MANCHESTER CITY COUNCIL

Planning

Delegated Officer Report

Summary of application details

Application reference:	PLA-2026-001272
Application type:	Full planning permission
Proposal:	Creation of padel tennis facility with ancillary bar use (Use Class F2(c)) and associated external alterations comprising of rooftop covered court and pergola.
Site address:	Rooftop Car Park at Victoria Exchange (Former Martin House) Hunts Bank Manchester M3 1LD
Ward(s):	Deansgate
Date application valid:	19 August 2026
Applicant name:	London Metric Property PLC
Agent (if any):	Bradley Wiseman
Case officer:	Michael Pearson
Recommendation:	Approve
Date of recommendation:	13/10/2026

Description of site, building and/or area

The application relates to the top floor/deck of the multi-storey car park that serves the AO Arena, lying along the southern side of Trinity Way, the western side of Cheetham Hill Road. To the south of the site lies active railway lines that serve Manchester Victoria, with the AO Arena then lying to the west. The application property is four storeys, dates from the 1990s and is completed in stone blocks. Its lower floors lie within a car parking use (Sui Generis), and a multi-storey Class E unit. The top deck of the structure is open to the elements, paved in tarmac and concrete and is in use as a car park.

The neighbouring area lies along the northern edge of Manchester City Centre, with the area to the north of the City Centre lying within the Strangeways neighbourhood. The application site occupies a prominent position within the local street scene, with the high density development of the City Centre giving way to medium and low rise buildings to the north within Strangeways and Cheetham Hill. The street scene surrounding the application site is characterised by significant road and rail infrastructure, with the site fronting out onto Trinity Way and Cheetham Hill Road, two arterial A roads that provide access through and around Manchester City Centre. The site then backs onto Manchester Victoria's rail lines, a key railway route in and out of the City Centre. Built development within the neighbouring area is characterised by modern high rise residential and office development to the immediate north, east and south. Further to the north of the application site lies small scale industrial units, the River Irk then lies to the east.

Description of development

The application seeks consent for the creation of a padel tennis facility, with ancillary bar use (Use Class F2(C)) and external alterations comprising of a rooftop covered court structure.

The padel facility would consist of 5no rooftop courts, 3no of which would be open to the elements, and 2no which would be covered by the aforementioned rooftop canopy/structure. Alongside said courts, an ancillary covered bar, consisting of 3no shipping containers and pergola would feature, together with outdoor seating, WCs, bin store and plant.

The applicant has applied for the hours set out below:

- Monday – Saturday: 07:00 – 23:00
- Sunday (Including Bank Holidays): 07:00 – 22:00

The proposed use would operate in tandem with an indoor Class E sport use that would occupy the site's first, second and third floors. Said works lie outside of the scope of this application.

Relevant planning history

A high number of planning applications are on record for the application site, the most relevant of which are shown below:

143558/FO/2025 - Creation of padel tennis facility and associated external alterations comprising of rooftop covered court and pergola – Withdrawn December 2025.

141894/LE/2025 - Use of the first and second floors for Commercial, Business and Service operation within Use Class E – Certificate granted March 2025.

110729/FO/2015/C1 - Change of use to provide for an indoor go karting facility (Sui Generis use), and ancillary cafe and retails area – Approved April 2015.

042136 - Mixed use redevelopment including indoor arena, multi storey car park, hotel, offices, retail, multi-screen cinema, ancillary facilities and landscaping – Approved October 1992.

Consultation, notification and publicity responses

Publicity – A site notice and press notice were published. Neighbouring properties were notified of the proposals by letter. One letter of objection was received. The reasons cited for the objection are summarised as follows:

- The development would have an unacceptable impact on neighbouring amenity via noise generated by the proposed use.

Counter Terrorism Policing North West – No objection received.

Environmental Health – No objection subject to conditions relating to odour extraction, hours of opening, hours of servicing, external lighting, a noise management plan, acoustic insulation, outside seating area hours of use, plant acoustics and waste management.

Greater Manchester Police – No objection received.

Highway Services – No objection subject to conditions relating to cycle parking, travel plan, construction management plan, and informatives relating to highway hoarding.

Metrolink – No objection received.

Network Rail – The applicant should contact the Interface Management Team to discuss the proposed works.

Transport for Greater Manchester – No objection. Cycle parking provision should be included within the development.

Relevant policies

The Places for Everyone Plan - Joint Development Plan Document, for nine of the 10 boroughs which make up Greater Manchester adopted on 21st of March 2024:
- Policy JP-Strat1 – Core Growth Area
- Policy JP-Strat2 – City Centre
- Policy JP-J1 – Supporting Long-Term Economic Growth
- Policy JP-P2 – Heritage
- Policy JP-P4 – New Retail and Leisure Uses in Town Centres
- Policy JP-P7 – Sport and Recreation

The Manchester Core Strategy – Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on the 11th of July 2012:
- Policy SP1 – Spatial Principles
- Policy EC1 – Employment and Economic Growth in Manchester
- Policy EC3 – The Regional Centre
- Policy CC1 – Primary Economic Development Focus (City Centre and fringe)
- Policy CC4 – Visitors – Tourism, Culture and Leisure
- Policy CC5 – Transport
- Policy CC9 – Design and Heritage
- Policy CC10 – A Place for Everyone
- Policy C10 – Leisure and the Evening Economy
- Policy EN1 – Design Principle and Strategic Characters Areas
- Policy EN3 – Heritage
- Policy EN19 – Waste
- Policy DM1 – Development Management

The Unitary Development Plan for Manchester – For the reasons outlined below the following saved UDP Policies are of relevance to this application:
- Policy DC19 – Listed Buildings
- Policy DC26 – Noise and Development

Manchester Draft Local Plan

The Manchester Draft Local Plan went out to Regulation 18 consultation on 22 September 2025.

The Plan will set out a framework for how land in Manchester should be developed and will guide decisions on planning applications. However, due to its formative state, it has no weight in the determination of this application.

Other material planning considerations

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

The Holcroft Moss Planning Obligations Joint Supplementary Planning Document (SPD)

National Planning Policy for Waste

National Planning Policy Framework (NPPF) (2026)

- Paragraph 17 outlines three dimensions to achieve sustainable development: economic, social and environmental
- Chapter 4 – Achieving Sustainable Development
    - S3 – Presumption in Favour of Sustainable Development
    - S4 – Principle of Development within Settlements
- Chapter 14 – Achieving Well-Designed Places
    - DP3 - Key Principles for Well-Designed Places
    - DP4 - The Design Process
- Chapter 15 – Promoting Sustainable Transport
    - TR3 – Locating Development in Sustainable Locations
    - TR4 – Street Design, Access and Parking
    - TR6 – Assessing Transport Impacts
- Chapter 20 - Conserving and enhancing the historic environment
    - HE4 - Securing the Conservation of Heritage Assets
    - HE5 - Assessing Effects on Heritage Assets
    - HE6 - Proposals Affecting Designated Heritage Assets

Legislative requirements

Section 70 (2) of the TCPA 1990 (as amended) provides that in dealing with an application for planning permission that the Council shall have regard to the provisions of the development plan, so far as material to the application.

S38(6) of the Planning and Compulsory Purchase Act 2024 states that if regard is to be had to the development plan for the purposes of any determination to be made under the planning acts the determination must be made by the Council in accordance with the plan unless material considerations indicate otherwise.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority 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.

Section 149 of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Assessment

<u>Principle of the Development</u>

The development would see the provision of an outdoor sport use within Manchester City Centre on part of an existing multi-storey car park. As existing, the car park on site provides spaces to commuters and tourists within a key part of Manchester City Centre, though its occupancy generally only peaks in tandem with events staged at the AO Arena. The submission has been

accompanied by a Transport Statement that notes there is adequate car parking capacity within the locality to cope with the loss of parking on site. The proposed use of an outdoor sport use is considered would provide a more unique commercial offer than typical retail or office uses and would therefore assist in driving footfall and activity to a part of the City Centre that lacks the same scale of commercial activity as the retail core, thereby assisting the Centre's continued regeneration. In line with this, the development accords in principle with Places for Everyone Plan Policies JP-Strat1, JP-Strat2, JP-J1, JP-P4 and JP-P7, Core Strategy Policies SP1, EC1, EC3, CC1, CC4, C10 and DM1, subject to the matters discussed below.

Visual Amenity & Heritage

Visually, the application site lies within an area of the City Centre that is visually dominated by transport infrastructure, this manifests itself in the form of the active railway lines that lie to the south of the site, as well as the Ring Road A6042. Buildings within the locality are generally characterised by modern office and residential blocks to the north-west, north-east and south. Directly to the north of the site, the street scene is more varied, with vacant plots, industrial buildings and some low to mid rise Victorian/Edwardian buildings. The application site itself makes a neutral contribution to the street scene, with the building being of high material quality when taking into account its use as a car park but with it lacking an active frontage/ground floor activation. The proposed development itself would be situated on the property's roof being set back a minimum of 15.7m from its northern parapet. Consisting of open courts, shipping containers and a covered court structure, the majority of development would be screened from views along the public highway due to its lack of height and the aforementioned setback distance. The only aspect of the development that would be visible from the public highway would be that of the covered court structure, with this only being visible from Dutton Street, Shaw Street and Cheetham Hill Road. It is also noted that these site lines are only possible due to the high number of vacant sites that currently feature within street scene giving unobstructed views of the application site. As the regeneration of Manchester City Centre continues, it is likely these site lines will be reduced.

The covered roof structure would be completed in a roof tensile fabric, upper walls of cladding, and a black steel frame. Whilst the use of such materials would not commonly be supported within the City Centre, it is considered that due to the heavily obscured location of the development, that in this context, subject to conditions that would confirm the final design of the court structure, and that would require the submission of material samples and a maintenance schedule, the development is acceptable in this instance.

Whilst the site neighbours the Grade II listed Victoria Railway Station, the application site is not seen within the context and is thus considered to have a neutral impact on its significance.

Subject to the aforementioned planning conditions, the development is acceptable in this regard and accords with Places for Everyone Plan Policy JP-P2, Core Strategy Policies SP1, CC9, EN1, EN3 and DM1, Saved Unitary Development Plan Policy DC19, the National Planning Policy Framework, and the Planning (Listed Building and Conservation Areas) Act 1990.

Residential Amenity

Residential dwellings lie opposite the application site across Ring Road to the north. The application site has been accompanied by a noise impact assessment that details that the proposed development can be accommodated on site, with external speaker provision without detriment to neighbouring amenity. One letter of objection has been received which cited the proposals impact on neighbouring amenity via noise generation as cause for their objection.

Environmental Health within their consultation response do not object to the development subject to conditions relating to the confirmation of the means of fume extraction, control of the hours of servicing, confirmation of external lighting, the submission of a noise management plan, acoustic outbreak, external plant and hours of operation. The applicant has confirmed that no food preparation is proposed within the development and as such no condition requiring the confirmation of fume extraction measures is required in this instance.

Notwithstanding the submitted acoustic report, Environmental Health have requested that confirmation be provided as to how noise levels in the bar area will be controlled and how recommended noise limits for speakers in the bar area will be set and controlled by electronic limiter and be made tamperproof. In line with this, any approval will require the submission of an amended acoustic report to address this.

Within their consultation response Environmental Health have requested that hours of operation be constrained to Monday – Saturday 07:00 – 22:00 and Sunday (including Bank Holidays) 08:00 – 22:00. Restricting hours to 22:00 is consistent with approvals for other external and internal padel court uses within Manchester City Centre, as shown through planning permissions 137623/FO/2023, 139686/FO/2024, and 140249/FO/2024. Additionally, Environmental Health confirmed that the use of external speakers outside of the proposed bar structure will not be supported in the interest of protecting neighbouring amenity from noise outbreak. On this basis, in the interest of neighbouring amenity, the proposed hours of operation will be constrained to the hours recommended by Environmental Health and the use of external speakers will be prohibited on courts.

Subject to such conditions, the development is acceptable in this regard and accords with Core Strategy Policy DM1, Saved Unitary Development Plan Policy DC26, and the National Planning Policy Framework.

Public Safety

Notable public venues and transport links neighbour the application site in the form of the AO Arena and the Victoria Railway Station. Ensuring the security of these assets is of paramount importance to public safety, as well as the general operation and economy of Manchester City Centre. Whilst it is noted that no objection has been received by Greater Manchester Police and Counter Terrorism Policing, it is still considered pertinent in the event of an approval to require the development to be implemented in line with secured by design principles, thereby demonstrating that reasonable measures have been taken to prevent criminal and anti-social behaviour on site. Subject to such a condition, the development is acceptable in this regard and accords with Core Strategy Policy DM1 and the National Planning Policy Framework.

Highway Safety

The site is located with Manchester City Centre in a sustainable location within walking distance of local amenities and public transport links. Vehicle tracking information has accompanied the submission illustrating servicing vehicles can enter and exit the site in forward gear. As part of the proposed works, the existing surface car park would see a loss of 98no car parking spaces, taking the total spaces on site to 216no car parking spaces. Highway Services do not object to this loss in car parking, with the number of spaces left on site deemed to be sufficient to provide adequate car parking to the locality. Within their consultation response Highway Services confirmed that they offered no objection subject to planning conditions that would secure the provision of cycle storage facilities, and the submission of a construction management plan and a travel plan, as well as informatives relating to highway hoarding. Subject to such conditions and informatives, the development is considered acceptable in this regard and therefore accords with Core Strategy Policy DM1 and the National Planning Policy Framework.

Waste Management

The development would utilise a roof top bin store, that would accommodate 2no 180L general waste bins, 2no 180L mixed recycling bins, 2no 120L glass recycling bins and 2no 180L food bins. Collection would then take place from within the site itself at ground floor. Environmental Health do not object to this arrangement. Subject to a condition that would require the development to be carried out in accordance with these details the proposal is acceptable in this regard and complies with Core Strategy Policy EN19 and DM1, the National Planning Policy for Waste and the National Planning Policy Framework.

Other Matters

Network Rail within their consultation response stated that the applicant should contact the Interface Management Team to discuss the proposed works. In the event of an approval this will be attached as an informative.

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.

Conclusion

In light of the above, subject to appropriate planning condition, the development would secure a high quality development in a prominent location within the City Centre in an underutilised location, thereby contributing to the continued regeneration of the City Centre. Therefore, the development is in accordance with Places for Everyone Plan Policies JP-Strat1, JP-Strat2, JP-J1, JP-P2, JP-P4 and JP-P7, Core Strategy Plan Policies SP1, EC1, EC3, CC1, CC4, CC5, CC9, CC10, C10, EN1, EN3, EN19 and DM1, Saved Unitary Development Plan Policies DC19 and DC26, the National Planning Policy for Waste, the National Planning Policy Framework, and the

Planning (Listed Buildings and Conservation Areas) Act 1990. On this basis the application is recommended for approval.

Article 35 Declaration
Officers have worked with the applicant/agent in a positive and proactive manner in determining this application by assessing the proposal against relevant planning policies and all material considerations, identifying matters of concern with the proposal and discussing those with the applicant/agent. In this instance negotiation has been able to successfully resolve the identified concerns and issues.

Recommendation: **Approve**

Conditions attached to this decision

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:

   - PL-100 Rev D: Location Plan & Existing
   - PL-102 Rev D: Site Plan – Proposed
   - PL-112 Rev M: Proposed GA Plan Level 4 – Car Park Plan
   - PL-113 Rev J: Proposed Roof Plan – Level 4 – Roof Plan
   - PL-120 Rev M: Elevations – Elevation 1
   - PL-121 Rev M: Elevations – Elevation 2
   - PL-122 Rev E: Proposed Sections – Section AA, BB & CC
   - PL-125 Rev B: Elevations – Elevation 3
   - PL-126 Rev B: Elevations – Elevation 4
   - PL-130 Rev C: Proposed Canopy Elevations
   - PL800: GA Plans & Elevations – Container – F&B
   - PL810 Rev B: GA Plans & Elevations – Container – WCs
   - PL820 Rev A: GA Plans & Elevations – Container – 40ft F&B
   - PL830 Rev A: GA Plans & Elevations – Container – Store
   - 23925-CWA-00-DR-A-04170 Revision P01: Vehicle Tracking
   - Design and Access Rev C – Section 3.9 (Dated July 2026)
   - Noise Assessment Report Revision 9 (Prepared by Hoare Lea; Dated June 2026)
   - Existing and Proposed Views Document Rev D (Dated July 2026)
   - Transport Statement (Prepared by Astute; Dated July 2025)
   - Roof Cleaning and Maintenance Strategy (Received 13/10/2026)

   Received by the City Council as Local Planning Authority on 07/08/2026, unless specified otherwise.

   Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Prior to the commencement of development, a Construction Management Plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority. This shall include as a minimum:

   - Measures to control noise and vibration;
   - Dust suppression measures;
   - Compound locations where relevant;
   - A community consultation plan;
   - Sheeting of construction vehicles;
   - The duration/phasing of construction works and associated vehicle trips;
   - Confirmation of display of an emergency contact number;
   - Contact details of the site manager/responsible person to discuss issues/amendments that arise;
   - Routing of construction traffic and associated swept-path assessment;

- Details of the location and arrangements for contractor parking;
- Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas;
- Traffic Management measures for vehicles, pedestrians and cyclists;
- The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality;
- A dimensioned plan to be provided for any proposed scaffolding and site hoarding to understand impact to highway/footway.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The development shall be carried out in accordance with the approved construction management plans for the duration of the demolition and construction parts of the development.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

4) Notwithstanding the plans listed within condition 2 of this permission, prior to the commencement of works in relation to the erection to the covered court structure hereby approved, final design details on its external appearance, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall then proceed in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

5) Prior to the commencement of works in relation to the erection of the covered court and associated bar structure hereby approved, material samples and product specifications of all materials and finishes to be used in the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall then proceed in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

6) Prior to the first use of the development hereby approved, a scheme detailing security measures thar are in line with Secured by Design Principles that shall then be adopted as part of the development, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The agreed measures shall

then be implemented as part of the development and be retained and maintained thereafter.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

7) Prior to the first use of the development hereby approved, details of cycle storage facilities on site shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be made available for use prior to the first occupation of the development, and shall then be retained and maintained for its lifetime.

Reason - To ensure there is sufficient cycles stand provision at the in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

8) a) Before the use hereby approved commences, external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report shall be required to be submitted to and approved in writing by the Local Planning Authority in order 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 nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

9) Prior to the commencement of the use hereby approved, a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City Council as local planning authority. The NMP shall include an assessment of noise from all activities associated with the use and shall not give rise to any significant adverse impacts on the occupants of nearby residential properties. The development shall then proceed and adhere to the approved details for its lifetime.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

10) a) Notwithstanding the details of condition 2 above, prior to the first use of the development, a noise impact assessment of the premises and a scheme of acoustic treatment shall be submitted to for approval by the City Council as Local Planning Authority. Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise

sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

The premises shall be acoustically insulated and treated to limit the breakout of noise in accordance with a noise impact assessment, and the measures shall remain in-situ for the duration of the development.

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to for approval by the Local Planning Authority to validate that the work undertaken conforms to the recommendations and requirements of the approved noise impact assessment.

c) In the event of any non-conformity with the approved noise insulation and ventilation scheme, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site. Pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the UDP.

11) a) Prior to the installation of any plant hereby approved, either a scheme that demonstrates that any plant equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location, or a scheme showing a method to acoustically treat/insulate any plant equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

b) Prior to the first use of the plant hereby approved, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the use can commence.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

12) The development hereby approved shall be carried out in accordance with the Transport Statement (Prepared by Astute; Dated July 2025) received by the City Council as Local Planning Authority, on the 07/08/2026.

In this condition a Travel Plan means a document which includes:

I. the measures proposed to be taken to reduce dependency on the private car by those using the development;

II. a commitment to surveying the travel patterns of employees and customers during the first three months of the first use of the approved development and thereafter from time to time

III. mechanisms for the implementation of the measures to reduce dependency on the private car

IV. measures for the delivery of specified Travel Plan services

V. a commitment to providing improved and increased cycle storage facilities on site

VI. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the Local Planning Authority.

Any Travel Plan which has been approved by the Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel at the development, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

13) The use hereby approved shall only be open to customers inside of the following hours for its lifetime:

- Monday – Saturday: 07:00 – 22:00
- Sunday (Including Bank Holidays): 08:00 – 22:00

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

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

- Monday to Saturday: 07:30 to 20:00
- Sundays/Bank Holidays: 10:00 to 18:00

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

15) The development shall store and present its waste and recycling in accordance with the following documentation:

- PL-112 Rev M: Proposed GA Plan Level 4 – Car Park Plan
- Design and Access Rev C – Section 3.9 (Dated July 2026)

The details of the approved scheme shall be implemented as part of the development and shall remain in situ and be adhered to for its lifetime.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

16) The covered canopy structure hereby approved shall be maintained in accordance with the approved Roof Cleaning and Maintenance Strategy (Received 13/10/2026)) for the lifetime of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

17) The premises shall be used for Class F2 (c) and for no other purpose (including any other purpose within Class F2 of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (SI 2020 No.757) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - The use of the premises other than in accordance with the approved use would require further consideration by the Local Planning Authority and may not be appropriate in this locality in accordance with Core Strategy Policies SP1, EC2 and DM1, and the National Planning Policy Framework.

18) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

19) No external speakers shall be located outside of the pergola covered F&B area, as shown on drawing PL-112 Rev M (Received by the City Council as Local Planning Authority on 07/08/2026). Speakers within the bar shall be controlled to the limits set out within the Acoustic Report that shall be submitted to and approved in

writing by the City Council as Local Planning Authority to satisfy condition 10 of this permission.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1 and DM1 of the Manchester Core Strategy and Saved Unitary Development Plan Policy DC26.

20) Notwithstanding the approved plans listed within condition 2 of this permission, no advertisements are hereby consented. Any external advertisement on site will require the approval of a separate application for advertisement consent.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

Informatives

1) Network Rail notes the proposal the land involved looks to be Archo leased land. Works would need to be reviewed with respect to the station and the subway access.

The applicant is to Contact - interfacemanagementteam@networkrail.co.uk to discuss this further.

2) Requirements for licensing, hoarding / scaffolding, skips and temporary points of access (Section 50) with MCC's Highways Licensing Team via Email: highwaylicences@manchester.gov.uk

Requirements for temporary pedestrian and traffic management with MCC’s Event and Traffic Management Team via Email: highwaynetworkmanagement@manchester.gov.uk