications for development, it should ensure that sustainable transport modes are prioritised, accounting for the vision for the site, the type of development and its location. There should be safe access to the site for all users, and the application should consider the design of the site and any impacts on the transport network. Policy TR6 states that development should only be refused if there would be an unacceptable impact on highway safety or severe residual cumulative impacts on the road network.

7.28 Strategic Objective SO5 of Manchester's Core Strategy seeks to improve sustainable and accessible transport networks for physical connectivity, including access to a range of services.

7.29 Core Strategy Policy SP1 sets out the support of development in locations accessible by walking, cycling and public transport. Policies T1, T2 and T3 outline the Council's prioritisation of walking, cycling and public transport, improved accessibility and ensuring integration with wider transport networks.

7.30 The PfE spatial strategy seeks to direct development to more accessible locations where walking, cycling and public transport can be maximised. Objective 6 promotes the concentration of new development within 800m of sustainable transport hubs. Policy JP-C1 seeks to ensure new development is sustainably integrated into Greater Manchester's transport network for all users. Policies JP-C5 and JP-C6 both are supportive of providing attractive pedestrian and cycle connections.

7.31 MCC's City Centre Transport Strategy supports the wider PfE objectives for a well connected, zero carbon city centre at the heart of the region. It seeks 90% of morning peak trips to the City Centre to be made on foot, bicycle or public transport by 2040. Ambitions 1, 3 and 4 seek to make walking the principal means of travel around the City Centre, increase cycling to city centre destination and improve public transport connections. Ambition 5 seeks smarter parking that is integrated with other modes, including reducing City Centre parking particularly around public transport hubs.

Compliance of the Proposed Development

7.32 Astute Transport Planning have prepared a Transport Statement to support the application, providing details of transport impacts and explaining how the proposals are compliant with planning policies. Their findings suggest that the Site is located in a highly accessible City Centre location, reachable by walking, cycling, bus, tram and rail.

7.33 The Site is located close to Manchester Piccadilly Station and within easy walking distance of rail, Metrolink and bus services. Its highly accessible city centre location provides staff and visitors with a realistic choice of travel modes and reduces reliance on the private car. The Proposed Development therefore accords with the sustainable transport objectives of PfE.

7.34 Six car parking spaces (including two disabled spaces and one EV parking space) are provided on Site. These are intended for use by staff and those requiring disabled spaces, rather than the general public noting the range of options available around the Site. Secured cycle parking provision for 20 bicycles is provided.

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7.35 The proposed development is forecast to generate approximately 18 two-way customer vehicle trips during a theoretical maximum combined changeover period, with no material effect on operation of the surrounding highway network.

7.36 The proposed development will not generate more traffic than the existing 100 space car park. It will contribute to the planned reduction in city centre parking provision and support the Strategy's wider objective of reducing reliance on the private car. In addition, the TS confirms that any displacement of car parking can be accommodated within other nearby car parks.

7.37 The Proposed Development will not generate significant servicing movements, likely limited to occasional re-stocking. Deliveries will take place from Chapeltown Street at the north-west corner of the Site, allowing direct access to storage facilities in this corner of the Site.

7.38 Similarly, the Proposed Development is not considered to be significantly waste generating. An appropriate number of bins have been provided with a refuse store identified in the north west corner of the Site. Bins will be taken to an agreed collection point and returned promptly after collection, likely by a private contractor. MCC's Waste Proforma has been completed and forms part of the Transport Statement.

Flood risk and drainage

Policy and Guidance

7.39 A number of policies relating to flood risk should be considered for the proposed development. This includes policies from the NPPF (noting Policies F3 and F7) and Planning Practice Guidance (PPG) for assessing flood risk and providing mitigation where necessary. Other general policies and standards for consideration include Non Statutory Technical Standards for Sustainable Drainage Systems, CIRIA C753 SuDs Manual and Building Regulations Approved Document H.

7.40 Policy EN17 of the Core Strategy and Policy JP-S4 of PfE require development to take an appropriate approach with surface water drainage in mind, maximising use of sustainable drainage systems, and generally avoid adverse impacts on water quality.

Compliance of the Proposed Development

7.41 The following information is provided by way of a flood risk assessment, noting NPPF Policy F4 confirms this should be proportionate to the scale, nature, and location development. This information is taken from the EA's Flood Risk Map for Flooding and the Risk of Flooding from Surface Water Map, accessed in August 2026.

- The Proposed Development is temporary and proposals a 'less vulnerable' use as per definitions within the NPPF.
- The Site is within Flood Zone 1 for flood risk from rivers and seas in the present day and climate change scenarios.
- The Site is of low risk of surface water flooding, with an area of surface water flooding apparent near its north-west boundary in both the present day and climate change scenarios. Noting the EA's Risk of Flooding from Surface Water map is only available at a low scale, it is not considered that this area is within the site boundary. In any case, it is a marginal amount of land which is given over to storage and refuse use.
- The Site is not at risk of Reservoir Flooding.

7.42 DCG Engineering have produced a Drainage Strategy Technical Report to support the application, which demonstrates that an appropriate drainage strategy can be delivered in accordance with the

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principles of sustainable drainage, whilst providing a practical solution appropriate to the constraints associated with the redevelopment of an existing urban site.

7.43 A practical discharge rate of 5.0 l/s has been adopted. This represents a significant reduction in peak discharge when compared with the existing unrestricted brownfield runoff whilst remaining proportionate to the scale and nature of the proposed development. The proposed restriction therefore delivers a substantial betterment over the existing situation and accords with the principles of sustainable drainage.

7.44 Noting the above, discharge to the public sewer has been identified as the most sustainable and practical solution for drainage, with a combined foul and surface water connection proposed to manhole reference SD9902 in Chapeltown Street.

7.45 The drainage strategy is compliant with Sustainable Drainage Systems, Surface Water Betterment, Climate Change Resilience, Surface Water Attenuation, Water Quality, Foul Drainage, Long Term Maintenance and National Guidance in the NPPF. The proposed drainage strategy is considered to provide a sustainable and deliverable drainage solution which is suitable for the application.

Acoustic Impact

Policy and Guidance

7.46 Core Strategy Policy C10 states, in reference to leisure and evening economy, that proposed uses should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance. This is supported by Policy DM1 which notes that all development should have regard for impact on residential amenity, including noise and vibration.

7.47 PfE Policy JP-C5 states that streets should make a positive contribution to the quality of place, and the combined authority seeks to ensure that the design of streets mitigates impacts of noise pollution. The NPPF supports this in Chapter 17, noting that planning decisions should mitigate and reduce potential adverse impacts resulting from noise from new development, and avoid noise giving rise to significant adverse impacts on health and quality of life. Policy L3 notes that mitigation is an acceptable approach to addressing adverse impacts.

Compliance of the Proposed Development

7.48 An Acoustic Report has been produced by Fisher Acoustics. This includes a baseline survey of the site to establish existing noise levels.

7.49 The report has thoroughly assessed potential noise break out from the Proposed Development, with precedent studies reviewed from other developments and an on-site testing of how a similar facility produced by manufacturer Lauralu performed. This provides a strong grounding to understand impacts on nearby residents. The nearest sensitive receptors are residents within 35 and 37 Chapeltown Street.

7.50 The report identifies appropriate noise levels not to be exceeded at these receptors, reflecting on Sport England Design Guidance Note – Artificial Grass Pitch (AGP) Acoustics – Planning Implications, 2015. Although padel is not mentioned in the guidance, the document is considered to be an appropriate reference given the noise sources of players' voices and ball impacts.

7.51 It also reflects on ProPG: Guidance for the Assessment of Sport and Leisure Noise was jointly published in draft form in June 2026 by the Association of Noise Consultants (ANC), Institute of Acoustics (IOA) and Chartered Institute of Environmental Health (CIEH). The document 'provides guidance on the assessment of noise from outdoor sport and leisure activity in the UK. It provides guidance on minimising adverse impacts on residential amenity from noise'.

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7.52 The report identifies that mitigation measures will be necessary to achieve these limits. Physical screening of the courts is not considered to be a worthwhile mitigation measure, as the upper storeys of the nearest residential buildings will have line of sight to the lightweight canopy roof and into the external courts above any practicable acoustic barrier.

7.53 It is therefore recommended that measures be taken to reduce noise levels at source, i.e. at the padel courts themselves, and the report identifies specific mitigation solutions (or equivalents which achieve the same reduction in noise propagation) that could be utilised.

7.54 The report concludes that, with this mitigation secured, the Proposed Development can operate as proposed whilst complying with published guidance such that residential amenity can be maintained.

Sunlight and Daylight

Policy and Guidance

7.55 Policy DM1 of the Core Strategy requires applications to consider impacts on residential amenity.

7.56 Chapter 17 and Policy L3 applies similar for impacts on residential amenity from a sunlight and daylight perspective, noting that adverse impacts should be avoided where possible.

7.57 The Building Research Establishment's *Site Layout for Daylight and Sunlight: A Guide to Good Practice,* provides an objective means for evaluating daylight and sunlight amenity impacts in the built environment. The purpose of the guidance is to assists in evaluating the relationship between new and existing buildings to ensure each retains the potential to receive a "fair share" of daylight and sunlight given their siting, height and mass. It has become the industry standard for assessing daylight and sunlight amenity in the built environment. BRE have taken steps to confirm that "it is purely advisory and the numerical target values within it may be varied to meet the needs of the development and its location".

Compliance of the Proposed Development

7.58 Proximity have carried out a Daylight & Sunlight Amenity Impact Assessment and have produced a report of their findings to support the application. It considers impact on 35 and 37 Chapeltown Street, representing the two apartment blocks directly opposite the Site, with results considered below.

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Figure 3 - Extract from report showing massing & nearby receptors

35 Chapeltown Street

Vertical Sky component (VSC)

7.59 A total of 62 windows were assessed, servicing c. 53 individual rooms of which 23 were living rooms, kitchens, and dining rooms and the remaining 30 bedrooms.

7.60 The baseline performance of this building is weakened by the presence of projecting balconies and a projecting roofline. Only 30 windows (48%) achieve the VSC target of 27% in the baseline scenario.

7.61 With the Proposed Development, 53 windows (87%) would either continue to achieve the 27% VSC target or retain a VSC value that is at least 0.8x the baseline value.

7.62 Of the remaining 8 windows, 2 would experience a noticeable reduction to the occupant, but would retain VSC of at least 21.6%, a value considered within acceptable tolerance of the 27% target given the City Centre location.

7.63 The remaining 6 windows comprise of one window for which the room is served by another window which passes the NSL test, four windows which achieve VSCs of between 15 and 21%, and one window with 11.5% VSC. Notably, this window is already poorly performing and does not achieve the VSC target at the baseline condition either.

No Sky Limit (NSL)

7.64 For this test, all 53 rooms were appraised and 45 (85%) would pass the NSL test.

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7.65 The remaining 8 rooms include seven living-room, kitchens, and dining rooms alongside a single bedroom. These are located at ground and first floor.

7.66 However, as shown in the Sunlight and Dayight Report, these areas of impact are restricted to rear parts of the room. As for VSC, the presence of projecting balconies above these rooms has a negative impact on baseline performance.

Sunlight amenity to buildings

7.67 For this test, 47 rooms served by 56 individual windows have been assessed. In the baseline condition, 34 of these rooms (72%) achieve both the annual and winter sunlight targets.

7.68 The 13 rooms (28%) which do not achieve both targets are living room, kitchen, dining rooms served by windows beneath a projecting balcony or projecting roof.

7.69 With the Proposed Development, all 47 rooms (100% of those appraised) would either continue to achieve both of the sunlight targets, or retain sunlight values of at least 0.8x the baseline values (meaning that reductions in sunlight are negligible).

Qualitative considerations

7.70 Proximity consider that the Proposed Development would have less of an impact on daylight amenity than if a building equal size in 35 Chapeltown Street will constructed on the Site. Therefore, the Proposed Development does not take more than its 'fair share' of light.

Sunlight amenity to external amenity spaces

7.71 Noting the presence of a linear terrace / paved area at the front of this building, a Time in Sun appraisal was undertaken. In the baseline, this currently does not achieve the BRE target. As a result of the Proposed Development, there will be no reduction in the extent to which this terrace / paved area achieves Time in Sun.

Overall

7.72 Overall, impacts on sunlight and daylight appear inherently limited by the presence of projecting balconies. The localised impacts of the Proposed Development is considered appropriate and balanced.

<u>37 Chapeltown Street</u>

Vertical Sky component (VSC)

7.73 A total of 65 windows were assessed, servicing c. 45 individual rooms of which 23 were living rooms, kitchens, and dining rooms and the remaining 22 bedrooms.

7.74 In the baseline, 53 windows (82%) achieve the VSC target of 27% in the baseline scenario. 12 windows (18%) do not however these either face the adjacent 35 Chapeltown Street or are overhung by a projecting roof.

7.75 With the Proposed Development, all 65 windows (100%) would either continue to achieve the 27% VSC target or retain a VSC value that is at least 0.8x the baseline value.

No Sky Limit (NSL)

7.76 For this test, all 45 rooms were appraised and 45 (100%) would pass the NSL test, experiencing no change.

Sunlight amenity to buildings

7.77 For this test, 45 rooms served by 65 individual windows have been assessed. In the baseline condition, 43 of these rooms (96%) achieve both the annual and winter sunlight targets. The remaining 2 rooms (4%) are located at ground floor level.

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7.78 With the Proposed Development, all 45 rooms (100% of those appraised) would either continue to achieve both of the sunlight targets, or retain sunlight values of at least 0.8x the baseline values (meaning that reductions in sunlight are negligible).

Sunlight amenity to external amenity spaces

7.79 Noting the presence of a linear terrace / paved area at the front of this building, a Time in Sun appraisal was undertaken. In the baseline, 58% of the area receives at least 2 hours Time in Sun in line with BRE Guidance. As a result of the Proposed Development, there will be no reduction in the extent to which this terrace / paved area achieves Time in Sun.

Overall

7.80 Overall, impacts on sunlight and daylight appear inherently limited by the presence of projecting balconies. The localised impacts of the Proposed Development is considered appropriate and balanced.

Ecology (including Biodiversity Net Gain)

Policy and Guidance

7.81 The NPPF requires local planning authorities to apply certain principles concerning biodiversity. These include minimising impacts on biodiversity, providing net gains for biodiversity where possible, protecting priority habitats and species, and taking a strategic, landscape-scale approach to biodiversity.

7.82 Biodiversity Net Gain was introduced under the Environment Act 2021.

Compliance of the Proposed Development

7.83 Iceni Ecology have produced a Preliminary Ecological Appraisal which has assessed the ecological impacts of the development. This report found that, within 2km of the Site, there were no statutory designated wildlife sites identified, the closest being Clayton Vale Local Nature Reserve 2.6km northeast of the Site. Consultation with Natural England is therefore not anticipated.

7.84 There were no ancient woodland or ancient replanted woodland identified within 1km of the Site, and no ponds within 250m. The Site comprises urban developed land with sealed surface.

7.85 There are no suitable habitats on the Site for badgers, bats, birds, reptiles or amphibians, and the on-site habitats are unlikely to support a diverse range of invertebrates or support rare or protected flora.

7.86 Biodiversity enhancements are required to satisfy the NPPF and any landscaping should use native species and / or those to benefit native wildlife.

7.87 The Site does not need to achieve Biodiversity Net Gain (BNG) since the proposals will not impact more than 25 square meters of non-priority habitat and temporary planning permission of less than five years is sought.

Heritage

Policy and Guidance

7.88 The Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory duty on decision-makers, when considering whether to grant planning permission for development affecting a listed building or its setting, to have special regard to the desirability of preserving the building, its setting and other special architectural or historic features.

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7.89 The NPPF sets out, within Chapter 16, the importance of conserving and enhancing the historic environment and conserving heritage assets in an appropriate manner. Paragraph 207 requires applicants to describe the significance of heritage assets affected including contribution made by their setting, with detail appropriate to the asset's importance. Paragraph 215 confirms that great weight should be given to the conservation of heritage assets, and Paragraph 216 states that any less than substantial harm should be weighed against the public benefits of the proposal.

7.90 Core Strategy Policy EN3 seeks to ensure that development preserves or enhances Manchester's heritage assets and their settings. PfE Policy JP-P2 seeks the conservation and enhancement od heritage assets in accordance with national policy, recognising their contribution to local character and identity.

Compliance of the Proposed Development

7.91 Adapt Heritage have produced a Heritage Technical Note to support the application, which describes the surrounding heritage assets and how the application is compliant with heritage policies. It provides a proportionate assessment of the likely effects of the proposal on nearby designated and non-designated heritage assets.

7.92 It found that the Site contains no designated or non-designated heritage assets and comprises an area of surface car parking in a highly urbanised and redeveloped part of Manchester. The nearest heritage assets are the Grade II Listed Manchester Piccadilly Station, Grade II Listed Crusader Works and the non-designated Neptune Mill.

7.93 The proposed development would not directly affect any designated or non-designated heritage assets. The Site's current use makes negligible contribution to the significance of nearby heritage assets. The proposals introduce a temporary, contemporary and reversible development responding appropriately to the established surrounding townscape without affecting the significance of heritage assets.

7.94 The Proposed Development is considered to satisfy the statutory duty under Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. Furthermore, the proposals accord with Chapter 16 of the National Planning Policy Framework (2024), the relevant policies of the statutory Development Plan and Historic England's guidance The Setting of Heritage Assets (GPA3).

Crime

Policy and Guidance

7.95 Policy EC1 of Manchester's Core Strategy ensures that proposals reduce opportunities for crime by applying best practice in security design. This is reflected in PfE Policy JP-P1 which highlights designing out crime as an important way to improve safety through development proposals, reducing opportunities for anti-social behaviour and making appropriate provision for response and evacuation if necessary. Core Strategy Policy DM1 also notes that all development should have regard for community safety and crime prevention.

7.96 Chapter 16 of the NPPF focuses on promoting healthy and safe communities. It states that planning decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and the fear of crime do not undermine the quality of life or community cohesion. This is also supported from a design perspective in Chapter 14, maximising opportunities to design out crime and fear of crime through development proposals.

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Compliance of the Proposed Development

7.97 A Crime Impact Statement has been produced by Greater Manchester Police. This does not identify any fundamental issues and made recommendations for changes to boundary treatment to further secure the Site. These changes have been made.

Management of impacts on residents

Policy and Guidance

7.98 Policy DM1 of the Core Strategy requires applications to consider impacts on residential amenity. This is supported by Policy L3 in Chapter 17 of the NPPF.

Compliance of the Proposed Development

7.99 As noted in this statement, the inclusion of an internal facility is a key objective to achieve a commercially viable proposition. However, it also minimises impact on residential amenity when compared to a fully open court set-up:

- Increased opportunity for acoustic mitigation at source and within the building, minimising impact on nearby residents and reducing need for extension acoustic fencing or similar.
- Improved management of patrons, with a single point of entry and space for congregating inside building when not playing
- Reduced need for external floodlights which will in turn minimise light-spill
- Allow for more efficient operational management, noting the Applicant has provided an Operational Management Plan which explains their approach to management and engagement with the local community.

7.100 The proposed hours of operation are in line with other approve padel schemes in Manchester.

7.101 In addition, a Framework Construction Management Plan has been prepared by Padel Ventures. This outlines how construction matters will be managed and communication with nearby residents will be managed. It should be noted that this process will be considerable streamlined as the facility is modular and demountable with a focus more on assembly than construction.

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8. CONCLUSIONS

8.1 This Planning Statement has been prepared by Carter Jonas LLP to support a full planning application, for a temporary period of three years, for the redevelopment of the existing surface car park at Land off Baird Street, Manchester into a padel and wellness facility with both indoor and outdoor sports facilities, including ancillary facilities and parking.

8.2 This statement describes the Site's context and its surroundings and provides detail on the Proposed Development. In addition, this report summarises the consultation undertaken with MCC, HS2 and local ward councillors, and explains how this engagement has informed the design evolution of the scheme. It also further describes the design and access arrangements for the Site, including how the use, scale, form, layout and access aligns with best practice design principles.

8.3 Additionally, this statement considers the national, regional and local planning policy framework and assesses the acceptability of the scheme against relevant development plan policies and material considerations.

8.4 As a summary, the Applicant notes the following:

- The Site is located in a highly sustainable City Centre location, immediately adjacent to Manchester Piccadilly Station and within easy walking distance of rail, Metrolink and bus services. The location provides excellent opportunities for visitors and staff to access the Site by public transport, walking and cycling.
- The Site currently comprises an under-utilised surface car park within a highly accessible urban location. The Proposed Development would make more effective use of previously developed land, consistent with the objectives of the National Planning Policy Framework , Manchester Core Strategy and PfE.
- Notably, within the NPPF Chapter 16 (Policy HC4) includes requiring substantial weigh to be given to benefits where proposals would promote health and wellbeing (including new recreation facilities). Chapter 8 (Policy TC2) covers the vitality of town centres, requiring substantial weight to be given to support the overall vitality and viability of centres.
- This should be viewed in the context of Policy S4 which confirms that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in the Framework.
- The Proposed Development would provide a high-quality sports and wellbeing facility within Manchester City Centre, comprising seven padel courts, alongside ancillary facilities including a café, reception, wellness studios, changing facilities, WCs, sauna and plunge pools. This would enhance the City Centre's leisure and recreation offer and support healthy, active lifestyles.
- There is a need for further Padel facilities in Manchester City Centre, noting strong demand within the city as a whole and national trends for growth in the sport. This need is compounded by the recent closure of Club de Padel, significantly reducing the number of available courts within the city centre.
- The temporary nature of the proposal is appropriate given the Site's safeguarding for HS2 Phase 2b. Engagement with HS2 has confirmed that there is no objection to the temporary use of the Site for a period of up to three years, subject to the Site being restored if required for future railway infrastructure delivery.
- The design of the Proposed Development has evolved through consultation and technical input. The layout, scale and form have been carefully considered to respond to the

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surrounding urban context, minimise potential effects on neighbouring residents and improve the appearance, activity and vitality of the Site.

- The supporting Transport Statement demonstrates that the Site is highly accessible by sustainable modes of travel and that the proposal would not result in a material adverse impact on the surrounding highway network. The reduction in car parking from the existing use also aligns with wider City Centre transport objectives.
- The technical assessments submitted in support of the application demonstrate that the Proposed Development is acceptable in respect of drainage and flood risk, daylight and sunlight, ecology, heritage, transport and other relevant planning matters. The proposals therefore align with the relevant local, regional and national planning policies.
- The Proposed Development would bring a vacant and inactive site into a productive meanwhile use, generating social, economic and health benefits while improving activity and natural surveillance within this part of the City Centre.

8.5 Noting the above, the Applicant considers that the Proposed Development can be seen favourably against national, regional and local planning policies. The proposals represent a sustainable and appropriate temporary use of the Site and would deliver clear benefits for Manchester residents, visitors and workers. It provides significant benefits that outweigh any adverse impacts, which are either mitigated or considered appropriate in the context of an urban area.

8.6 In line with Section 38(6) of the Planning and Compulsory Purchase Act (2004), we therefore consider that the application should be approved.

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APPENDIX A – CORRESPONDENCE WITH HS2 LIMITED

WITHOUT PREJUDICE

OUR REF: HS2-MCC-PE-024

Dear Nathan,

Thank you for your sharing that additional information regarding the lease, which is helpful and I have shared with policy colleagues at the DfT for awareness.

Further to my previous message, advice has been sought from the Department and feedback is as follows:

DfT are supportive of a temporary/meanwhile use being granted permission in this case, subject to HS2 Ltd including appropriate protections to ensure that:

- the scheme is protected against any future claims under the compensation code,
- the meanwhile use must cease and land to be restored to former condition at a time of HS2's choosing, to align with associated delivery programmes.

In context of the second bullet point above, such protection could be achieved through attachment of a suitably worded planning condition by the local planning authority and DfT/HS2 Ltd are content to agree to a temporary permission for the proposed padel centre and associated sports/welfare complex until 2029.

At that point we would need to review the position again with the DfT, as it is expected that a clearer understanding of when the land will be required for a future rail related scheme purposes at that stage. There may also be scope to extend the initial temporary permission further in the future, but unfortunately we cannot confirm timescales at this stage.

Given your reply below, I trust this response if of assistance and should you have any further queries, please do not hesitate to contact me.

Kind regards,

James Fox | Safeguarding Planning Manager, Railway Directorate | HS2 Ltd

Tel[redacted] | Mob[redacted] | [redacted] | Facebook | Twitter | LinkedIn

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