

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134165/FO/2022

Date registered valid: 24 June 2022

Proposal: The subdivision of existing all-weather playing pitch to form three x 5-a-side and three x 7-a-side pitches with the construction of new fencing and floodlights.

Address: Nicholls Sixth Form Centre, Ford Street, Manchester, M12 6BA

Ward(s): Ardwick Ward

Applicant: Mr Hayden Small Powerleague Fives Group 172 Tottenham Court Road, Fitzrovia, London, W1T 7NS

Agent (if any): Mr Ralph Elliott Carter Jonas One Chapel Place, London, W1G 1BG

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 16 August 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 13 July 2022 Expired: 3 August 2022

Neighbour notifications

Printed: 13 July 2022 Expired: 3 August 2022

Site notice

Posted: Expired:

Press advert

Published: 19 July 2022 Expired: 9 August 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

This application site is located to the north of the Nicholls Ardwick college on Hyde Road, and is bounded by Dalberg Street, Devonshire Street North and industrial buildings.

The land was previously used as Ardwick Cemetery, with the latest burials being at the turn of the 19th/20th century. The tombstones were removed and disposed of in 1959, and in 1966 the site officially became playing fields for the former High School.

Consent was subsequently approved to set out the site for a number of sports pitches and the erection of a single storey changing facility, with access taken from Ford Street which links the site to Hyde Road, and associated parking provision, and with two being allocated for disabled users.

The application site currently comprises an artificial 11-a-side playing surface, measuring 0.95 hectares (ha), and is surrounded by fencing and floodlights, together with a single storey building comprising ancillary changing rooms, stores and offices. There is a grassed pitch to the east of the application site. The sports facility also has a parking area accessed from Dalberg Street to the west, and a separate pedestrian entrance through the building from Ford Street to the south, together with a few additional parking spaces.

The site is currently operated by The Manchester College, and in addition to use by students, the College lets the pitch commercially to non-college members in the evenings and weekends. It is understood that the applicant will take a lease from the College in order to operate here and will continue to allow use of the pitches by the College as and when required. Powerleague will continue to run the commercial use of the site, which is currently run by the College. The site will therefore continue to be in dual education and commercial leisure use (Use Classes F1(a) and F1(c)).

Planning History

073103/FO/2004/N2- Laying out of a carpark for 60 vehicles with access from Dalberg Street next to sports facility.

Nicholls Campus, Ford Street

Approved 02.12.2004.

067248/FO/NORTH2/03 -Provision of 1 no. floodlit football pitch, 1 no. grass football pitch, 2 no. multi use games areas and 1 no. mini-soccer pitch. Erection of single storey changing facility building and associated landscaping.

Approved 24.07.2003.

Listed building: Grade II Star

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The Nicholls Community Sport Centre lies at the northern end of Ford Street , Nicholls sixth form college lies to the south east of the site with Nicholls House at the junction of Hyde Road and Devonshire Street North (Grade II* listed building). To the south west, west , east and north of the site and commercial and industrial premises.

Description of development

Consent is sought for the subdivision of the existing all-weather playing pitch to form three x 5-a-side and three x 7-a-side pitches with the construction of new fencing and floodlights.

The works are limited to the 1 no. 11 a side artificial football playing surface, and would not affect the existing grassed pitch at the wider site .

The installation of 6.5m columns with associated floodlighting are proposed to both the proposed 5 a side pitches (30m x 20m) and 7 a side pitches (40m x 30m) , with the perimeter of each pitch comprising 1.2m green rebound board with 1.2m green weldmesh fencing above, and 2.6m black netting ball stop treatment above .The overall height of the boundary treatment would be 5m.

The proposed use of the pitches would be 10.00 a.m. to 11.00 p.m. seven days a week.

10 cycle stands with canopies are proposed along the western elevation in the existing Nicholls Community Football Centre.

Consultations & Notification Responses

A site notice was posted on site on 21st July 2022 , and in the press on 19th July 2022, due to part of the college premises on the adjacent site having Grade II listing. No comments have been received in conjunction with the notices.

Local Residents/Businesses – No comments received.

Highways Services – The proposed development is for the subdivision of the existing all-weather playing pitch to form three x 5-a-side and three x 7-a-side pitches, including the construction of new fencing and floodlights at Nicholls Sixth Form Centre. It is understood that the proposals would not have an impact on the approved pedestrian/vehicular access, parking,

circulation or the external highway network, which is acceptable to Highways. Any increase in demand for parking can be accommodated on-site without adversely impacting on the demand for on-street parking within the surrounding neighbourhood. Highways recommends continual monitoring of parking demands that maybe generated on the highway network by the change of use. It is recommended that a Car Park Management Plan is conditioned in order to minimise/avoid clashes to further reduce the potential impact on the local road network.

Sustainable travel to and from the site should be fully endorsed for both staff and visitors to the site.

A 20 space cycle facility is proposed on-site. Whilst the location is considered acceptable in principle, Highways would recommend that the number of spaces provided is increased.

The lighting proposals are acceptable from a highway perspective.

The fence proposals are acceptable from a highway perspective.

It is assumed that the existing waste arrangements will remain in place. Highways recommends continual monitoring and management of refuse demand which may increase due to the changes.

Detail should be sought from the applicant in relation to any proposed construction or fitout arrangements, where there is an impact on the highway. The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email -highwaylicences@manchester.gov.uk

EHD – recommend that the conditions are attached to any approval to restrict the hours of operation to those applied for , together with a lighting condition confirm that the lighting is suitable for this area and then provide the verification report to support this.

UU – No comments received

Design for Security - Advise that the proposed height of the boundary treatments surrounding the pitches is satisfactory, and that 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

There should be minimal ground clearance beneath the fence, to reduce the potential for crawling in to secure areas.

The proposed floodlights should not be capable of being used as a climbing aid in order to scale the boundary treatments.

In summary, the application is supported subject to further consideration of the above matters.

Cadent - Have no objection to this proposal from a planning perspective, but request that the following Informative be attached to any planning approval.

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to .

Sport England - raises no objection to this application which is considered to meet Exception 4 of their adopted Playing Fields Policy, subject to a condition preventing development of the existing Artificial Grass Pitch until the replacement Artificial Grass Pitch at Openshaw Campus is operational.

Flood Risk Management – recommend any approval has a condition attached relating to the submission of a surface water drainage layout .

Issues

Policy Context

The following local and national policies and documents are considered relevant in the determination of the application proposals.

National Planning Policy Framework (NPPF)

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 10 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole or specific policies in this Framework indicate development should be restricted.

The Framework has been related to the proposed development, with particular emphasis given to the following:

Chapter 8: Promoting healthy and safe communities

Paragraph 91 states that planning decisions should aim to achieve healthy, inclusive and safe places which:

- a) Promote social interaction;
- b) Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion;

Paragraph 92 discusses the importance of providing social, recreational and cultural facilities and services that communities need.

It is considered that the proposal would facilitate the improvement of range of pitch sizes at an existing community sporting facility associated with Nicholls college, enabling more use of the facilities. The new artificial turf pitches would be a replacement of the existing pitch at Nicholls Community Football Centre. It is not considered that the development would harm visual amenity, or the amenity of the adjacent businesses. Chapter 8 would therefore be positively responded to.

ii. Chapter 9. Promoting sustainable transport

Paragraph 108 states that in assessing applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be made dependent of the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

The development would continue be used by students who are likely to walk or get public transport to the premises, but would also be able for the public to use. The level of car parking spaces at the existing facility would remain at 54 spaces, but 20 cycle spaces would be provided. This represents a proportionate addition in relation to the up lift in numbers of potential users of this facility. Furthermore, the site is located adjacent to numerous bus routes on Hyde Road with frequent services, and is in walking distance to a railway station, and other bus routes on Stockport Road, and Ashton Old Road. The development would therefore incorporate sustainable transportation options and chapter 9 would be positively responded to.

ii. Chapter 12: Achieving well-designed places

Paragraph 124 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.

Paragraph 127 states that planning and decisions should ensure that developments:

- o Function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- o Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- o Are sympathetic to local character;
- o Maintain a strong sense of place;
- o Create places that are safe, inclusive and accessible and which promote health and well-being and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

In this case, the development would involve subdivision of existing all-weather playing pitch to form three x 5-a-side and three x 7-a-side pitches with the construction of new fencing and floodlights. The proposed fencing and lighting would be similar in style and height to that which is currently on site and would be replaced

On this basis, it is considered that chapter 12 would be appropriately responded to.

iii. Section 14. Meeting the challenge of climate change, flooding and coastal change

The proposed development would create 6 smaller pitches in place of the existing 11 a side synthetic pitch . No changes to drainage arrangements are proposed.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Noise : states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout - the way in which buildings and spaces relate to each other
- form - the shape of buildings
- scale - the size of buildings
- detailing - the important smaller elements of building and spaces
- materials - what a building is made from

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

These largely relate to detailed aspects of a planning submission which are addressed in the following section of the report; the conclusions of the necessary assessments is that the proposal accords with the general principles of the NPPG.

Manchester Core Strategy

Policy SP1 - Spatial Principles

The Manchester College Proposal at Openshaw will make a positive contribution to the neighbourhood by improving local services: it will improve access to local sports facilities - both the external pitch and the fitness gym will be publicly accessible. It will also provide improved educational facilities in the local area.

Policy DM1 - Development Management

Follows the principles advocated in the aforementioned policies and informs 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.
- Developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Policy T 1 - Sustainable Transport

The proposed development is located within an area served by numerous bus services on Hyde Road, and is in walking distance of Ardwick Station on Pottery Lane. The proposal includes measures to support future sustainable travel, including cycle parking .

Policy EN 3 - Heritage

Nicholls House at the junction of Hyde Road and Devonshire Street North (Grade II* listed building and forms part of the college campus . As such the proposed development was advertised on site and in the press, and no representations were received. However, the location of the existing 11 a side pitch, which the proposal relates to is 100m to the north west of Nicholls House, and is screened from the listed building by Nicholls 6th form college property. Given the extent of the proposed works it is considered that the proposed development would not give adverse impacts in regard to heritage.

Policies EN 10, EN 11 and EN 12 - Open Space, Sport and Recreation Facilities

The scheme would be to enable a wider range of pitches sizes at the Nicholls Community Football Centre The proposals will provide accessible high quality, sports facilities that will be available for use by the college and local residents.

Policy EN 14 - Flood Risk

The site is in an area identified as having a 'low' probability of flooding on the Environment Agency Flood Map and is located in Flood Zone 1. Furthermore, the proposed development would be limited to re-laying the existing AstroTurf, with no changes to the drainage design, which would remain as existing and will not be affected by the proposals.

Policy EN15- Biodiversity and Geological Conservation

None of the existing soft landscaping would be affected by the proposed development .All the

Principle

The principle of the site being used for synthetic pitches has been established in 2003 , with the earlier consent for playing pitches which has been implemented at the site .

However, the potential impact of the proposal on the neighbouring properties must be assessed.

Visual Amenity

The proposed subdivision of existing all-weather playing pitch to form three x 5-a-side and three x 7-a-side pitches with the construction of new fencing and floodlights would be visible from Dalberg Street and the college , and commercial and industrial premises adjoining the site.

The replacement fencing and proposed lighting would be comparable in height to the existing treatment at the site , and is considered to be satisfactory in this location, and would not adversely impact on visual amenity of the adjacent college or local businesses, and would accord with policy DM1 of the Core Strategy.

Noise

The proposed subdivision of the existing synthetic surfaced pitch into 5 playing pitches has the potential to lead to an increase ,in noise levels by virtue of intensification of the existing use. In addition the hours of operation between 10am to 11pm seven days a week are proposed . In view of the location of the sports facility in a predominantly commercial and industrial area , it is not considered that the proposals would give rise to unacceptable impacts due to noise to college or the properties in the vicinity.

Sports facility

The comments from Sport England in regard to the request for a condition to be attached to ay approval to prevent the redevelopment of the existing Artificial Grass Pitch until the replacement Artificial Grass Pitch at Openshaw Campus of the college is operational has been noted.

Planning permission was approved in 2019 (ref: 124268) for the erection of a three storey (with partial basement) Sports & Social Care Building, single storey extension of existing workshop accommodation, construction of new full size artificial turf football pitch (106m x 70m) with 8 no. 15m high floodlights and spectator seating, associated changes to the existing landscaping and car parking arrangements, and new boundary treatments following the demolition of existing buildings at the college's Openshaw campus on Ashton Old Road. This permission was approved subject to a number of conditions , one of which required that *'The proposed sports pitch shall be implemented and brought into use before the existing Artificial Grass Pitch at Nicholls Campus is decommissioned or removed '*.

Whilst this issue is being managed through the above condition, it is considered appropriate to attach a further condition to this application, due to the inter connected nature of the facilities at the two MANCAT college campuses.

It is considered that the proposal would facilitate the improvement of range of pitch sizes at an existing community sporting facility associated with Nicholls college, enabling more use of the facilities. The new artificial turf pitches would be a replacement of the existing pitch at Nicholls Community Football Centre.

The proposals will provide accessible high quality, sports facilities that will be available for use by the college and residents in the wider area.

Floodlighting

The existing pitch is floodlit. The proposal would involve the installation of 6.5m columns with associated floodlighting to each of both the proposed 5 a side pitches (30m x 20m) and 7 a side pitches (40m x 30m) . A lighting report has been submitted to accompany this application, which includes drawings to show the direction of lighting and lighting levels, and indicates that light spillage beyond the proposed pitches would be limited .

It is therefore considered that the proposed lighting arrangements would not give rise to significant impacts due to light pollution , particularly given the setting of this site in a commercial/industrial area. It is, however, recommended that a condition be attached to any approval to require that the development is implemented in accordance with the submitted report and the revised column height of the floodlighting shown the plans received on 25th July 2022, together with a condition in regard to glare.

Access and Parking

Access from Dalberg Street to the existing carpark would be retained, together with pedestrian access from Ford Street . There are 54 parking spaces on the site which would be retained . No additional parking is proposed in connection with the change in layout of the pitches, however 20 secure cycle spaces under canopies are proposed to the western elevation of the existing changing facility .

The site is located within walking distance from Ardwick train station to the north east of the site, and to numerous bus services on Hyde Road, Stockport Road , and Ashton Old Road. It is suggested that any increase in demand for parking can be accommodated on-site without adversely impacting on the demand for on-street parking within the surrounding neighbourhood. However, Highways officers have recommended continual monitoring of parking demands that maybe generated on the highway network by proposal . It is therefore recommended that any approval be conditioned to require the submission a Car Park Management Plan order to minimise potential impact on the local road network.

Biodiversity

The proposed works are limited to an existing artificial pitch . The scheme would not lead to the loss of any soft landscaping within the site . As such and given the nature of the proposed works , including lighting and fencing it is not proposed to attach a condition to improve biodiversity at the site. However, conditions are proposed to be attached to ensure the lighting scheme is implemented in accordance with the submitted details and to enable mitigation measures to be required if lighting glare were to occur . The site already benefits from lighting to the existing pitch , and as such the proposed changes to lighting should not have a significant impact to any ecology within the local area.

Accessibility

There is a platform lift within the changing facility to enable disabled access from the entrance foyer of the building , to the raised floor area within the building which enables level access from the rear of the building to the existing pitches. There are no changes proposed to the existing circulation and access routes . Two accessible parking bays to the front of the changing facility would not be affected by the proposal.

Security

The comments received in regard to the type of locks the gated access to the proposed pitches and ensuring proposed floodlights should not be capable of being used as a climbing aid in

order to scale the boundary treatments has been noted and an informative relating to these matters is proposed to be attached to any planning approval.

Drainage

The request for a surface water drainage layout for the site has been considered. However, in this instance confirmation has been received from the planning agent that the scheme would be limited to re-lay the existing AstroTurf as part of this process, with no changes to the drainage design, which would remain as existing.

It is therefore considered that a condition to require the submission of a surface water drainage layout would be onerous in this instance.

Boundary treatment

New boundary treatment is proposed to the proposed pitches and to create enclosed pitch areas, with the perimeter of each pitch comprising 1.2m green rebound board with 1.2m green weldmesh fencing above, and 2.6m black netting ball stop treatment above. The overall height of the boundary treatment would be 5m. The proposed boundary treatment would be comparable in height to the existing rebound and mesh fencing on the site, but there would be an increase in height of the overall boundary treatment, due to the proposed installation of ball stop netting, which is required due to the proximity of the proposed pitches. Given the location of the site it is not considered that the increase in the height of boundary treatment would give rise to significant impacts in terms of visual amenity of the local area, and would be acceptable in this location.

Conclusion

The proposals will allow and enhance the continued education and leisure of the site. The proposals are supported by the NPPF which emphasises the need for sustainable development and leisure facilities to promote healthy lifestyles. The proposed development is in a well-connected location and will help to maintain and enhance the existing leisure facility.

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

The local planning authority in making its decision has had due regard to the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and recommends approval the application for the reasons outlined in this report. Officers have worked with the applicant in a positive and proactive manner based on seeking clarity regarding column heights for external lighting proposal.

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:

Location plan ref: 00 rev.C ;

Aerial view as existing plan ref: 01 rev.C;

Site plan as existing plan ref: 02 rev.C ;

Aerial view as proposed ref:03 rev.C

5-a -side pitch plan ref:10;

Lighting report ref: 22148 dated 26.05.2022;

received 24th June 2022

Agent email 12th August 2022 in regard to drainage at the site.

Proposed site plan ref:04 rev.E;

5-a -side pitch elevations plan ref:11 rev.A ;

7-a -side pitch plan ref:12 rev.A ;

7-a -side pitch elevations plan ref:13 rev.A;

Cycle stand detail plan ref: 15 rev.A

received 25th July 2022

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

3. No activity shall take place on the pitches outside the hours of:

10.00 a.m. to 11.00 p.m. seven days a week.

Reason - In interests of amenity in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012)

4.The development shall be implemented in accordance with the cycle storage space on plan ref: Proposed site plan ref:04 rev.E; and Cycle stand detail plan ref: 15 rev.A prior to the pitches being brought into use

The approved cycle storage facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policy DM1 and T1 of the Manchester Core Strategy (2012).

5. The development shall be implemented in accordance with the lighting details on plans refs: 7-a -side pitch plan ref:12 rev.A ; and 5-a -side pitch plan ref:10; and the Lighting report ref: 22148 dated 26.05.2022;

Reason - To ensure adequate lighting within the development, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

6. 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 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 accommodation, and the adjacent rail line, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

7.The boundary treatment shall be implemented in accordance with the details shown on plan ref: 5-a -side pitch elevations plan ref:11 rev.A ; and 7-a -side pitch elevations plan ref:13 rev.A, prior to the use of the pitches hereby approved and shall thereafter be retained.

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 in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

8.Prior to the pitches hereby approved being brought into use, evidence that the replacement pitch at the MANCAT Openshaw Campus has been implemented and is available for use shall be submitted to and approved in writing by the City Council as local planning authority .

Reason- To ensure the satisfactory quantity, quality and accessibility of compensatory provision which secures a continuity of use pursuant to policy EN10, EN11 and EN12 of the Core Strategy for Manchester and paragraph 99 of the NPPF.

9. Prior to the first use of the pitches hereby approved, a car parking management strategy shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. For the avoidance of doubt this shall include the monitoring of parking demands, and staggering of activities. 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, pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012).

Informative

1. The entrances to the pitches should incorporate either a pad lockable bolt to the midpoint of the internal face or, a key operable deadlock.

There should be minimal ground clearance beneath the fence, to reduce the potential for crawling in to secure areas.

The proposed floodlights should not be capable of being used as a climbing aid in order to scale the boundary treatments.

2. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Sport England

First Floor, 58 - 60 Higher Ardwick, Manchester, M12 6DA

Fifth Floor, 37 - 45 Devonshire Street North, Manchester, M12 6JR

Dalberg House, Dalberg Street, Manchester, M12 6BG

First Floor, Dalberg House, Dalberg Street, Manchester, M12 6BN

Ground Floor Rear, Dalberg House, Dalberg Street, Manchester, M12 6BN

Ground Floor Front, Dalberg House, Dalberg Street, Manchester, M12 6BG

Second Floor, Dalberg House, Dalberg Street, Manchester, M12 6BN

Photo Studio, 58 - 60 Higher Ardwick, Manchester, M12 6DA

Part Ground And Part First Floor, 58 - 60 Higher Ardwick, Manchester, M12 6DA
AMZ FASHIONS LIMITED, Ground Floor, 24 Harkness Street, Manchester, M12 6BT
MULTI CLICK MEDIA LIMITED, First Floor, 24 Harkness Street, Manchester, M12 6BT
1 - 5 Dalberg Street, Manchester, M12 6BN
8B Dolphin Street, Manchester, M12 6BG
8A Dolphin Street, Manchester, M12 6BG
8 Dolphin Street, Manchester, M12 6BG
Third Floor, 37 - 45 Devonshire Street North, Manchester, M12 6JR
23 Dolphin Street, Manchester, M12 6BG
Ground Floor, 37 - 45 Devonshire Street North, Manchester, M12 6JR
Second Floor, 37 - 45 Devonshire Street North, Manchester, M12 6JR
25 - 27 Harkness Street, Manchester, M12 6BT
Manchester College Of Arts And Technology, Hyde Road, Manchester, M12 6BA
First Floor, 19 - 21 Dolphin Street, Manchester, M12 6BG
Ground Floor, 19 - 21 Dolphin Street, Manchester, M12 6BG
19 - 21 Dolphin Street, Manchester, M12 6BG
Fourth Floor, 37 - 45 Devonshire Street North, Manchester, M12 6JR
33 Harkness Street, Manchester, M12 6BT
24 Harkness Street, Manchester, M12 6BT
57 Hyde Road, Manchester, M12 6BH
First Floor, 37 - 45 Devonshire Street North, Manchester, M12 6JR
58 - 60 Higher Ardwick, Manchester, M12 6DA
40 Higher Ardwick, Manchester, M12 6DA
22 Dolphin Street, Manchester, M12 6BG
42 Higher Ardwick, Manchester, M12 6DA
71 - 73 Hyde Road, Manchester, M12 6BH
Ground Floor To Fifth Floor, Apex House, Devonshire Street North, Manchester, M12 6JQ
Apex House, Devonshire Street North, Manchester, M12 6JQ
2 Universal Square, Devonshire Street North, Manchester, M12 6JH
1 Universal Square, Devonshire Street North, Manchester, M12 6JH
3 Universal Square, Devonshire Street North, Manchester, M12 6JH
4 Universal Square, Devonshire Street North, Manchester, M12 6JH
5 Universal Square, Devonshire Street North, Manchester, M12 6JH
Stagecoach Manchester Bus Depot, Hyde Road, Manchester, M12 6JS

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA