

Planning

Growth & Development

Delegated officer report for planning application

Application no. 127153/FO/2020

Date registered valid: 10 September 2020

Proposal: Installation of 3G synthetic sports pitch area, comprising 2 x 5-a-side and 1 x 7-a-side pitches with associated boundary treatment, floodlighting landscaping and works to the parking area

Address: Rushford Park Sports Complex , Slade Lane, Manchester, M19 2AH

Ward(s): Longsight Ward

Applicant: Mr Abdul Qayum Manchester Youth Academy Ltd 10A Dig Street, Ashbourne, DE6 1GF

Agent (if any): Mr David Hemstock Hemstock Design Ltd Ashbourne, DE6 1GF

Case officer: Ian Jarvis
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Recommendation: APPROVE

Date of recommendation: 1 December 2020

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 16 September 2020 Expired: 7 October 2020

Neighbour notifications

Printed: 16 September 2020 Expired: 7 October 2020

Site notice

Posted: Expired:

Press advert

Published: 22 September 2020 Expired: 13 October 2020

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Rushford Park Conservation Area 1986

Tree Preservation Order:

This application relates to the grounds of the Rushford Park sports complex. The site is bounded by an access road for Network Rail/commercial units to the north with railway lines to the north-west and east,, residential development to the south, withing the Rushford Park Conservation Area, and further residential development to the south, including Brookfied Court, a three storey apartment block of 27 apartments which directly adjoins the site.

Vehicular access to the site is from Slade Lane, which would be retained. Currently vehicles park informally on areas of hardstanding/gravel between the existing pavilion building, some grassed pitches and the south western boundary of the site. The applicants state that this area can accommodate 60-80 spaces.

The boundary of the site is demarcated by chain-link fencing to the northern, southern and western boundaries, and a stone retaining wall with steel palisade fence to the east, with the railway line boundary.

The facility is operated by the Manchester Youth Academy Limited (MYAL). They have a 25 year lease on the site, running from 2014, although they indicate that the original football academy on the site was formed in 1889. MYAL state that they are seeking to improve the extent of the facilities at the site to help achieve the financial viability of running the soccer academy, for the long-term, and provide stability to the use of the site for soccer at youth level.

The existing facilities at Rushford Park are accessed directly include a pavilion building with small kitchen, a multi-use space, toilet and changing rooms, two secure container units for storage, and the pitches/training area. The layout of pitches currently consists of two grassed areas and one synthetic surface, used as follows:

- Senior grass soccer pitch of approximately 88 metres x 60 metres with variable margins, around the edge of 3-6 metres, which includes some spectator rails. This pitch has a north-south orientation.
- A grassed training area/junior pitches, which can be used as- two 40 x 30m junior pitches or as an 80 x 40m training area
- Two x 5-a-side synthetic surface pitches with a north-south orientation

The pavilion building is home to Manchester Athletic FC, Northend FC, Manchester Rovers FC and Parkway Villa FC who operate adult and junior football from existing football pitches. Also the applicants state that a partnership exists with Manchester Vocational & Learning Academy (MVLA). They have exclusive use of facilities 8:00am to 3:00pm, Monday to Friday during school term time. MVLA have their own porta-cabins on-site for classroom delivery.

There are issues with the use and maintenance of the grassed areas, particularly over the winter months, with the junior training area generally unusable. during the winter, due to the clay/soil surface. It is proposed to replace these junior pitches with a synthetic turf pitch facility, to be divided into two 5-a-side playing areas and one 7-a-side playing areas, to make 5 synthetic courts altogether in addition to the large grass senior pitch, which is unaffected by these proposals. It is proposed that the new pitches would be floodlit, fenced and covered with a safety netting to prevent balls exiting the courts; which would match the existing courts. This new synthetic pitch would be positioned at the eastern end of the site and a new landscaped/ecology area is proposed to the south of the new pitch. Also, there are a number of trees along the northern, eastern and southern boundaries of the site, which are to remain.

In addition, it is proposed to formalise and increase car parking at the site, marking out the existing car park to create 63 standard bays and 8 disabled persons bays and creating a new 34 space car park to the north of the large grass pitch.

The site currently has floodlighting for the two synthetic pitches in the north-east corner, comprising 6 floodlight masts of approximately 7 metres height, fitted with 3 lamps each, set outside of the 4 metre high ball-stop security fencing. Other than these existing floodlights the site has no other formal lighting with no illumination of the car park area or pavilion

The proposed hours of operation at the site are 8.00am to 11.00pm, 7 days a week.

MYAL have indicated that they intend to operate the site for both income from the pitches and for the benefit of the community. The intended use of the site with the new pitches is broken down as follows:

Community Use - Targeting good 'Social Value' is part of the MYAL strategy. Manchester Vocational and Learning Academy (MVLA) Secondary PRU School have exclusive use of facilities from 8:00 to 15:00, Monday to Friday during school term -time. MVLA have their own Porta-cabins on-site for classroom delivery.

- There is to be 10 hours free community use per week. The applicants state that the pitches will be, in the current comparison, 50% cheaper for community bookings compared to other local providers.
- 3G Pitch Use - To be available for booking from 8:00 to 23.00, with peak bookings between 18.00 and 22.00, 7 days per week.
- Main Grass Pitch Use - to be used for up to 4 x 90-minute games per week

In June 2018, planning permission was granted on the site for the erection of a single storey extension to existing sports pavilion/community building, to provide a community cafe and associated facilities (119871/FO/2018). This permission has not been implemented, due to a lack of funding, although the applicant hopes to re-apply at a future date.

The proposal has been advertised, on site and in the press, as development affecting a Conservation area and development in the public interest.

Consultations & Notification Responses

Local residents/adjoining occupiers - 9 objections have been received, from local residents, for the following reasons

- Rushford Park presently consistently causes disruption to Brookside Court and neighbouring properties.
- Light and noise late at night, which would be detrimental to nearby residents.
- At the moment, there is one football pitch in the park at the back, far away from the nearby flats. However, the noise of the football players is still very loud and causes disturbance with matches often taking place up until 11.30pm. This causes noise disruption most evenings, plus extensive traffic noise and shouting/loud conversations from the car parking area long into the night.
- The car park is also being extended so cars will park much closer to residents which raises concerns such as loud noise coming from the cars such as music and car headlights shining into the flats/houses.
- Should permission be granted it is requested that all football matches end and the park closes by 10 pm.
- On occasions activities have carried onto midnight and beyond and there has been other disturbance such as firework displays.
- Anti social behaviour including noise, stones being thrown, smell of illegal drugs and the congregation of people in cars on the site all once it has fallen dark.
- For the council to be considering approving yet more development work/expansion is an insult to local residents. There have been other issues between Brookside Court and the management of Rushford Court historically, which have not been resolved. Generally the operator has not been a good neighbour and it is difficult to trust that he or his staff would act responsibly given their past behaviour.
- There are no plans to put any drainage in the car parking area, the level of which has risen. This together with the artificial turf which will not absorb the rainfall will result in more flooding to Brookside Court. Complaints about the flooding in the past have been ignored with some of the employees hostile to Brookside Court residents. Brookside Court property has been damaged to enable the car park from the Sports Complex to drain into the residents car park.

A further response was received on behalf of the directors of the Rushford Court apartment block, adjacent to Park Grove and the Rushford Park Sports Complex. The directors are concerned that further works in this area may contribute to surface water and underground flooding which affects Rushford Court.

Whilst not against the proposed works in general, they ask that consideration is given in to how this may affect the area during heavy rainfall, with particular concern given to drainage.

In addition 9 responses in support of the application have been received, 2 of these are from one household in the immediate vicinity of the site. Otherwise the response are from individuals who do not live in the immediate vicinity of the site.

Ward Members - A ward member has indicated their support for the application, for the following reason:

This facility provides an important resource for young people in Longsight, Rusholme and Levenshulme. Key to keeping the facility open and functioning is for them to be able to support them to be able to generate income. These improvements will help the group to generate income and safeguard the future of the facility going forward.

Highway Services - Makes the following comments:

Highways acknowledge that these proposals form Phase 1 of the masterplan for the complex whereby improvements to the car park (formal demarcation, resurfacing etc) will form Phase 2. The car park currently offers 70 parking spaces however, on completion of minor improvement works (that are currently ongoing) this will increase to 90 spaces (inc 4 disabled).

It is understood that the facility currently operates at a maximum of 60 people, increasing to 80 under these proposals. Currently parking surveys indicate that there is sufficient capacity within the car park to facilitate the projected increase in parking requirements.

The use of the 3G football facilities will be staggered to avoid simultaneous use of the current 5aside pitches. The 7aside football pitch start times will operate on the half hour to ensure that all vehicles entering and leaving the site do not coincide. A one-way system will also be introduced within the car park to ensure traffic can move freely. Traffic marshalling is also noted at peak times to ensure no queuing on Slade Lane.

Should coaches and minibuses use the site (rarely the case) will arrive in pre-booked time slots.

In principle, Highways have no objections to the scheme however recommend the following conditions are attached to any future consent:

- Parking Management Strategy (inc mini buses, marshalling)

Strategic Area and Citywide Support Manager - Raised some initial concerns about the originally submitted noise report, and a revised report was submitted to address their concerns, which was considered sufficient to demonstrate that there would be no adverse noise impact upon nearby residents. Conditions are requested in relation to hours of operation, construction hours, lighting, refuse and contaminated land.

Neighbourhood Officer (trees) - Notes that a tree survey, detailing which trees will be retained and how they propose to mitigate the loss of the trees, has not been submitted. However the applicant has confirmed that the new pitch does not lie in close proximity to any trees, so no trees would be lost or affected by the proposal.

Flood Risk Management Unit - Recommend that a condition is attached, to any permission, in relation to surface water run-off

Historic England - No objections.

Greater Manchester Archaeological Unit - No objections.

Unite Utilities - No objections in principle, subject to conditions relating to the drainage of surface and foul water.

Greater Manchester Police - Makes the following comments:

- Perimeter fencing should be a minimum of 2500mm in height and comprise a welded wire mesh construction.
- There should be minimal ground clearance beneath the fence, to reduce the potential for crawling in to secure areas.
- The entrances should be in keeping with the height of adjacent boundary fencing and should incorporate either:
 - A pad lockable bolt to the midpoint of the internal face or,
 - A key operable deadlock
- The proposed floodlights should not be capable of being used as a climbing aid in order to scale the boundary treatments.

Network Rail - No objections in principle, but they have indicated a number of measures which they state have been agreed with the applicant:

1. All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property must be agreed with Network Rail Construction Manager.
2. The lighting associated with the development must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains.
3. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 30 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. Drainage plans subject to Network Rail acceptance.
4. The applicant is advised to provide a suitable ball proof mesh netting. The netting should be 5m in height to prevent all potential sports equipment, i.e. footballs etc from over-sailing the railway boundary.
5. Network Rail will need to review and agree all excavation and earthworks within 10m of the railway boundary/retaining wall to determine if the works might impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree to any alterations to ground levels, de-watering or ground stabilisation and we would need to agree to the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure.
6. There is an area of land owned by Network Rail, which has been leased to Manchester City Council/Manchester Youth Academy (classified in Network Rail as Miscellaneous Asset Portfolio). Any works in this area to be agreed by Asset Protection and Property Services (propertyserviceslnw@networkrail.co.uk) - this is in addition to any planning consent.

Sport England - Raises no objection to this application which is considered to meet paragraph 97(c) of the NPPF and Exception 5 of their adopted Playing Fields Policy, subject to a conditions for a technical specification and Community Use Agreement.

Sport England note the community use information submitted by the applicant so had a good idea they would be agreeable to a more substantial community use agreement condition. Unfortunately, the level of community use is not clear as it only makes reference to 10 hours free to the community then goes on to say bookings will be 50% cheaper than other providers; so does that mean 10 hours free to certain groups and there will be other hours available to fee paying groups? If it is only 10 hours that is considerably less than the minimum requirement of 25 hours they would normally expect. Most Artificial Grass Pitches offer 36 hours across the week but 25 hours are accepted where there are restrictions placed on hours of use. The template Community Use Agreement referred to in the condition informative ensures the provider gives specific details on hours of use, price, management roles and responsibilities.

Issues

National Planning Policy Framework (February 2019) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and communities' health, social and cultural well-being; and

An environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

There should be a presumption in favour of sustainable development and planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 124).

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy EN 10 - Safeguarding Open Space, Sport and Recreation Facilities

Policy EN10 indicates that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out on the Core Strategy and provide a network of diverse, multi-functional open spaces. Proposals will be supported that:

- improve the quality and quantity of accessible open space, sport and recreation in the local area provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity improve access to open space for disabled people.

Proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;
or
- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and it could not fulfil other unsatisfied open space, sport or recreation needs, and a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area;
or
- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

As set out within the issues section of this report it is considered that the proposal presents an opportunity to improve facilities in connection with the existing sporting facilities on site through the creation of improved sports pitches that can be used all year round. The proposal would not involve any reduction to the sports pitches

On this basis the proposals are therefore considered to be compliant with the principles of EN10 of the Core Strategy.

Policy EN12 - Area priorities for Open Space, Sport and Recreation

Policy EN12 states that the priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include the following:-

Central area: improve accessibility to nearby open space and facilities as well as address deficiencies.

Policy EN14 -Flood Risk

In line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

In addition to the requirements for site-specific Flood Risk Assessments (FRAs), an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.

All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required. The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure. This site falls within Flood Zone 1, and this issue is dealt with in greater detail elsewhere in this report.

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be

minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T1 - Sustainable Transport

Policy T1 seeks to support proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, in particular the Council will support proposals that: -

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Manchester Playing Pitch Strategy - This was formally adopted by the Planning Authority in 2017 and applies an evidence based supply and demand assessment of playing pitch stock in-line with Sport England's recommended process.

The Playing Pitch Strategy aims to:

- Promote a sustainable approach to the provision of playing pitches and management of sports clubs;
- Ensure that there are enough facilities in the right place to meet current and projected future demand;
- Ensure that all clubs have access to facilities of appropriate quality to meet current needs and longer term aspirations.

The Playing Pitch Strategy recognises the need for investment into key sites identified for their strategic importance and for their potential to support growth in nominated sports and their contribution to increasing participation in sport. Specific aims for football are:

- Address overplay on sites that have poor quality pitches
- Improve pitch quality, reconfigure pitches and increase access to school sites for community use.
- Work to meet unmet demand for access to more 3G pitches to satisfy demand for football training.

Specific aims for 3G facilities related to Rushford Park site are:

- Ensure current supply is maintained regularly and rigorously as required to ensure continued quality for use.
- Review quality of pitches and ensure they are of sufficient quality to pass testing or certification renewal.
- Encourage providers to have a mechanism in place which ensures the long term sustainability of provision, such as sinking fund for repairs or resurfacing formed over time.
- Consider possibilities to create multi-pitch (potentially multi-sport) hub sites where 3G provision is able to support grass pitches as a broader, sustainable, all-in-one community offer.
- Secure sufficient access to capacity to deliver non-formalised football participation, including for small sided football, walking football and partnership delivery.
- Secure increased capacity to allow for the establishment of new formats of competitive football.

Manchester's Playing Pitch Strategy Action Plan identifies Rushford Park as a key centre for provision of outdoor sport within the City, with the aim to enhance the site as a medium priority. Specific aims in the Rushford Park section of the Action Plan are to:

- Seek to improve pitch quality through improved maintenance and remedial works to improve capacity and eliminate overplay.
- Maintain quality of AGPs. Explore opportunities to further develop small sided AGPs on site to grow capacity and increase community usage

Principle of use - The site of the new synthetic play area is located within an existing sports complex comprising sports pitch and pavilion/changing rooms, with associated parking facilities. The applicants state that the current grass surface does not provide a suitable playing surface, or the durability and weather resistance, and these can only be met by the introduction of a new synthetic surface. The proposed pitches/playing area are therefore an upgrade to the existing facilities and do not represent a gain or loss in terms of the size of the playing area and do not therefore alter the use of the site. The proposal is therefore considered to be acceptable in principle.

Loss of grass pitch - Installing the new 3G pitches does represent a situation where a grass pitch area is lost. However, the applicants state that the level of use is minimal, limited to junior training. The condition of the pitch does severely limit winter use in particular, which would not be the case with the all-weather 3G surface. In addition, the applicants state that, with the new 3G pitches generating income, the grass senior pitch could be renovated and maintained to a higher level to double its current winter carrying/wear capacity. The Council accepts this

reasoning and considers that the loss of the grass pitch can be supported, especially given the fact that the large grass pitch would be retained and could also benefit from future investment.

Level of use - The applicants state that the existing playing area, subject of this application is used in total for around 10 hours per week, but the revised playing area has the potential to be used for 40 hours per week, on each of the 3 pitches meaning an increased level of usage of around 1200% which they consider will be of benefit to the local community.

The applicant advises that the two existing 3G pitches are at capacity during peak times (6pm to 10.00pm), with little use during the daytime and are open to the public for booking from 8am to 11am, and 17.00 to 23.00, 7 days per week. It is likely that this trend would occur in relation to the proposed new pitches.

Associated works - The site currently has floodlighting for the two synthetic pitches in the north-east corner, comprising 6 floodlight masts of approximately 7 metres height, fitted with 3 lamps each, set outside of the 4 metre high ball-stop security fencing. The area is fully fenced with two access gates west and south, and there is a central dividing fence and an overhead net to prevent balls leaving the court and potentially endangering the railway lines. These features would be replicated on /around the new pitch and a condition is proposed in relation to the final details of these associated works.

Lighting - In relation to lighting, in particular, columns are shown at each corner of the pitches (8 columns in total), all directed downwards onto the pitches, which are a considerable distance from residential properties, and details of luminance and lighting overspill have been provided, which are acceptable to Environmental health. It is therefore considered that there will be minimal impact on local residents, subject to approval of column heights and hours of use.

Access/car parking - The existing access to the site will be retained. In terms of car parking the applicants state that the junior and senior pitches are not generally used at the same time and the maximum number of cars they envisage at any given time, including spectators, is 60. On rare occasions when overspill parking is needed they state that vehicles have parked on the access road to the industrial units, at the north of the site, which is generally unused at the times when the site has had its peak parking demands.

Highways Services note that increased car parking is to be provided and that the use of the 3G football facilities will be staggered to avoid simultaneous use of the current 5aside pitches. The 7aside football pitch start times will operate on the half hour to ensure that all vehicles entering and leaving the site do not coincide. A one-way system will also be introduced within the car park to ensure traffic can move freely. Traffic marshalling is also noted at peak times to ensure no queuing on Slade Lane. Highways Services therefore have no objections to the scheme, subject to a condition in relation to the implementation of a parking management strategy.

Residential amenity - The key area of concern, from residents, is that they already suffer disamenity from the site and the proposal would make this worse. It is acknowledged that the proposed change would enable an increased usage, than exists at present, but it is not considered that this would have a detrimental impact upon local residents.

The new pitch would be located at the rear of the site, adjacent to the railway line and approximately 1110 metres away from Brookfield Court, where a number of the objectors reside. The nearest properties, on Park Grove, would be approximately 50 metres away and a new ecological area is proposed, between the new pitch and the southern boundary of the site, which would also provide some screening of the new pitch, from properties on Park Grove.

It needs to be noted that this is a long established use and the use of the site is not changing and the proposal is an attempt to modernise the existing facilities, not just the new pitch, but also upgrading and increasing existing parking provision. The existing hours of operation will not change and Environmental Health Officers have indicated that they are satisfied that the proposal would not have an adverse impact upon local residents. It is the case that residents will hear some noise from the pitch but the new pitch is not the nearest pitch to residents, which is the full size adult pitch and it is considered unlikely that noise from the new pitch, given its location, would be heard more than noise from the existing adult pitch.

Residents have identified some other concerns:

Lighting - There is already floodlighting at the site and Environmental health are satisfied that the proposed lighting will not adversely impact upon local residents, subject to conditions to control the height of the floodlights, hours of use and any potential overspill.

The car park is also being extended so cars will park much closer to residents - It is not agreed that this is the case. The existing car park is adjacent to residential properties, whilst the new proposed car park is at the north of the site and away from residential properties.

Activities have been carried on until midnight and beyond and there has been other disturbance such as firework displays - The applicants acknowledge that the site has been used, on occasion, for community and charity events, but they state that these events are rare. The premises are allowed to operate until 11pm and an appropriate condition is proposed. Should this be breached this can be reported to the Planning Compliance Team. There is no previous record of any such complaint being made. With regards to fireworks a display does not need planning consent but a license is required, and other than on notable dates (e.g. 5 November, 31 December), this should not take place between the hours of 11pm and 7am.

Possible increased surface water run-off and flooding - See drainage section below.

Trees - Incorporated into the design are several landscaping improvements, including new tree planting, better management of the existing trees and margin areas, and formation of an ecology area, and the applicant has confirmed that the proposed new pitch does not lie in close proximity to any trees, so no trees would be lost or affected by the proposal. A condition in relation to final landscaping details is proposed.

Ecology - The intention of the applicant is to improve the ecological value of the site and to preserve the albeit limited plant value. The grassed areas around the boundary and beyond the pitch margins will be retained as a meadow grass/wild flora mix rather than informal sports-turf grass. Also there is a proposed ecology area to the south-east corner, which is intended to be planted with indigenous wildflowers and understorey species, to develop an integrated invertebrate hibernacula or refuge, potentially fenced-off and accessed only for educational purposes, with information boards on the Nico Ditch historical aspect. These arrangements are considered to be a positive aspect of the scheme and a condition is proposed in relation to final details.

Boundary treatment - No changes to the boundary fencing/treatment are intended as part of this scope of works, with all boundaries being a minimum 2.5 metres high, all around the site.

Waste- MYAL have signed a contract with Viridor for emptying of the bins on site, twice weekly before noon. Bins are to be stored to the rear of the pavilion, between the building and the northern boundary fence, accessed from the new car-park route between allotted bays. Waste from the site consists of recyclable materials, glass, plastic bottles primarily, and general waste

from food sales and items brought onto the site by players. Grass clippings are cut and chopped and returned to the pitch surface as fertiliser. These arrangements are considered to be acceptable by Environmental Health.

Drainage - the applicants state that they have carried out soil pit excavations, which revealed that the senior pitch has in the past been constructed and drained to a fairly high standard. During the site technical assessment in March 2020, all facilities were inspected, including a subsurface investigation of the grass areas and proposed 3G pitches.

The applicant acknowledges problems with the drainage system in Park Grove have been reported to the City Council, by members of the public who were concerned with flooding and a 'sink-hole' that appeared in the footpath. MYAL state that they are party to these discussions and further liaison is planned. The applicants also state that, since the application was submitted, a drain survey has been carried out by Dynarod, with various blockages having been found within the Rushford Park site and these have been treated.

The applicants accept that further assessment is required on the need for additional drainage element; attenuation related to SUDS. However, it is believed that the new scheme will not impact on peak flows, but help reduce the current peak and drainage remediation is proposed to include positive drainage for the car-park, and improvements to the infiltration rate and attenuation capacity of the pitches.

The applicants have indicated that other regular maintenance work to be included are:

- Periodic cleaning of the car-park surface water drains to maintain infiltration.
- Periodic cleaning of silt chambers in the main drain system.

There is therefore a clear indication of a commitment, on the part of the applicant, to resolve any drainage issues on site and it is considered that any drainage issues on site can be addressed with the conditions requested by United Utilities and the Council's Flood Risk Management Unit.

Relationship to railway land - The court is positioned approximately 6 metres from the retaining wall of the eastern railway line, and the playing surface is approximately 2 metres below the level of the tracks

The new pitches will be fenced, but positioned outside of the required Network Rail safety zone.

The applicant states that they have liaised with Network Rail and they were told to keep a set distance away from the boundary wall and provide roof netting so the balls do not go onto their lines or damage any of the cables and the fencing to be at least 5 meters high. The applicant has confirmed that they are meeting all of Network Rail's conditions, and that they will be liaising with them again prior to construction and Network rail have confirmed that their concerns have been addressed. These arrangements are considered acceptable and subject to a condition in relation to final details being submitted of the proposed fencing/netting.

Community use- The applicant has confirmed that they are currently charging £30 an hour for the pitch hire, whereas the nearest alternative providers charge £65-70 an hour. In addition they will be offering free use, in accordance with the Sport England recommendation of 36 hours. The applicant therefore appears to be meeting Sport England's requirements and providing ample time for use by the community. A condition is proposed, in relation to approval of final details, in accordance with Sport England requirements.

Security - The existing boundary fencing/treatment, around the site, is retained, which is a minimum 2.5 metres high, in accordance with the requirements of Greater Manchester Police.

Also the applicant has confirmed that all other measures, identified by Greater Manchester Police, will be addressed.

Conclusion - It is the case that some residents feel that the site causes some disturbance, but this is a long established use, which is not changing and represents merely the upgrading of existing facilities, with no increase in pitch size, or where the pitches are located, or hours of operation. Conditions are also proposed to provide added protection for local residents. It also must be noted that the proposal would provide significant community benefits and, overall, it is considered that the use is appropriate and an acceptable form of development on the site.

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. Early discussions took place regarding various aspects of the scheme including community use, fencing height, trees and relationship to Network rail land. 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 numbered 2005-ZZ-LL-DR-A-09001 rev P-0, 2005-ZZ-LL-DR-A-20001 rev P-0, 2005-ZZ-LL-DR-A-52001 rev P-0, 2005-ZZ-LL-DR-A-20101 rev P-0, 2005-ZZ-LL-DR-A-20102 rev P-0 and 2005-ZZ-LL-DR-A-52101 rev P-0

Flood Risk assessment dated 11 June 2020

All stamped as received by the City Council, as Local Planning Authority, on 12 June 2020.

Drawing titled 'Rushford Park Base Update_3-8-2020, stamped as received by the City Council, as Local Planning Authority, on 12 June 2020.

Design and Access Statement Revision A, dated 6 August 2020

Nova Acoustics Noise Impact assessment dated 26 June 2020

Transport Statement dated 10 July 2020

All stamped as received by the City Council, as Local Planning Authority, on 26 August 2020

Drawings titled 'HLS918 ISO CONTOUR PLA1 ', 'HLS918 NEW OR REV1 DUCT-DRAWING', 'HLS918 NEW OR VERTICAL SPILL' and 'OPTIVISION GEN3',

S & C Drain Services Report dated 15 July 2020

All stamped as received by the City Council, as Local Planning Authority, on 10 September 2020

Email from David Hemstock, dated 19 November 2020, which confirms that no trees are to be removed on site.

Emails from Abdul Qayum, dated 20 November 2020, which confirms the security arrangements at the site, compliance with Network Rail criteria and community use arrangements at the site.

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

3) No above ground works shall commence until details of the design and layout of the Artificial Grass Pitches have been submitted to and approved in writing by the Local Planning Authority. The details shall include dimensions of the playable area and run off areas, cross sections of the sub layers, fencing type and height, overhead ballstop fencing, and materials to be used in the construction of the Artificial Grass Pitch. The Artificial Grass Pitch, and associated works, shall not be constructed other than in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and 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 Manchester Core Strategy.

4) Prior to the installation of flood lighting of the sports pitches/multi use games courts elevation/height details of the lighting columns and hours of use of the flood lighting shall be submitted to and approved in writing by the City Council as Local Planning Authority. The flood lighting to the sports pitches/multi use games courts shall then be used in accordance with these approved details.

If, when the lighting units are illuminated, they cause glare or light spillage which is in the opinion of the City Council as Local Planning Authority to the detriment of adjoining and nearby residential properties, such measures as the Council as LPA confirm in writing that they consider necessary including baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the 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 existing and proposed nearby residential accommodation, pursuant to policies SP1 and policy DM1 of the Core Strategy for Manchester.

5) No activity shall take place on the pitch/field/court outside the hours of:

Monday to Sunday, 08:00 to 23:00.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation

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

6) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the 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 agreed 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

7) The details for waste management as indicated in the Design and Access Statement Revision A, dated 6 August 2020 and stamped as received by the City Council, as Local Planning Authority, on 26 August 2020 shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

8) Use of the development shall not commence until 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 Artificial Grass Pitch and include details of pricing policy, hours of use, access by non-Manchester Youth Academy users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

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 Development Plan Policy, pursuant to policies EN9 and EN12 of the Manchester Core Strategy and guidance contained in the National planning Policy Framework.

9) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the first use of the playing pitches hereby approved. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies DM1 and T2.6 of the Manchester Core Strategy.

10) Car parking at the site shall only operate in accordance with a car parking management strategy that shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority prior to the first use of the pitches hereby approved. For the avoidance of doubt this includes the staggering of activities, and use of car park marshalls and arrangements for coaches/minibuses. The site shall thereafter operate in accordance with this approved car parking management strategy.

Reason

To ensure the effective management of car parking at the site and in order to reduce levels of on-street parking in the vicinity of the site, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

11) Prior to any above ground works commencing a detailed hard and soft landscaping treatment scheme shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. 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 is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy

12) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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.

13) 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.

14) Prior to the first use of the development hereby approved, full details of the design and locations of the indicated 'ecology area' and biodiversity enhancement measures shall be submitted and agreed with the Local Planning Authority. The permanent enhancement measures shall be installed in accordance with the agreed details and thereafter maintained.

Reason - To provide ecological improvements to comply with policy EN15 of the Manchester Core Strategy.

15) No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and
- (iii) A timetable for its implementation.

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies DM1, EN14 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

16) Prior to above ground works commencing on site details should be submitted to and approved in writing by the City Council, as Local Planning Authority which demonstrates that foul and surface water associated with the development will be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution,, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework

Informatives

1) 1. All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property must be agreed with Network Rail Construction Manager.

2. The lighting associated with the development must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains.

3. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 30 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. Drainage plans subject to Network Rail acceptance.

4. The applicant is advised to provide a suitable ball proof mesh netting. The netting should be 5m in height to prevent all potential sports equipment, i.e. footballs etc from over-sailing the railway boundary.

5. Network Rail will need to review and agree all excavation and earthworks within 10m of the railway boundary/retaining wall to determine if the works might impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree to any alterations to ground levels, de-watering or ground stabilisation and we would need to agree to the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure.

6. There is an area of land owned by Network Rail, which has been leased to Manchester City Council/Manchester Youth Academy (classified in Network Rail as Miscellaneous Asset Portfolio). Any works in this area to be agreed by Asset Protection and Property Services (propertyserviceslnw@networkrail.co.uk) - this is in addition to any planning consent.

2) The applicant is advised that the design and layout of the Artificial Grass Pitch should comply with the relevant industry Technical Design Guidance, including guidance published by the Football Association.

(2) The applicant is advised that the pitch should be tested in accordance with The FA standard code of rules and be registered on the FA Register for 3G Football Turf Pitches.

(3) The applicant is advised that for any football match play to take place the pitch should be built in accordance with FIFA Quality Concept for Football Turf - FIFA Quality or International Match Standard (IMS) as a minimum.

3) Informative: Guidance on preparing Community Use Agreements is available from Sport England <https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport/community-use-agreements>. For artificial grass pitches it is recommended that you seek guidance from the Football Foundation on pitch construction when determining the community use hours the artificial pitch can accommodate

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Greater Manchester Ecology Unit
Network Rail
Sport England

1 Old Hall Lane, Rusholme, Manchester, M19 2AJ
8 Old Hall Lane, Rusholme, Manchester, M19 2AJ
2 Old Hall Lane, Rusholme, Manchester, M19 2AJ
106 Slade Lane, Manchester, M19 2BA
114 Slade Lane, Manchester, M19 2BA
104 Slade Lane, Manchester, M19 2BA
5 Turnbull Road, Longsight, Manchester, M13 0PZ
11 Old Hall Lane, Rusholme, Manchester, M19 2AJ
5 Old Hall Lane, Rusholme, Manchester, M19 2AJ
7 Old Hall Lane, Rusholme, Manchester, M19 2AJ
13 Old Hall Lane, Rusholme, Manchester, M19 2AJ
St Agnes Rectory, Slade Lane, Manchester, M13 0GN
27 Linwood Grove, Manchester, M12 4QH
14 Fairview Avenue, Manchester, M19 2AN
12 Fairview Avenue, Manchester, M19 2AN
4 Fairview Avenue, Manchester, M19 2AN
120 Slade Lane, Manchester, M19 2AL
8 Fairview Avenue, Manchester, M19 2AN
37 Park Grove, Manchester, M19 2FH
39 Park Grove, Manchester, M19 2FH
33 Park Grove, Manchester, M19 2FH
14 Old Hall Lane, Rusholme, Manchester, M19 2AJ
Flat 34, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 8, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 30, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 21, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Rushford Court, Rushford Avenue, Manchester, M19 2FE
24 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
21 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
20 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
19 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
11 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
Flat 5, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 2, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 6, Scott House, 35 Central Avenue, Manchester, M19 2HF
Flat 11, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 3, Warwick House, Central Avenue, Manchester, M19 2FF
198 Hamilton Road, Manchester, M13 0PX
196 Hamilton Road, Manchester, M13 0PX
12 Old Hall Lane, Rusholme, Manchester, M19 2AJ

Flat 3, Rushford Court, Rushford Avenue, Manchester, M19 2FE
18 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
9 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
Flat 7, Warwick House, Central Avenue, Manchester, M19 2FF
116 Slade Lane, Manchester, M19 2AL
Flat 6, Warwick House, Central Avenue, Manchester, M19 2FF
7 Turnbull Road, Longsight, Manchester, M13 0PZ
6 Fairview Avenue, Manchester, M19 2AN
188 Hamilton Road, Manchester, M13 0PX
180 Hamilton Road, Manchester, M13 0PX
10 Old Hall Lane, Rusholme, Manchester, M19 2AJ
Flat 24, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 1, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 14, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 11, Rushford Court, Rushford Avenue, Manchester, M19 2FE
16 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
4 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
1 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
16 Fairview Avenue, Manchester, M19 2AN
Flat 1, Scott House, 35 Central Avenue, Manchester, M19 2HF
4 Turnbull Road, Longsight, Manchester, M13 0PY
184 Hamilton Road, Manchester, M13 0PX
Flat 27, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 36, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 23, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 9, Rushford Court, Rushford Avenue, Manchester, M19 2FE
22 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
7 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
10 Fairview Avenue, Manchester, M19 2AN
10 Rushford Avenue, Manchester, M19 2HG
6 Rushford Avenue, Manchester, M19 2HG
Flat 8, Scott House, 35 Central Avenue, Manchester, M19 2HF
Flat 7, Scott House, 35 Central Avenue, Manchester, M19 2HF
Flat 4, Scott House, 35 Central Avenue, Manchester, M19 2HF
Flat 4, Warwick House, Central Avenue, Manchester, M19 2FF
110 Slade Lane, Manchester, M19 2BA
108 Slade Lane, Manchester, M19 2BA
6 Old Hall Lane, Rusholme, Manchester, M19 2AJ
Flat 32, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 28, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 25, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 13, Rushford Court, Rushford Avenue, Manchester, M19 2FE
27 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
23 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
8 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
6 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
5 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
9 Old Hall Lane, Rusholme, Manchester, M19 2AJ
3 Old Hall Lane, Rusholme, Manchester, M19 2AJ
4 Rushford Avenue, Manchester, M19 2HG
Flat 5, Scott House, 35 Central Avenue, Manchester, M19 2HF
Flat 3, Scott House, 35 Central Avenue, Manchester, M19 2HF
Flat 8, Warwick House, Central Avenue, Manchester, M19 2FF
202 Hamilton Road, Manchester, M13 0PX

192 Hamilton Road, Manchester, M13 0PX
182 Hamilton Road, Manchester, M13 0PX
2 Fairview Avenue, Manchester, M19 2AN
118 Slade Lane, Manchester, M19 2AL
2 Turnbull Road, Longsight, Manchester, M13 0PY
200 Hamilton Road, Manchester, M13 0PX
178 Hamilton Road, Manchester, M13 0PX
Flat 22, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 29, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 20, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 4, Rushford Court, Rushford Avenue, Manchester, M19 2FE
26 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
15 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
14 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
13 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
3 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
2 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
Flat 10, Warwick House, Central Avenue, Manchester, M19 2FF
190 Hamilton Road, Manchester, M13 0PX
Flat 26, Rushford Court, Rushford Avenue, Manchester, M19 2FE
25 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
17 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
12 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
10 Brookside Court, 101 Slade Lane, Manchester, M19 2AH
Flat 12, Warwick House, Central Avenue, Manchester, M19 2FF
76 Central Avenue, Manchester, M19 2EN
122 Slade Lane, Manchester, M19 2AL
1 Turnbull Road, Longsight, Manchester, M13 0PZ
204 Hamilton Road, Manchester, M13 0PX
186 Hamilton Road, Manchester, M13 0PX
176 Hamilton Road, Manchester, M13 0PG
8 Rushford Avenue, Manchester, M19 2HG
4 Old Hall Lane, Rusholme, Manchester, M19 2AJ
Flat 6, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 10, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 12, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 35, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 33, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 5, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 18, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 17, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 7, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 19, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 16, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 15, Rushford Court, Rushford Avenue, Manchester, M19 2FE
Flat 2, Rushford Court, Rushford Avenue, Manchester, M19 2FE
194 Hamilton Road, Manchester, M13 0PX
3 Turnbull Road, Longsight, Manchester, M13 0PZ
15 Old Hall Lane, Rusholme, Manchester, M19 2AJ
Flat 2, Scott House, 35 Central Avenue, Manchester, M19 2HF
Flat 9, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 1, Warwick House, Central Avenue, Manchester, M19 2FF
35 Park Grove, Manchester, M19 2FH
Flat 31, Rushford Court, Rushford Avenue, Manchester, M19 2FE

78 Central Avenue, Manchester, M19 2EN
112 Slade Lane, Manchester, M19 2BA
124 Slade Lane, Manchester, M19 2AL

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
Conservation Area - Rushford Park Conservation Area 1986
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH2