

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132588/FO/2021

Date registered valid: 10 January 2022

Proposal: Erection of a learning and training facility building (Use Class F1(a)) including classrooms, seminar rooms, offices, flexible conferencing space and workspace, kitchen facilities, changing facilities, a 900 seat spectator stand and ancillary community space, together with an upgraded rugby pitch for use as a training facility, occasional match and events venue, together with the erection of floodlighting, boundary treatment, access and highways works and other associated works following demolition of existing structures

Address: Land To The Rear Of 4-20 Metcombe Way And Kylemore Way, Manchester

Ward(s): Ancoats & Beswick Ward

Applicant: Rugby Football League C/o Agent

Agent (if any): Miss Jennifer Chatfield Deloitte LLP The Hanover Building, Corporation Street, Manchester, M4 4AH

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Recommendation: 26.05.2022

Date of recommendation: **Approve**

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Other

Date of site visit:

Standard consultations:

Printed: 12 January 2022 Expired: 2 February 2022

Neighbour notifications

Printed: 12 January 2022 Expired: 2 February 2022

Site notice

Posted: Expired:

Press advert

Published: 18 January 2022 Expired: 8 February 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The Application Site is located off Kirkstead Close, to the north of Bell Crescent within Beswick, East Manchester. The Site comprises 1.34 ha. in total, which includes 0.8ha of developed area when excluding the existing rugby pitch.

The site currently comprises a single storey building comprising Beswick Local shops which have been vacant for a number of years and are currently in a poor condition. The site also comprises an existing rugby pitch. Surface car parking for 28 spaces is also at the site albeit they are unable to be used due to restricted access.

The site is currently accessed from Kirkstead Close which connects to Bell Crescent onto Grey Mare Lane and then onto Alan Turing Way.

There is an area of informal grassland with scattered scrub to the north of the existing building, with the East Manchester Academy sports field bounding the site to the north. The eastern edge of the site follows the boundary line of an adjacent MMC surface car park joining up to the west of Kirkstead Close. To the south of the Site is an area of scattered trees, scrub and shrubbery which separates the Site from the adjacent Bell Crescent.

The existing rugby pitch occupies a large proportion of the Site and is currently used by students from the adjacent East Manchester Academy. The existing rugby pitch slopes up above the ground floor level of the existing building and currently comprises rugby posts and a tall metal structure providing netting behind.

In total, there are 11 scattered trees and 20 scattered scrub located within the Site and a further group of trees separating the Site from the residential uses to the west.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

The East Manchester Academy and associated sports fields are located to the north and north-west of the Site. To the south-west of the existing sports pitch, a line of trees forms a boundary between the Site and the rear gardens of the two storey residential properties along Metcombe Way. Bell Crescent borders the Site from the south to the east, where a transparent metal mesh fence lines the site boundary to Bell Crescent to the south and east of the Site.

A surface car park is located to the north-east of the Site and comprises of circa 170 car parking spaces. The wider area is characterised by a mixture of residential properties and much larger buildings used for sports, leisure and education.

The East Manchester Leisure Centre is located to the junction of Bell Crescent and Grey Mare Lane, whilst the Manchester City Football Club (MCFC) Training Ground is located to the east of Alan Turing Way, circa 300m from the Site.

The Etihad Stadium is located circa 600m to the north of the Site. The Co-op Live arena is also currently under construction on the Site to the north of the Etihad Stadium and is scheduled to open late 2023.

The Site is located in a strategically important location in relation to the Etihad Campus which is an area that has experienced significant change and renewal over recent years, establishing it as a major destination for sports, leisure and sports education.

Description of development

Erection of a learning and training facility building (Use Class F1(a)) including classrooms, seminar rooms, offices, flexible conferencing space and workspace, kitchen facilities, changing facilities, a 900 seat spectator stand and ancillary community space, together with an upgraded rugby pitch for use as a training facility, occasional match and events venue, together with the erection of floodlighting, boundary treatment, access and highways works and other associated works following demolition of existing structures

The mission of the applicant is to deliver great rugby league experience and to grow the sport. The concept which is part of this proposal is to capitalise on rugby league but also capitalise the social mobility aspect of it.

The proposal would result in the relocation of the RFL headquarters to the Etihad Campus. This will allow the RFL to work closely with other sporting organisations at the campus together with MIHP supporting the creation of a centre of sport excellence in East Manchester.

Consultations & Notification Responses

Local residents/public opinion

The proposal has been advertised as a major development with a site notice being published at the site and a press notice being published in the local newspaper.

One letter of support has been received in respect of this planning application. The comments can be summarised as follows:

- Delighted to support this project which we think enhances the area and compliments other community assets in the locality.
- The team at the RFL have actively engaged with local groups to research needs to ensure their plans have local as well as regional significance.

Two letters of objection have been received in respect of this planning application. The comments can be summarised as follows:

- The area already holds a number of different events held at the Etihad that cause issues with traffic and public nuisance and the new Arena currently being built will only increase them issues. Building this will cause more issues with parking, noise and general public nuisance in an already overcrowded area. The public transport in the area is not fit for purpose and is always overcrowded on event days and this will only add to that;
- The proposal will devalue the houses in the immediate area and should not be approved;
- An objector is supportive of the proposed development and the use of the land but they did not received any information on the consultation which took place. The objector has raised concern around parking and the impact it might have on local residents. The area falls under the Etihad Campus residents parking scheme;
- There appears to be an assumption the existing car parking next to the development will be sufficient to meet the needs of the club, even though the stadium has a capacity of 900 people and that parking in the adjacent car park is limited to 3 hours.
- Their interim travel plan also sites circa 234 players/spectators plus coaching staff is expected to attend each weekend match.
- There needs to be consideration as to how the size of the car park and time-limited parking might impact the local residents if attendees park elsewhere and the Council needs to consider if these weekend matches should be treated under the existing parking scheme arrangements.

One comment has also been received, neither objecting or supporting the proposal, seeking clarification as to whether there are any noise mitigation measures.

Highway Services advise that they have considered the further information submitted by the applicant during the course of the planning application. It is accepted that this is primarily an educational and training facility (rather than event venue) and therefore recognise the benefits this will bring to the local community. The developer is investigating the possibility of obtaining permits from MCC to use the adjacent public car park. This should be considered as part of car park management condition. This should also cover a coach parking and drop/off pick up area. CCTV and lighting will be required to the cycle parking area. It is not necessary to amend any traffic regulation orders as a result of the development. Waste will be collected from Bell Crescent, along with other servicing requirements, this should be embedded in a service management condition. For larger events, an event management strategy is required and these should avoid clashes with football matches and concerts. When the attendance threshold is triggered, additional traffic management around the site should be considered. The existing facilities provided are adequate with controlled facilities on the north side of Alan Turing Way and the west side of Grey Mare Lane. No improvements to the junction are required. A construction management plan is required. The 50 cycle spaces should be provided and monitored as part of a travel plan. Tactile paving and dropped kerbs should be provided across the access and any redundant vehicle access points should be reinstated as continuous footway to adoptable standards. Any gates should open inwards and It is recommended that fencing / railings are visually permeable from a distance of 600mm upwards to ensure that child pedestrians are visible when accessing / egressing a site.

In conclusion MCC Highways can now support this application.

Revised Planning Condition Recommendations:

- o Cycle parking
- o Off-site highway works
- o CMP
- o Event Management Strategy
- o Servicing Management Strategy
- o Parking Management Strategy
- o Full Travel Plan

Environmental Health advise that the ground conditions reports which have been submitted are satisfactory and should be implemented. A verification report should be submitted for approval once the development is complete. Details of fume extraction, deliveries, construction management should be submitted for approval along with further details of the plant proposed. The details submitted in respect of air quality are satisfactory. The waste management arrangements are considered to be acceptable. The expected noise levels to be generated are considered to be acceptable and no mitigation is required as measures considered would only give a small reduction during events. There are only 10 events proposed per year so whilst noise is predicted to be significant it will only be for a short duration. Training is already undertaken on the pitch and the impact from this has been concluded to be low. A noise management plan for events, including the setup of speakers and the use of the PA system, as this is a noise that can be controlled (compared to crowd noise which is unpredictable).

Flood Risk Management Team advise that a drainage strategy should be prepared to support this planning application.

Greater Manchester Archaeology Advisory Service (GMAAS) advise that there is no archaeological interest within the application site. Similarly, the site does not lie within a conservation area, there are no designated heritage assets within the vicinity that would necessitate a consideration of any impact on their setting. GMAAS are satisfied that the proposed development will not have any impact on the historic environment and therefore no further archaeological study to support the application is merited.

Works and Skills Team advise that a local labour agreement for construction and end use should be attached to this planning permission.

Sport England advise that they do not wish to object to the proposal subject to a condition being attached to the approval in relation to a community use/phasing scheme for the rugby pitch and community use agreement.

Coal Authority state that the application site does not fall within the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted. If planning permission is granted, the Coal Authority's standing advice should be attached to the decision notice.

Policy

Manchester Core Strategy (2012) – Relevant policies SP1, EC1, EC3, EC5, EC7, EN1, EN3, EN4, EN6, EN8, EN9, EN10, EN12, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2 and DM1.

Unitary Development Plan for the City of Manchester (1995) – relevant saved policy DC26

Guide to Development in Manchester (SP) 2007

National Planning Policy Framework

Eastlands Regeneration Framework (ERF) 2019 Update (Draft)

Green and Blue Infrastructure Strategy

Other legislative requirements

S149 (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. 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.

Issues

Principle of the redevelopment of the site, contribution to regeneration and impact on East Manchester

The application site is located within the Eastlands Strategic Employment Location (policy EC7). The vision for the area is to broaden the activities to ensure that development opportunities secure wider regeneration of the surrounding area and deliver maximum benefits for the community. The proposals are in line with this vision and offer social, economic and environmental benefits in line with the principles of sustainable development. Policy EC7 goes on to state that developments which support the overall vision for this major regeneration initiative on sites within the general environs of Eastlands will be appropriate, provided that they do not prejudice any other policies within the plan.

The site is also located in East Manchester and the Regional Centre to which policies EC5 and EC3 are applicable. Respectively these policies seek to identify areas suitable for employment generating uses with the Regional Centre being identified as the focus for leisure and cultural activity as identified in policy SP1.

The proposal represents an opportunity to bring a partially vacant brownfield site back into use along with enhancements to the existing sports facilities creating a new sporting facility in the area completing other sporting and leisure uses in this part of East Manchester.

The proposal would cater for 150 students over the age of 16 and it is estimated that 80% of these will be residents of Greater Manchester. The vision for the development is that students would improve their employability skills from the experience. The proposal would also be able to accommodate 40 adult learners daily who would be engaged in short courses/CPD sessions.

The location of the application adjacent to the East Manchester Academy, the MIHP, other education facilities and businesses close to the Etihad Campus, there is the opportunity to work closely with students in upskilling them in all aspects of rugby league. This will help underpin this part of East Manchester, around the Etihad Campus, as a world class destination for sport and a centre for excellence.

The proposal would create 25 full time staff with additional staff required for events. There would also be construction jobs created. There is a commitment to source the workforce from the local community and is willing to sign up to a local labour proposal which would be secured by planning condition.

The proposal would result in the demolition of the existing shops at the site which have been vacant for a number of years. The site is now the subject of anti-social behaviour and misuse. There is no objection to this demolition work given the poor condition of the building and in the interest of wider place making and regeneration objectives. This will also complement the wider regeneration proposal for the Grey Mare Lane estate.

Climate change, sustainability and energy efficiency

An Environmental Statement has been submitted in respect of this planning application. This indicates that there would be enhanced fabric of the building and optimum ventilation and glazing to ensure good daylight and cooling and avoid overheating. The intention is low energy usage. The building would operate on an all electrical system which would allow the building to transition to be a low carbon building as the grid decarbonises. There would be air source heat pumps used at the site as part of the energy system.

In line with the requirements of policy EN6, there would be an improvement of 10.3% over Part L of the 2013 Regulations (and a 19% improvements of Part L 2010). There would also be wider public realm improvement which would support the green and blue infrastructure agenda such as tree and shrub planting, provision of a green wall and greens roofs. There would also be improvements to the existing rugby pitch.

There would be no new on site car parking associated with the use and travel would be encouraged by a travel plan to take advantage of the highly sustainable location including close proximity of the Velodrome and Etihad Campus tram stops.

Visual amenity

The building is set out across two levels with the tiered spectator stand occupying the western elevation of the building and accessed from both levels.

The building entrance is located centrally on the ground floor level, accessed from the north east, and providing access into a flexible circulation space which includes a staircase to the upper level.

The tunnel to the sports pitch is located immediately opposite the main entrance providing a view through the building with a Reception located to the right as you enter.

A number of ancillary rooms / facilities are then located along a corridor including: the changing rooms (including shower facilities and toilets); media room; treatment room; offices and a meeting room; kitchen; a community room; and WCs.

Separate entrance doors to the offices and the community room are provided from the front elevation.

Staircases are provided to the upper level at each gable end of the building. Lifts are proposed to provide access for all users across the building and are located within the entrance space and to the south eastern end of the main corridor.

On the upper level, there are further seats provided in the tiered spectator stand and a flexible conferencing / social / workspace and servery, alongside classrooms, seminar rooms and WCs. External flexible learning space is provided to the top of the spectator stand to enable students to watch and learn from any activities on the pitch.

In total the spectator stand provides for 900 seats, including ten accessible wheelchair spaces for disabled users, which are provided to the upper tier of the spectator stand, with a further two spaces provided on the ground floor level.

Solid side elevations and roof wrapping around an open, primarily glazed, frontage. The building would have a unique identity and final materials would be dealt with as part of a condition of the approval to ensure this.

The building mass and position is dictated by the need to address the existing pitch location to the west of the site. The use of glazing to the main entrance also provide a sense of place to the building realm and also activates the space.

The rear elevation which faces the pitch has an open glazed appearance, similar to the front elevation which maximises the views and relationship between internal spaces and the pitch. This was a key aim of the brief and promotes an interaction between teaching and social accommodation with the sports environment.

To address environmental conditions and the existing pitch, the side elevations are splayed out and the roof and gable walls taper to overhang the spectator stand, providing additional weather protection and shading.

Operational Management

The Proposed Development is primarily to be used as an educational / training facility for the following operations:

- On-pitch and off-pitch training and seminars;
- The pitch will be used by three types of user groups:
- RFL community (amateur) club training;
- England Men's and Women's Teams for occasional training;
- The East Manchester Academy training; and
- Occasional events, such as youth tournaments for ages 7 -19.

Presentation evenings may also be held in the main function room which will have a capacity of up to 200 people.

There will also be occasions when the facility will be used to host events, but these are to take place no more than ten times annually.

During term time (30 weeks) the building would be open Monday to Friday 08:30 to 21:00 and weekend matches afternoon to 21:00. There would be approximately 150 full time students (16-21 years) at the site during the term times, 40 adult learners/players and 25 staff.

The ten events at the site per annum would be between 08:30 and 19:00. These events would be attended by up to 1000 attendees including players with a maximum stand capacity of 900 supporters. The events would mostly comprise of tournaments at junior/community level.

There would also be community use of the pitch Monday to Fridays evenings until 21:30. There would also be the occasional weekend community match (maximum 4 per year) where the pitch would be in use until 21:30. There would be 40 players, coaching staff and officials together with 200 supporters and volunteers.

There would be increased comings and goings from the site as a result of the development that is likely to cause noise and disturbance which would be noticeable within the local area. The

term time use and community events is likely to generate disturbance which is similar to the current use from the site. The larger events, of which there are only 10, will cause a greater degree of disturbance. Given their limited number and duration in a year, it is not considered that this would result in unduly harmful levels of residential amenity that would warrant refusal of this application. The overriding benefits of this scheme would outweigh this harm given the other social, economic and environmental benefits of the scheme.

Impact of the historic environment and cultural heritage

The application is not located in a conservation area, does not contain any listed buildings and does not affect the setting of any conservation areas or listed buildings. No consideration is required in this regard.

Impact on Archaeology

There are no archaeological investigations required as part of this planning application as this has been dealt with by previous schemes. Accordingly, GMAAS advise that no archaeological mitigation is necessary.

Impact on the highway network/transport/car parking issues/sustainable travel

The primary use of the site is an educational and training facility (rather than an event venue). There would be no car parking directly associated with the development with car parking used on an adjacent site on a permit basis only. There is 70% capacity during the week at this car parking with circa 65% capacity available during the weekend, which equates to circa 110 to 120 free spaces respectively. The only restriction on the car park is a maximum stay of 1 hour 45 minutes between 10:00 and 22:00 when matches take place at the Etihad Stadium. There is also a review of the controlled parking zone as part of the arena development which will affect this area and prevent on street parking a certain times of the day.

Significant increases in traffic at the site are therefore not expected with a robust travel plan intended to support the use of sustainable travel options in the area. A management plan should be agreed in terms of access to these car parking spaces which should be secured by a planning condition. This should also cover coach parking and drop off/pick up. A condition should also be imposed which states that there should be no events on match and event days at the Etihad Stadium and Arena.

An event management plan will be required to be agreed for larger events at the site which will also need to consider traffic management requirements when a certain threshold is triggered.

A construction management condition should be imposed to ensure that construction traffic can be managed on the surrounding road network. A travel plan condition should also be imposed. There should be reinstatement of the footways around the site.

Any gates should open inwards and it is recommended that fencing / railings are visually permeable from a distance of 600mm upwards to ensure that child pedestrians are visible when accessing / egressing a site.

Accessibility

The stadium is adapted to meet those with accessibility needs. There are 10 accessible wheelchair spaces for disabled users, which are provided to the upper tier spectator stand. There are also a further two spaces provided on the ground floor level.

Ecology

An ecology report has been prepared and there we no impact on habitats or invasive planting found at the site. There would be required for trees to be removed as part of the proposal which is considered elsewhere in this report. There shall be no vegetation removal during bird nesting season and mitigation is to be planted in the form of new trees at the site on a 3:1 ratio. Existing trees to the west of the rugby pitch will remain.

The existing building at the site has been considered to be of negligible potential to support roosting bats. None of the trees were found to support bats either. Bird and bat boxes should be proposed as part of biodiversity enhancements at the site which should be secured by planning condition. There would also be biodiversity improvements from the enhanced landscaping scheme. This would be in line with policy EN15 of the Core Strategy.

Trees

A survey has identified that 11 scattered trees, 20 scattered scrub and a group of trees to the west of the rugby pitch are located within the site. Eight low quality scattered scrub are required to be removed too facilitate the development. This will be suitably mitigated by the planting of 26 trees on a 3:1 ratio. All other existing trees to the west of the rugby pitch would remain in situ. This is considered to be acceptable in order to mitigate against the green infrastructure which would be lost and would see an improvement in quality at the site. This is in line with policy EN9.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The Proposed Development includes the provision of high-quality landscaping. An entrance plaza is proposed which is intended to reflect the high-quality landscape design of the surrounding area whilst providing a flexible space in front of the building for site users and the local community to enjoy.

The plaza comprises a series of soft and hard landscaping zones, including rugby ball shaped raised grass mounds and new shrub and tree planting.

To the south of the building, the existing trees off Bell Crescent will be retained in order to provide mature screening to the southern façade. Against the southern façade stainless steel plant supports will be fixed to the building in order to establish a green wall.

To the north of the building existing scrub and tree planting will be replaced by a combination of coniferous and deciduous medium-sized ornamental trees and native hedge planting along the boundary fronted with ornamental shrubs in order to visually contain the space around the entrance to the building, screen the service yard to the north of the site and replace lost trees and shrubs on the boundary of the East Manchester Academy.

In total eight scattered low-quality scrubs are required to be removed to facilitate the development.

To mitigate against this loss of green infrastructure, 26 semi-mature trees, which represents a replacement ratio above 3:1, would be planted.

A number of these trees are designed to sit in areas of soft landscaping in order to provide optimum root conditions. The trees to the western edge of the Site will remain undisturbed and in-place.

The hard landscaping of the plaza has been designed to provide a space which is accessible and safe and hard wearing. The proposed colour palette of the hard landscaping is reflective of the warm tones provided in the surrounding area.

Seating will be provided within the plaza area in the form of timber free-standing slatted benches and wallmounted benches to match. The furniture will be chosen to be both sustainable and robust.

2.4m high weldmesh fencing is proposed along the north boundary of the Site, with an access gate provided to enable easy access for student from the adjacent East Manchester Academy. Weldmesh fencing is also proposed to the north west and south east edges of the development to restrict access to the Site, with gates provided to each emergency ambulance access point.

The existing roadside fence surrounding the existing trees to the east of the Site will be removed. 6m tall ball stop fencing is proposed to be erected to the north end of the Site to match the southern end of the pitch. A 1.1m tall rail will also surround the existing pitch to ensure access to the pitch is restricted.

The landscaping is comprehensive and would allow a suitable setting to the new building to be created. Final details shall be agreed by planning condition.

Effect of the development on the local environment and existing residents

(a) Air quality

The transport statement outlines that there are not expected to be a significant increase in traffic associated with this site. There would be some use of exiting car parking at the adjacent site but none dedicated to this proposal. Staff, students and visitors would be expected to take advantage of the wider range of public transport in the area in order to reduce the reliance on the private car. 50 secure cycle spaces would also be provided at the site. The proposal is therefore not expected to have a detrimental impact on local air quality conditions. Environmental Health concur with this as a position. The travel plan and cycle provision would be secured as part of a condition of the approval.

(b) Lighting

A total of six floodlights are proposed as part of the development. Four would be located to the western edge of the existing rugby pitch and two would be located to the eastern side of the pitch adjacent to the gable end of the building. The floodlights would provide directional lighting to the rugby pitch and have been designed to minimise the impact on the nearby residential properties. The lux levels to the pitch will be 500. To minimise further the potential impact from light spillage, the LED lighting scheme will be dimmable and pre-set scene will be available to illuminate the pitch to lower levels. During local/regional events, the lighting levels will be at a lower 300 LUX level. The majority of the pitch activity would be focused during months with longer days between March and October. The flood lights would therefore only be required in winter for a limited part of the year.

The principle of the lighting to the pitch area is considered to be acceptable and would allow it to be in use during the winter months. The final details shall be agreed by planning condition and restricted by use of a curfew too avoid them being left on later into the night.

Fume extraction

Fume extraction would be required for the commercial operations within the arena. It is considered that a suitable scheme can be put in place and integrated into the scheme. In this regard, it is recommended that a condition of the planning approval is that the fume extraction details are agreed.

Noise and disturbance

A noise survey has been prepared in respect of this planning application. This has considered the potential impacts from the increased use of the sports pitch and creation of a spectator stand on nearby residential properties. This includes testing the worst case scenario when the stand is in full occupancy and the pitch in use by adults.

The study shows that there are slightly elevated noise levels over and the current use of the pitch when the stand is in use and minor increased when a training session is taking place. The impact of these events taking place at the site is likely to be noticeable to residents. However, the short duration of a training session and infrequency of events, is considered to minimise the overall effect on the residents and therefore mitigation is not required in this instance. Environmental Health concur with this.

There is also likely to be noise from plan which the applicant indicates will be installed in accordance with the relevant noise criteria. The final details of this should be secured by planning condition.

The impact of construction noise can be minimised through a construction management plan and is only temporary for the duration of the construction period.

Waste strategy and management

A refuse store is proposed to be located to the east of the building within a secure louvred steel enclosure providing space for six 1100 litre bins. The location has been chosen due to its close proximity to the vehicle access point from Bell Crescent.

On refuse collection days, the bins will be pulled by site operatives to the adopted highway adjacent to Bell Crescent. Once the refuse has been collected the bins will be pulled back. It is envisaged that refuse vehicles will pull up on Bell Crescent or utilise the existing layby that is located adjacent to the MCC car park access.

Environmental Health have considered the waste management arrangements and have advised that they are acceptable. The implementation of the waste management strategy should form a condition of the planning approval.

Water quality, drainage and flood risk

The site is located in flood zone 1 'low probability of flooding' and within a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and from the sewer network. An increase in surface water run-off and/or volume from new developments may exacerbate local flooding problems.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the approval, verification and monitoring of the drainage forms part of the conditions of the planning approval.

Designing out crime

A crime impact statement has been submitted in respect of this application which outlines a series of measures which should be implemented as part of the proposals. This should be conditioned as part of the proposal and secured by design accreditation secured.

Ground conditions

The site is previously contaminated and a ground conditions report has been submitted for consideration. The proposal outlined are considered to be satisfactory and should be implemented as part of the proposals. A verification report should be submitted for approval prior to the development being brought into first use. This should form part of the conditions of the planning approval.

Construction Management

Measures would be put in place to help minimise the impact of the development on local residents such as dust suppression, machinery silencers and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site.

There is unlikely to be any cumulative impact from the construction elements of the development. There is a limited amount of construction activity within this part of the city and due to the close proximity to major roads, this would ensure such vehicular movements are able to quickly access the strategic road network.

Provided appropriate measures are put in place the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Public opinion

The concerns are noted in respect of the cumulative impact of the number of venues in the area. Conditions are included to manage events at the venue and to avoid clashes with football and events at the Etihad stadium. Event management plan and a travel plan will minimise the impact on the local community together with a car park management plan to best utilise the adjacent car park,

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

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 policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with matters such as sustainability, noise and impact on the local highway network (including travel planning). The proposal is considered to be acceptable and therefore determined within a timely manner.

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

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings

DR L 9002-S4, DR L 9401-S4 REV P02, DR L 9801-S4 REV P02, DR-A-10001 REV P02, DR-A-10005 REV P04, DR-A-10010 REV P05, DR-A-10015 REV P02, DR-A-10100 REV P06, DR-A-10101 REV P05, DR-A-10120 REV P04, DR-A-10130 REV P06, DR-A-10140 REV P02, DR-A-12300 REV P01, SH-A-10500 REV P02 and CUR 230621 050 REV A stamped as received by the City Council, as Local Planning Authority, on the 23 December 2021

Supporting information

Design and Access Statement (DAS) – prepared by Holmes Miller; Planning Statement prepared by Deloitte LLP; Statement of Community Consultation – prepared by the Applicant; Outline Demolition Specification – prepared by Curtins; Outline Construction Management Plan – prepared by the Applicant; Topographical Survey – prepared by Discovery Services Ltd; Flood Risk Assessment and Drainage Strategy – prepared by Curtins; Environmental Standards Statement / Energy Statement - prepared by Rybka; Green and Blue Infrastructure Statement (Appendix B to this Statement) – prepared by Deloitte LLP; Crime Impact Statement - prepared by Greater Manchester Police (GMP); Transport Statement - prepared by Curtins; Framework Travel Plan prepared by Curtins; Operating Statement, prepared by the Applicant; Noise Assessment – prepared by Sandy Brown; Phase 2 Ground Conditions Report – prepared by

Curtins; Archaeology Note– prepared by Salford Archaeology; Ecological Survey and Assessment – prepared by ERAP; Local Benefits and Social Value Statement – prepared by the Applicant; Servicing and Waste Management Strategy (within DAS) – prepared by Holmes Miller; Ventilation, Extraction and Odour Strategy (within DAS) – prepared by Holmes Miller; and Lighting Strategy (within DAS) – prepared by Holmes Miller stamped as received by the City Council, as Local Planning Authority, on the 23 December 2021

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

3) Prior to the commencement, a detailed construction management plan outlining working practices and highway management shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- ☐ Display of an emergency contact number;
- ☐ Details of Wheel Washing;
- ☐ Dust suppression measures;
- ☐ Consultation with local residents/businesses;
- ☐ Noise and vibration monitoring;
- ☐ Hoarding location and design;
- ☐ Compound locations where relevant;
- ☐ Location, removal and recycling of waste;
- ☐ Routing strategy and swept path analysis;
- ☐ Parking of construction vehicles and staff;
- ☐ Sheeting over of construction vehicles;
- ☐ Loading and unloading of plant and materials;

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 plan.

Reason - To safeguard the amenities of nearby residents, highway safety, tram safety, air quality and water quality pursuant to policies SP1, EN17, EN16, EN19 and DM1 of the Manchester Core Strategy (2012).

4) Notwithstanding the Flood Risk Assessment and Drainage Strategy – prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 23 December 2021, (a) the development shall not commence until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Proposed SuDS features shown on the proposed drainage layout.
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building; Proposed Drainage Layout needs to show further detail such as pipe sizes, cover and invert levels.
- Existing public sewers are shown to be present beneath the proposed building, plus the proposed drainage network clashes with existing sewers. Confirmation from United

Utilities that existing sewers can be abandoned or re-routed. Confirmation that the proposed drainage will not clash with the existing public network.

- The proposed drainage layout shows the site connecting to a private drainage network rather than a direct connection to the public sewer. Confirmation is needed to ensure there is adequate capacity in the existing private network for a surface water connection. Additionally, this seems to be in an offsite area, therefore permission is needed from the respective landowner.
- Construction details of flow control and SuDS elements.

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

5) Prior to the first use of the development, a Community Use Agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to the rugby pitch and include details of pricing policy, hours of use, Pitch Usage Plan (subject to pitch condition), access by non-members, management responsibilities and a mechanism for review. The development shall be used in accordance with the approved agreement and for the duration of the development.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Policy EN10 of the Manchester Core Strategy (2012) and Section 8 of the NPPF.

6) a) The development shall be carried out in accordance with Phase 2 Ground Conditions Report – prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 23 December 2021.

b) A Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, prior to the first use of the development.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then associated works shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

7) Prior to the commencement of development, samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development along with reveals, jointing and fixing details, details of the drips to be used to prevent staining, soffits, ventilation/louvre details, air bricks and a strategy for quality control management.

The approved materials used shall then be implemented as part 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 Manchester Core Strategy (2012).

8) No vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the removal works including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority.

Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

9) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

10) Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) the premises shall only be used as a training facility building (Use Class F1(a)) including classrooms, seminar rooms, offices, flexible conferencing space and workspace, kitchen facilities, changing facilities, a 900 seat spectator stand and ancillary community space, and for no other purposes.

Reason - To ensure that the arena is used solely for the intended purpose to safeguard the character of the area pursuant to policies SP1, EC7 and DM1 of the Manchester Core Strategy (2012).

11) The stand capacity as indicated on drawing DR-A-10101 REV P05 stamped as received by the City Council, as Local Planning Authority, on the 23 December 2021 shall not be used by more than 900 spectators at any time and there shall be no more than 10 events per annum as defined in section 4.4 -4.48 (including table 4.1) of the planning statement stamped as received by the City Council, as Local Planning Authority, on the 23 December 2021.

No events shall take place at the same time as football matches or major events at the Etihad Stadium unless where the event at the development has been scheduled in advance of an event being scheduled at the Etihad Stadium and an event management Strategy is in place as required by condition 35.

Reason - For the avoidance of doubt and to ensure no unacceptable impacts with regards to noise, traffic and operational impacts on the residential amenity and local highway network pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

12) Prior to the first use of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include:

- Verification reporting providing photographic evidence of constriction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The management and maintenance plan shall be implemented upon first use of the development and thereafter retained and maintained.

Reason – To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

13) (a) Prior to the first use of the development hereby approved, details of hard and soft landscaping treatments (including tree planting, , boundary treatments and appropriate samples of materials of hard landscaping) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first use of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development pursuant to policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

14) Prior to the first use of the development hereby approved, full details of the specification and locations of bat and bird boxes, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The bat and bird boxes shall be installed prior to the first use of the development and therefore be retained and remain in situ.

Reason - To ensure the creation of new habitats and biodiversity in order to comply with policy EN15 of the Manchester Core Strategy (2012).

15) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement / Energy Statement - prepared by Rybka stamped as received by the City Council, as Local Planning Authority, on the 23 December 2021.

A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

16) The development hereby approved shall be carried out in accordance with Servicing and Waste Management Strategy (within DAS) – prepared by Holmes Miller stamped as received by

the City Council, as Local Planning Authority, on the 23 December 2021. The details shall be implemented prior to the first event at the development and thereafter retained and maintained in situ.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy (2012).

17) Prior to the first use of the development, details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason – To ensure appropriate fume extraction is provided for the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

18) (a) Prior to the first use of the development hereby approved, a building, site and floodlighting scheme including details of illumination shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) Prior to first occupation of the development, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements approved as part of part (a) of this condition. 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 - In the interests of amenity, crime reduction and personal safety in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy (2012).

19) The operating hours of the flood lighting system approved as part of Condition 20 are as follows:

Monday-Sunday- Must cease at 21:30.

The operating hours of the lighting system shall remain in place for as long as the development remains in use.

Reason- To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

20) 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 City Council as 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 Manchester Core Strategy (2012).

21) The development shall be carried out in accordance with the Crime Impact Statement - prepared by Greater Manchester Police (GMP) stamped as received by the City Council, as Local Planning Authority, on the 23 December 2021. The development shall only be carried out

in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Manchester Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

22) The development hereby approved shall be carried out in accordance with the Framework Travel Plan prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 23 December 2021.

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 visiting and working at the development;
- ii) a commitment to surveying the travel patterns of spectators and staff during the first three months of the first use of the building 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) 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 building, 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 City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

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

23) Prior to the first occupation of the development hereby approved, details of a car park management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include how the surface level car park at the adjacent site, as indicated on drawing DR-A-10005 REV P04 stamped as received by City Council, as Local Planning Authority, on the 23 December 2021 would be made available to support the development and its operations, particularly on event days, including how disabled parking would be made available, managed, monitored and reviewed to ensure disabled parking is always available at the development (including suitable levels of match days). In addition, the plan shall include details of coach parking and pick up and drop off arrangements.

The approved plan shall be implemented upon the first event at the development and thereafter retained and maintained.

A review of the car parking management plan shall be submitted to the City Council, as Local Planning Authority, on an annual basis (on a date of this planning permission) which details the ongoing management arrangements and any appropriate modifications should they be necessary.

Reason – In the interest of highway and pedestrian safety pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

24) The boundary treatment shall be carried out in accordance with drawing DR L 9401-S4 REV P02 stamped as received by the City Council, as Local Planning Authority, on the 23 December 2021

The approved scheme shall then be implemented and be in place prior to the first use of the development. The boundary treatment shall be retained and maintained in situ thereafter. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason – To ensure that appropriate boundary treatment is put in place in the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

25) (a) Prior to the first use of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) Prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

26) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the air source heat pumps (including appropriate acoustic details in line with condition 27) shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the air source heat pumps are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

27) Prior to the first use of the development, a signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for the development and used to inform any future advertisement applications for the building.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

28) Prior to the first use of the development, the 50 space cycle stores shall be implemented in accordance with drawing DR-A-10010 REV P05 stamped as received by the City Council, as Local Planning Authority 23 December 2021 and thereafter retained and maintained in situ.

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

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

Monday to Saturday 07:30 to 20:00

no deliveries/waste collections on Sundays/Bank Holidays.

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

30) a) Three months prior to the first use of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within 6 months of the first occupation of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

31) Prior to any above ground works, a Noise Management Plan (NMP), to assess noise from events including the set up of speakers and the use of the PA system, shall be submitted for approval in writing by the City Council as local planning authority. The approved plan, including any agreed mitigation measures, shall be implemented prior to the first use of the development and thereafter retained and maintained for as long as the development is in use.

Reason - To minimise the impact of the event noise on nearby residential properties pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

32) Prior to any above ground works, a servicing management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved plan,

including any agreed mitigation measures, shall be implemented prior to the first use of the development and thereafter retained and maintained for as long as the development is in use.

Reason - To minimise the impact of servicing on nearby residential properties and in the interest of highway safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

33) The rugby pitch and stand hereby approved, as indicated on drawing DR-A-10010 REV P05 stamped as received by the City Council, as Local Planning Authority, on the 23 December 2021 shall be in use Monday to Sunday 08:30 to 21:30.

Reason – In the interest of residential amenity pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

34) The multi functional space hereby approved shall be not be open outside the following hours:-

Monday – Sunday: 08:30 to 21:30

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

35) Prior to the first use of the development for events, where the number of spectators is likely to exceed 500, an Events Management Strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The Events Management Strategy shall set out the arrangements for events and shall include:

- A car parking strategy and particulars of the implementation of the strategy, monitoring of its effectiveness and a review mechanism;
- a scheme for the monitoring of any on-street parking resulting from the use of the development for events and including a mechanism for the identification and implementation of any remedial measures that may be agreed as required;
- Traffic management measures
- Measures to ensure that there is no conflict of events between the site and the Etihad Stadium and the Co-Op Arena
- A strategy to promote public transport and other measures to the site;
- A scheme for the collection, storage and disposal of litter on the surrounding road network.

Every 12 months from the first use of the development for events, and event management monitoring review document shall be submitted for approval in writing by the City Council, as Local Planning Authority, including alterations/additional measures should this be necessary. Any amendments to the event management plan shall be thereafter implemented in full.

Reason - In order to minimise the peak traffic demand and to ensure the availability of adequate car parks within the area, to ensure that suitable arrangements are in place to facilitate the safe movement of pedestrians and motor vehicles, and to ensure adequate arrangements are in place for the collection of litter and waste following events at the development pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

36) Prior to the first use of the development hereby approved, a scheme of highway works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Tactile paving and dropped kerbs to the proposed access and reinstatement of redundant footway where appropriate; and
- re-validation and re-assessment of the SCOOT loops at the junction of Alan Turing Way and Grey Mare Lane.

The approved scheme shall be implemented and be in place prior to the first use of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

Informatives

Informative: Guidance on preparing Community Use Agreements is available from Sport England.<http://www.sportengland.org/planningapplications/>

Any gates should open inwards and It is recommended that fencing / railings are visually permeable from a distance of 600mm upwards to ensure that child pedestrians are visible when accessing / egressing a site

Appendix 1 – List of consultees & neighbours notified

MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
The Coal Authority
Greater Manchester Ecology Unit
Sport England
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)

44 Albert Street, Manchester, M11 3SU
12 Bosworth Street, Manchester, M11 3AW
62 Bosworth Street, Manchester, M11 3AW
82 Bosworth Street, Manchester, M11 3AW
NHS PROPERTY SERVICES LTD, The Cornerstone Centre, 2 Graham Street, Manchester, M11 3AA
40 Bosworth Street, Manchester, M11 3AW
30 Bosworth Street, Manchester, M11 3AW
48 Bosworth Street, Manchester, M11 3AW
12 Brennock Close, Manchester, M11 3LD
1 Kylemore Way, Manchester, M11 3LH
Five Oaks Family Practice, Oak House, 47 Graham Street, Manchester, M11 3BB
Five Oaks Pharmacy, 400 Alan Turing Way, Manchester, M11 3BE
4 Overlinks Road, Manchester, M11 3DD
Flat 5, 57 Falconwood Way, Manchester, M11 3LN
Flat 4, 57 Falconwood Way, Manchester, M11 3LN
Flat 3, 57 Falconwood Way, Manchester, M11 3LN
Flat 2, 57 Falconwood Way, Manchester, M11 3LN
30 Kylemore Way, Manchester, M11 3LH
Flat 7, 51 Falconwood Way, Manchester, M11 3LN
Flat 6, 51 Falconwood Way, Manchester, M11 3LN
8 Kylemore Way, Manchester, M11 3LH
6 Kylemore Way, Manchester, M11 3LH
5 Chassen Close, Manchester, M11 3BQ
1 Dysart Street, Manchester, M11 3BG
41 Metcombe Way, Manchester, M11 3BY
16 Bosworth Street, Manchester, M11 3AW
44 Hartwell Close, Manchester, M11 3TW
42 Hartwell Close, Manchester, M11 3TW
42 Albert Street, Manchester, M11 3SU
40 Albert Street, Manchester, M11 3SU
42 Kylemore Way, Manchester, M11 3LH
48 Kylemore Way, Manchester, M11 3LH
44 Kylemore Way, Manchester, M11 3LH
16 Barmouth Street, Manchester, M11 3BZ
Room 13, Independence House, 120 Barmouth Street, Manchester, M11 3TB
East Manchester Academy, Grey Mare Lane, Manchester, M11 3DS
28 Bosworth Street, Manchester, M11 3AW

Flat 5, 51 Falconwood Way, Manchester, M11 3LN
Flat 2, 51 Falconwood Way, Manchester, M11 3LN
15 Whitehurst Drive, Manchester, M11 3LS
Independence House, 120 Barmouth Street, Manchester, M11 3TB
80 Bosworth Street, Manchester, M11 3AW
4 Windcroft Close, Manchester, M11 3SN
2 Windcroft Close, Manchester, M11 3SN
Flat 2, 50 Bosworth Street, Manchester, M11 3AW
55 Hartwell Close, Manchester, M11 3TW
31 Jobling Street, Manchester, M11 3TA
36 Metcombe Way, Manchester, M11 3BY
50 Bosworth Street, Manchester, M11 3AW
34 Bosworth Street, Manchester, M11 3AW
38 Bosworth Street, Manchester, M11 3AW
50 Hartwell Close, Manchester, M11 3TW
3 Jobling Street, Manchester, M11 3TA
12 Metcombe Way, Manchester, M11 3BY
Flat 8, 51 Falconwood Way, Manchester, M11 3LN
12 Kylemore Way, Manchester, M11 3LH
Flat 1, 50 Bosworth Street, Manchester, M11 3AW
St Brigids Roman Catholic Church, 183 Grey Mare Lane, Manchester, M11 3DR
20 Kylemore Way, Manchester, M11 3LH
35 Falconwood Way, Manchester, M11 3LN
25 Falconwood Way, Manchester, M11 3LN
7 Falconwood Way, Manchester, M11 3LN
Flat 18, 5 Falconwood Way, Manchester, M11 3LN
Flat 16, 5 Falconwood Way, Manchester, M11 3LN
Flat 11, 3 Falconwood Way, Manchester, M11 3LN
Flat 13, 3 Falconwood Way, Manchester, M11 3LN
Flat 9, 1 Falconwood Way, Manchester, M11 3LN
8 Barleywood Drive, Manchester, M11 3LP
4 Capella Drive, Manchester, M11 3LR
11 Capella Drive, Manchester, M11 3LR
6 Whitehurst Drive, Manchester, M11 3LS
13A Jobling Street, Manchester, M11 3TA
13 Jobling Street, Manchester, M11 3TA
216 Grey Mare Lane, Manchester, M11 3AJ
84 Bosworth Street, Manchester, M11 3AW
72 Bosworth Street, Manchester, M11 3AW
10 Walshaw Street, Manchester, M11 3BF
19 Bosworth Street, Manchester, M11 3AP
11 Bosworth Street, Manchester, M11 3AP
6 Brennock Close, Manchester, M11 3LD
8 Overlinks Road, Manchester, M11 3DD
8 Chassen Close, Manchester, M11 3BQ
11 Metcombe Way, Manchester, M11 3BY
30 Metcombe Way, Manchester, M11 3BY
18 Barmouth Street, Manchester, M11 3BZ
Room 10, Independence House, 120 Barmouth Street, Manchester, M11 3TB
Flat 13, 2 Turnpike Walk, Manchester, M11 3TH
9 Jobling Street, Manchester, M11 3TA
7 Barleywood Drive, Manchester, M11 3LP
2A Brennock Close, Manchester, M11 3LD
2F Brennock Close, Manchester, M11 3LD

39 Falconwood Way, Manchester, M11 3LN
15 Falconwood Way, Manchester, M11 3LN
9 Falconwood Way, Manchester, M11 3LN
Flat 17, 5 Falconwood Way, Manchester, M11 3LN
Flat 1, 1 Falconwood Way, Manchester, M11 3LN
10 Capella Drive, Manchester, M11 3LR
48 Hartwell Close, Manchester, M11 3TW
5 Jobling Street, Manchester, M11 3TA
64 Bosworth Street, Manchester, M11 3AW
62 Albert Street, Manchester, M11 3SU
3 Kylemore Way, Manchester, M11 3LH
11 Kylemore Way, Manchester, M11 3LH
2 Overlinks Road, Manchester, M11 3DD
23 Kylemore Way, Manchester, M11 3LH
54 Metcombe Way, Manchester, M11 3BY
16 Whitehurst Drive, Manchester, M11 3LS
9 Metcombe Way, Manchester, M11 3BY
4 Chassen Close, Manchester, M11 3BQ
7 Chassen Close, Manchester, M11 3BQ
19 Metcombe Way, Manchester, M11 3BY
1 Metcombe Way, Manchester, M11 3BY
8 Metcombe Way, Manchester, M11 3BY
28 Metcombe Way, Manchester, M11 3BY
22 Barmouth Street, Manchester, M11 3BZ
Room 15, Independence House, 120 Barmouth Street, Manchester, M11 3TB
Room 11, Independence House, 120 Barmouth Street, Manchester, M11 3TB
Room 7, Independence House, 120 Barmouth Street, Manchester, M11 3TB
Room 3, Independence House, 120 Barmouth Street, Manchester, M11 3TB
Flat 1, 57 Falconwood Way, Manchester, M11 3LN
38 Kylemore Way, Manchester, M11 3LH
53 Falconwood Way, Manchester, M11 3LN
Flat 4, 51 Falconwood Way, Manchester, M11 3LN
Flat 6, 47 Falconwood Way, Manchester, M11 3LN
Flat 4, 47 Falconwood Way, Manchester, M11 3LN
21 Whitehurst Drive, Manchester, M11 3LS
Flat 3, 2 Whitehurst Drive, Manchester, M11 3LL
Flat 6, 2 Whitehurst Drive, Manchester, M11 3LL
214 Grey Mare Lane, Manchester, M11 3AJ
74 Bosworth Street, Manchester, M11 3AW
42 Bosworth Street, Manchester, M11 3AW
36 Bosworth Street, Manchester, M11 3AW
58 Albert Street, Manchester, M11 3SU
56 Albert Street, Manchester, M11 3SU
11 Barleywood Drive, Manchester, M11 3LP
28 Kylemore Way, Manchester, M11 3LH
26 Kylemore Way, Manchester, M11 3LH
19 Falconwood Way, Manchester, M11 3LN
17 Falconwood Way, Manchester, M11 3LN
Flat 14, 3 Falconwood Way, Manchester, M11 3LN
Flat 12, 3 Falconwood Way, Manchester, M11 3LN
Flat 6, 1 Falconwood Way, Manchester, M11 3LN
4 Barleywood Drive, Manchester, M11 3LP
16 Barleywood Drive, Manchester, M11 3LP
12 Barleywood Drive, Manchester, M11 3LP

11 Whitehurst Drive, Manchester, M11 3LS
7 Whitehurst Drive, Manchester, M11 3LS
7 Jobling Street, Manchester, M11 3TA
14 Overlinks Road, Manchester, M11 3DD
78 Bosworth Street, Manchester, M11 3AW
6 Walshaw Street, Manchester, M11 3BF
52 Albert Street, Manchester, M11 3SU
18 Overlinks Road, Manchester, M11 3DD
4 Brennock Close, Manchester, M11 3LD
6 Overlinks Road, Manchester, M11 3DD
19 Kylemore Way, Manchester, M11 3LH
11 Chassen Close, Manchester, M11 3BQ
21 Metcombe Way, Manchester, M11 3BY
17 Metcombe Way, Manchester, M11 3BY
7 Metcombe Way, Manchester, M11 3BY
16 Metcombe Way, Manchester, M11 3BY
24 Metcombe Way, Manchester, M11 3BY
38 Metcombe Way, Manchester, M11 3BY
34 Metcombe Way, Manchester, M11 3BY
10 Dysart Street, Manchester, M11 3BG
7 Dysart Street, Manchester, M11 3BG
Room 1, Independence House, 120 Barmouth Street, Manchester, M11 3TB
Flat 15, 2 Turnpike Walk, Manchester, M11 3TH
Flat 11, 2 Turnpike Walk, Manchester, M11 3TH
Flat 9, 2 Turnpike Walk, Manchester, M11 3TH
Flat 7, 2 Turnpike Walk, Manchester, M11 3TH
Flat 5, 2 Turnpike Walk, Manchester, M11 3TH
Flat 5, 49 Falconwood Way, Manchester, M11 3LN
Flat 3, 49 Falconwood Way, Manchester, M11 3LN
Flat 1, 2 Whitehurst Drive, Manchester, M11 3LL
50 Albert Street, Manchester, M11 3SU
Flat 22, 1 Barleywood Drive, Manchester, M11 3LP
2D Brennock Close, Manchester, M11 3LD
22 Kylemore Way, Manchester, M11 3LH
54 Hartwell Close, Manchester, M11 3TW
58 Metcombe Way, Manchester, M11 3BY
14 Whitehurst Drive, Manchester, M11 3LS
36 Kylemore Way, Manchester, M11 3LH
34 Kylemore Way, Manchester, M11 3LH
14 Bosworth Street, Manchester, M11 3AW
20 Bosworth Street, Manchester, M11 3AW
Flat 4, 49 Falconwood Way, Manchester, M11 3LN
Flat 2, 49 Falconwood Way, Manchester, M11 3LN
14 Capella Drive, Manchester, M11 3LR
16 Capella Drive, Manchester, M11 3LR
18 Capella Drive, Manchester, M11 3LR
17 Whitehurst Drive, Manchester, M11 3LS
68 Bosworth Street, Manchester, M11 3AW
10 Kylemore Way, Manchester, M11 3LH
37 Falconwood Way, Manchester, M11 3LN
45 Falconwood Way, Manchester, M11 3LN
41 Falconwood Way, Manchester, M11 3LN
33 Falconwood Way, Manchester, M11 3LN
46 Kylemore Way, Manchester, M11 3LH

20 Barmouth Street, Manchester, M11 3BZ
Room 8, Independence House, 120 Barmouth Street, Manchester, M11 3TB
22 Bosworth Street, Manchester, M11 3AW
24 Bosworth Street, Manchester, M11 3AW
Flat 1, 49 Falconwood Way, Manchester, M11 3LN
Flat 2, 47 Falconwood Way, Manchester, M11 3LN
Flat 1, 47 Falconwood Way, Manchester, M11 3LN
39 Metcombe Way, Manchester, M11 3BY
Flat 3, 47 Falconwood Way, Manchester, M11 3LN
12 Capella Drive, Manchester, M11 3LR
218 Grey Mare Lane, Manchester, M11 3AJ
Room 14, Independence House, 120 Barmouth Street, Manchester, M11 3TB
Room 12, Independence House, 120 Barmouth Street, Manchester, M11 3TB
Flat 5, 47 Falconwood Way, Manchester, M11 3LN
Flat 2, 2 Whitehurst Drive, Manchester, M11 3LL
46 Hartwell Close, Manchester, M11 3TW
56 Hartwell Close, Manchester, M11 3TW
53 Hartwell Close, Manchester, M11 3TW
52 Hartwell Close, Manchester, M11 3TW
Flat 19, 5 Falconwood Way, Manchester, M11 3LN
Flat 10, 3 Falconwood Way, Manchester, M11 3LN
Flat 21, 5 Falconwood Way, Manchester, M11 3LN
Flat 15, 3 Falconwood Way, Manchester, M11 3LN
Flat 20, 5 Falconwood Way, Manchester, M11 3LN
Flat 5, 1 Falconwood Way, Manchester, M11 3LN
48 Albert Street, Manchester, M11 3SU
East Manchester Leisure Centre, 189 Grey Mare Lane, Manchester, M11 3ND
Beswick Library, 60 Grey Mare Lane, Manchester, M11 3DS
12 Chassen Close, Manchester, M11 3BQ
40 Kylemore Way, Manchester, M11 3LH
43 Metcombe Way, Manchester, M11 3BY
14 Barmouth Street, Manchester, M11 3BZ
Market Adjacent 185, Grey Mare Lane, Manchester, M11 3DQ
9 Barleywood Drive, Manchester, M11 3LP
3 Barleywood Drive, Manchester, M11 3LP
5 Barleywood Drive, Manchester, M11 3LP
15 Barleywood Drive, Manchester, M11 3LP
Flat 25, 1 Barleywood Drive, Manchester, M11 3LP
Flat 27, 1 Barleywood Drive, Manchester, M11 3LP
2B Brennock Close, Manchester, M11 3LD
2C Brennock Close, Manchester, M11 3LD
17 Barleywood Drive, Manchester, M11 3LP
Flat 26, 1 Barleywood Drive, Manchester, M11 3LP
Flat 23, 1 Barleywood Drive, Manchester, M11 3LP
Flat 24, 1 Barleywood Drive, Manchester, M11 3LP
2E Brennock Close, Manchester, M11 3LD
2G Brennock Close, Manchester, M11 3LD
18 Kylemore Way, Manchester, M11 3LH
16 Kylemore Way, Manchester, M11 3LH
24 Kylemore Way, Manchester, M11 3LH
14 Kylemore Way, Manchester, M11 3LH
2 Kylemore Way, Manchester, M11 3LH
4 Kylemore Way, Manchester, M11 3LH
31 Falconwood Way, Manchester, M11 3LN

29 Falconwood Way, Manchester, M11 3LN
23 Falconwood Way, Manchester, M11 3LN
27 Falconwood Way, Manchester, M11 3LN
21 Falconwood Way, Manchester, M11 3LN
8 Capella Drive, Manchester, M11 3LR
11 Falconwood Way, Manchester, M11 3LN
2 Capella Drive, Manchester, M11 3LR
1 Capella Drive, Manchester, M11 3LR
6 Capella Drive, Manchester, M11 3LR
7 Capella Drive, Manchester, M11 3LR
17 Capella Drive, Manchester, M11 3LR
14 Barleywood Drive, Manchester, M11 3LP
15 Capella Drive, Manchester, M11 3LR
6 Barleywood Drive, Manchester, M11 3LP
2 Barleywood Drive, Manchester, M11 3LP
10 Barleywood Drive, Manchester, M11 3LP
5 Capella Drive, Manchester, M11 3LR
3 Capella Drive, Manchester, M11 3LR
3 Whitehurst Drive, Manchester, M11 3LS
1 Whitehurst Drive, Manchester, M11 3LS
8 Whitehurst Drive, Manchester, M11 3LS
5 Whitehurst Drive, Manchester, M11 3LS
9 Whitehurst Drive, Manchester, M11 3LS
9 Capella Drive, Manchester, M11 3LR
Bungalow Annex, 187 Grey Mare Lane, Manchester, M11 3ND
St Brigids RC Primary School, Grey Mare Lane, Manchester, M11 3DR
4 Whitehurst Drive, Manchester, M11 3LS
11 Jobling Street, Manchester, M11 3TA
29 Jobling Street, Manchester, M11 3TA
19 Jobling Street, Manchester, M11 3TA
23 Jobling Street, Manchester, M11 3TA
17 Jobling Street, Manchester, M11 3TA
15 Jobling Street, Manchester, M11 3TA
1 Jobling Street, Manchester, M11 3TA
220 Grey Mare Lane, Manchester, M11 3AJ
76 Bosworth Street, Manchester, M11 3AW
70 Bosworth Street, Manchester, M11 3AW
60 Bosworth Street, Manchester, M11 3AW
86 Bosworth Street, Manchester, M11 3AW
66 Bosworth Street, Manchester, M11 3AW
45 Sarah Street, Manchester, M11 3TP
49 Sarah Street, Manchester, M11 3TP
54 Bosworth Street, Manchester, M11 3AW
52 Bosworth Street, Manchester, M11 3AW
12 Walshaw Street, Manchester, M11 3BF
4 Walshaw Street, Manchester, M11 3BF
17 Bosworth Street, Manchester, M11 3AP
8 Walshaw Street, Manchester, M11 3BF
2 Walshaw Street, Manchester, M11 3BF
16 Walshaw Street, Manchester, M11 3BF
14 Walshaw Street, Manchester, M11 3BF
23 Bosworth Street, Manchester, M11 3AP
15 Bosworth Street, Manchester, M11 3AP
46 Albert Street, Manchester, M11 3SU

54 Albert Street, Manchester, M11 3SU
20 Overlinks Road, Manchester, M11 3DD
Flat 8, 1 Falconwood Way, Manchester, M11 3LN
Flat 3, 1 Falconwood Way, Manchester, M11 3LN
Flat 4, 1 Falconwood Way, Manchester, M11 3LN
Flat 2, 1 Falconwood Way, Manchester, M11 3LN
Flat 7, 1 Falconwood Way, Manchester, M11 3LN
43 Falconwood Way, Manchester, M11 3LN
29 Kylemore Way, Manchester, M11 3LH
15 Brennock Close, Manchester, M11 3LD
10 Overlinks Road, Manchester, M11 3DD
25 Kylemore Way, Manchester, M11 3LH
23 Metcombe Way, Manchester, M11 3BY
25 Metcombe Way, Manchester, M11 3BY
29 Metcombe Way, Manchester, M11 3BY
31 Metcombe Way, Manchester, M11 3BY
33 Metcombe Way, Manchester, M11 3BY
15 Metcombe Way, Manchester, M11 3BY
42 Metcombe Way, Manchester, M11 3BY
26 Metcombe Way, Manchester, M11 3BY
32 Metcombe Way, Manchester, M11 3BY
6 Metcombe Way, Manchester, M11 3BY
10 Metcombe Way, Manchester, M11 3BY
14 Metcombe Way, Manchester, M11 3BY
9 Dysart Street, Manchester, M11 3BG
19 Whitehurst Drive, Manchester, M11 3LS
Flat 4, 2 Whitehurst Drive, Manchester, M11 3LL
Flat 5, 2 Whitehurst Drive, Manchester, M11 3LL
56 Bosworth Street, Manchester, M11 3AW
25 Jobling Street, Manchester, M11 3TA
26 Sarah Street, Manchester, M11 3TP
16 Overlinks Road, Manchester, M11 3DD
9 Kylemore Way, Manchester, M11 3LH
46 Metcombe Way, Manchester, M11 3BY
10 Whitehurst Drive, Manchester, M11 3LS
5 Metcombe Way, Manchester, M11 3BY
5 Dysart Street, Manchester, M11 3BG
6 Dysart Street, Manchester, M11 3BG
12 Dysart Street, Manchester, M11 3BG
23 Whitehurst Drive, Manchester, M11 3LS
58 Bosworth Street, Manchester, M11 3AW
44 Bosworth Street, Manchester, M11 3AW
10 Brennock Close, Manchester, M11 3LD
5 Kylemore Way, Manchester, M11 3LH
27 Kylemore Way, Manchester, M11 3LH
52 Metcombe Way, Manchester, M11 3BY
27 Metcombe Way, Manchester, M11 3BY
20 Metcombe Way, Manchester, M11 3BY
3 Dysart Street, Manchester, M11 3BG
46 Bosworth Street, Manchester, M11 3AW
Room 4, Independence House, 120 Barmouth Street, Manchester, M11 3TB
Flat 3, 2 Turnpike Walk, Manchester, M11 3TH
Flat 1, 2 Turnpike Walk, Manchester, M11 3TH
21 Jobling Street, Manchester, M11 3TA

22 Metcombe Way, Manchester, M11 3BY
4 Metcombe Way, Manchester, M11 3BY
2 Metcombe Way, Manchester, M11 3BY
Room 9, Independence House, 120 Barmouth Street, Manchester, M11 3TB
26 Bosworth Street, Manchester, M11 3AW
25 Whitehurst Drive, Manchester, M11 3LS
47 Sarah Street, Manchester, M11 3TP
60 Albert Street, Manchester, M11 3SU
12 Overlinks Road, Manchester, M11 3DD
12 Whitehurst Drive, Manchester, M11 3LS
10 Chassen Close, Manchester, M11 3BQ
9 Chassen Close, Manchester, M11 3BQ
6 Chassen Close, Manchester, M11 3BQ
3 Chassen Close, Manchester, M11 3BQ
1 Chassen Close, Manchester, M11 3BQ
2 Chassen Close, Manchester, M11 3BQ
3 Metcombe Way, Manchester, M11 3BY
40 Metcombe Way, Manchester, M11 3BY
44 Metcombe Way, Manchester, M11 3BY
18 Metcombe Way, Manchester, M11 3BY
4 Dysart Street, Manchester, M11 3BG
8 Dysart Street, Manchester, M11 3BG
21 Bosworth Street, Manchester, M11 3AP
2 Dysart Street, Manchester, M11 3BG
15 Dysart Street, Manchester, M11 3BG
11 Dysart Street, Manchester, M11 3BG
Room 6, Independence House, 120 Barmouth Street, Manchester, M11 3TB
Room 5, Independence House, 120 Barmouth Street, Manchester, M11 3TB
Room 2, Independence House, 120 Barmouth Street, Manchester, M11 3TB
Flat 6, 57 Falconwood Way, Manchester, M11 3LN
32 Kylemore Way, Manchester, M11 3LH
55 Falconwood Way, Manchester, M11 3LN
18 Bosworth Street, Manchester, M11 3AW
Flat 3, 51 Falconwood Way, Manchester, M11 3LN
Flat 1, 51 Falconwood Way, Manchester, M11 3LN
Flat 6, 49 Falconwood Way, Manchester, M11 3LN
Flat 7, 2 Whitehurst Drive, Manchester, M11 3LL
15 Kylemore Way, Manchester, M11 3LH
17 Kylemore Way, Manchester, M11 3LH
50 Metcombe Way, Manchester, M11 3BY
35 Metcombe Way, Manchester, M11 3BY
14 Brennock Close, Manchester, M11 3LD
8 Brennock Close, Manchester, M11 3LD
7 Kylemore Way, Manchester, M11 3LH
21 Kylemore Way, Manchester, M11 3LH
31 Kylemore Way, Manchester, M11 3LH
48 Metcombe Way, Manchester, M11 3BY
56 Metcombe Way, Manchester, M11 3BY
37 Metcombe Way, Manchester, M11 3BY
32 Bosworth Street, Manchester, M11 3AW
27 Jobling Street, Manchester, M11 3TA
28 Sarah Street, Manchester, M11 3TP

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: NORTH2