

**Manchester City Council
Report for Resolution**

Committee	PLANNING AND HIGHWAYS
Date	27 October 2011
Subject	096289/FO/2011/N1 Erection of sports stadium (capacity circa 5000), club house, sports pitches and associated car parking and landscaping.
Location	Ronald Johnson Playing Fields, Lightbowne Road, Moston, Manchester, M40 0FJ
Applicant	FC United of Manchester, Hope Mills, 113 Pollard Street, Ancoats, Manchester, M4 7JA
Agent	Kath Ludlam, Ludlam Associates, The Bank, 99 Palatine Road, Didsbury, Manchester, M20 3JQ
Report of	HEAD OF PLANNING

Purpose of report

To describe the above application for planning permission, the issues involved and to put forward recommendations.

Recommendation

The Head of Planning recommends that the Committee are **Minded to Approve** planning application **096289/FO/2011/N1** relating to the erection of sports stadium (capacity circa 5000), club house, sports pitches and associated car parking and landscaping **subject to the signing of a section 106 agreement to include for Community Use of the site, the production, monitoring and review of a Travel Plan, and the provision and availability of use of off site car parking provision** for the reasons and conditions set out in this report.

Financial Consequences for the Revenue Budget

There are no direct consequences for the Revenue budgets in granting planning permission.

Financial Consequences for the Capital Budget

There are no direct consequences for the Capital budgets in granting planning permission.

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Background Documents

The Unitary Development Plan for the City of Manchester (1995)
The Emerging Core Strategy Publication Draft (2011) and evidence base including
the City wide Open Spaces, Sport and Recreation Study 2009
The Guide to Development in Manchester Supplementary Planning Document (2007)
The North Manchester Strategic Regeneration Framework
The Irk Valley Local Plan and Area Action Plan
PPS1, PPG2, PPS9, PPG13, PPG17, PPS 23, PPG 24 and PPS25
North West of England Plan Regional Spatial Strategy to 2021
The Draft National Planning Policy Framework

Responses of:

Highways Services
Environmental Health
Environment Agency
Greater Manchester Police – Design for Security
Transport for Greater Manchester
Contaminated Land Section
Environment & Operations (Trees)
Greater Manchester Ecology Unit
Sport England
Ramblers Association
The Open Spaces Society
Environment & Operations (Trees)

Third Party Consultations:

1322 notification letters were sent to local addresses these letters were sent from the Local Planning Authority's Office on the 12th July 2011 with additional properties notified on the 21st July 2011. All of these notification letters provided the statutory 21 day period for residents to submit comments. Due to the level of interest in the application, all of the residents notified of the proposal were informed of additional information provided by the applicant letters were sent from the Local Planning Authority's Office on the 5th October and provided residents an additional 7 days to submit comments. This supplementary notification period was discretionary and was undertaken to assist with public participation. The Local Planning Authority is not required to give a particular period for any additional responses that members of the public may wish to make.

A plan indicating the extent of neighbours notified of the planning application is appended to this report.

Wards affected:

Moston Ward

Implications for:

Anti-poverty	Equal Opportunities	Environment	Employment
Yes	Yes	Yes	Yes

Background to the proposals

1. The applicant has provided a number of statements relating to the proposal these also set out the background leading to the submission of the current planning application.
2. The information highlights that FC United of Manchester is a community based football club, which is wholly owned and run by its members. The club was established in 2005 as an Industrial and Provident Society, it has 2500 members who each own one share (non-withdrawable) and is run on a democratic basis with an elected Board of Directors, plus General Manager and Club Secretary.
3. FC United are a semi-professional football club currently playing in the Northern Premier League Premier Division. During their first season (2005-2006), they had a higher average attendance than seven Football League Clubs, including Bury F.C. with whom FC United share a ground. It also had the second highest average attendance in English non-league football. Information provided by the applicants Highways Consultant indicates that the average home gate for fixtures within the 2010/2011 was 2,036.
4. The Club currently plays its home games at Gigg Lane as a tenant of Bury FC, and has an office in Ancoats.
5. The information submitted alongside the current application states that the Football club had previously identified a site at Ten Acres Lane, Newton Heath to develop the sports stadium and community sports provision in partnership with Manchester City Council. Planning permission was granted on 25th November 2010 (Application Ref. 094243/ FO/2010/N1). However, in early 2011, the Council advised the Board of FC United that this was no longer a viable option, as a result of the challenging local government budget settlement in December 2010, and the decision by the Council to reduce revenue expenditure on the Ten Acres Lane site.

Introduction

The Site

6. The application site is approximately 5.2 hectares in size and lies in an area of open space within Broadhurst Park referred to as the Ronald Johnson Playing Fields on the submitted application form. The Playing Fields are located between St Mary's Road and Lightbowne Road in the Moston ward of North Manchester. St Mary's Church of England Primary school and the Broadhurst Park Children's Centre form the northern boundary of the application site whilst

Broadhurst Park forms the southern boundary. To the east and part of the southern extent of the application site are areas of residential properties including the Sydney Jones Court Care Home, whilst to part of the south and the west beyond Lightbowne Road are areas which form Broadhurst Park.

7. At the current time a majority of the application site is in use as grass football pitches in use by Moston Juniors Football Club. These pitches are enclosed by fence and gates which is predominantly of a green weld mesh type.
8. Other areas of the application site which do not form part of existing football pitches are a mixture of grassland, part of which is situated behind the weld mesh fencing on the site, an overgrown and unmaintained sports facility with flood light structures which previously formed a Cycle Track, and an area of open amenity space in the northeast corner adjoining St. Marys Primary School.
9. There is currently a maintenance vehicle access point from St Mary's Road on to the site, this access is secured by way of a barrier, a laid out path runs diagonally from this access point towards the area of parkland and facilities situated to the north of the application site.
10. There are currently no defined definitive field footpaths which cross the application site. The closest definitive field footpath is to the south beyond the application site, this footpath connects Lightbowne Road with St Mary's Road and the rear accesses to properties on St Marys Road.

Description

11. The application is for the redevelopment of the application site to provide a Stadium with a capacity of up to 5,000 spectators, associated car parking with 162 spaces, vehicular access from Lightbowne Road, floodlighting, and landscaping. The application also includes the laying out of a further three pitches, the first is a full size floodlit synthetic surface pitch whilst the others are new grass Community pitches.
12. This proposal is to provide a new home for FC United football club for approximately 30-50 days a year, however it will provide a community facility through the use of the proposals function rooms within the clubhouse and the laid out community pitches..
13. The stadium will have covered stands and has a contiguous treatment to its north, south, west and east stands. There are entry and exit turnstile points at each corner of the stadium along with 27 metre high floodlighting columns and lights.
14. The stadium also incorporates a club house which forms part of the south stand. The club house contains changing facilities, offices, equipment storage, medical treatment room, kitchens, multipurpose community rooms and function room with a bar. Equipment and plant associated with the facility are to be mounted on the roof of this part of the stadium set behind an acoustic/visual scheme.

15. All of the community pitches are located to the south of the stadium and are enclosed by a variety of fencing and boundary treatments. The full size synthetic pitch will be floodlit by 15 metre high lighting columns and lights and has a 3 metre high weld mesh fencing to its northern and southern edges, 3 metre high weld mesh fence plus 1.5 metre high ball stop netting above to its western edge. To the eastern edge between the pitch and the Sydney Jones Court Care home it is proposed to erect a 3 metre high timber acoustic fence with 1.5 metre high ball stop netting behind the goal areas. This acoustic fence extends to reflect the extent of the Sydney Jones Court Care home. The other community grass pitches are enclosed with a 3 metre high weld mesh type fence.
16. Vehicular access to the Stadium and its associated car park is taken from a proposed new access on the Lightbowne Road side of the application site. The applicant indicates that this access is to have a barrier control. The existing maintenance access from St Mary's Road is to be retained.
17. The layout of the proposals incorporates pedestrian routes and accesses north-south between Lightbowne Road and St Mary's Road and also provide for a route to the adjoining park to the north of the application site. The proposals also incorporate a new public space which will also allow full access through the site between St Mary's Road and Lightbowne Road. The intention is that this space will be available for use for community events as well as providing a space for parents to watch their children participating in sports activities. This public space will be accessible at all times and incorporate areas of seating and lawn space.
18. The proposals also include new hard and soft landscaping including additional woodland and feature tree planting. A majority of the trees and hedges which border the site are to be retained as part of the proposal.
19. Members are advised that the City Council has an interest in the application site as land owner and are also a partner in the proposal. However, Committee must disregard these interests and discharge its duty as local planning authority only.

Planning History

20. The site has been subject to earlier planning applications which include:
21. Planning reference 075687/FO/2005/N1- Erection of 2.4m green powder coated weld mesh fencing and gates to the perimeter of Ronald Johnson Playing Fields. Approved 29th September 2005
22. Planning reference 060700/VO/NORTH1/00 - CITY COUNCIL DEVELOPMENT Siting of 3 no. portacabins for changing rooms. Approved 05 Jan 2001
23. Planning reference 045349/VO/NORTH1/94 - CITY COUNCIL DEVELOPMENT Use of land as a children's play area. Approved 21st April 1994

24. Planning reference F13228/LA - CITY COUNCIL DEVELOPMENT Use of former tennis courts and bowling green as a cycle speedway track, children's playground Approved 28th March 1980.

Consultations

25. The application has been advertised as a Major Development and as affecting a Public Right of Way by way of notice in the Manchester Evening News, site notices and notification letters to neighbours and statutory consultees. It has been assumed as a precaution that the unadopted desire line which does not appear on the definitive map is a public right of way.
26. The application proposals have generated a significant number of letters, emails, and petitions. The following section of this report summarises the responses received.
27. Graham Stringer MP – Has requested details about when the application is to be reported to Committee and the venue for the meeting.
28. Local Councillors - Councillors Murphy and Tavernor make the following comments on the application: They believe the application to develop the Ronald Johnson Playing Field in partnership with FC United is potentially a positive proposition for the majority of the Moston Ward. That young people have to change on Lightbowne Road is a matter of deep embarrassment, especially when seeing the excellent facilities provided for young people elsewhere in our City. For too long the north of the City has been poor relations in terms of quality sporting facilities and this proposal begins to address those inequalities. We accept that for a few there are serious concerns and we take those concerns seriously which is why we place before the Planning Committee a set of requirements/conditions to be applied to the application if the committee see fit to approve.
1. The entrance to stadium to be Lightbowne Road. Gathering of fans on St Mary's Road must be discouraged and policed by FC United.
 2. No match day parking other than residents and relatives on St Mary's Road and its confines. This is specially needed from Joyce Street – Nuthurst Road. Clarity regarding the Park and Ride is essential. Need for signage on St Mary's Road, Teddington and the Miners indicating residents only parking.
 3. Litter after matches. We have been given an assurance by FC United that their volunteer scheme will remove litter from streets/main roads adjacent to and surrounding the stadium. This needs to be a condition of the planning committee, rather than a verbal assurance.
 4. In the event of foreclosure of FC United the City Council will pick up the day to day management of the site. Manchester City Council will commit to work with partners from the sporting world to ensure this site's viability.
 5. New covenants need to be drawn up which leaves no doubt as to the sole use of the site on Ronald Johnson Fields and remaining lands.
 6. Once the FC United/Manchester City Council agreement is reached. Manchester City Council will actively seek new additional funding to

- upgrade the Broadhurst Park Football pitches adjacent to Ronald Johnson Fields as promised.
7. The 'Clubhouse' will not be open to the public seven days per week. It is to be used for specific community and sporting activity uses.
 8. The club car park will be accessible to parents parking at local schools such as St Mary's at mornings and afternoons.
 9. Manchester City Council will work with local residents to review the activities and commitments by FC United after 12 months then two years, then every three years if required.
 10. Manchester City Council agree to make this development the basis of a sporting hub to improve overall facilities to North Manchester.
 11. Floodlights to be switched off at 10pm.
 12. Two disabled parking bays either side of Cemetery entrance on Lightbowne Road.
 13. Bowlers should be given free use of car park to prevent congestion on Nuthurst Road.
29. Councillor Cooper has raised a series of questions on a range of issues regarding the application. The questions raised by Councillor Cooper are of a similar nature to those submitted by local residents and these are summarised below and are addressed within the main body of the report. It is understood that Councillor Cooper will issue formal comments prior to the Committee meeting. Committee will be advised of these comments.
30. Local residents - A total of 1322 neighbour notification letters have been sent to residents within the vicinity of the application site, a plan indicating the extent of the letters sent to neighbours is appended to Appendix A. Following the submission of revised information relating to: the noise assessment; changes to boundary treatments including the addition of an acoustic fence; and, technical responses relating to highway matters further notification letters were sent to the same neighbours advising them of additional information.
31. A total of 5,635 letters in support and 2,226 letters objecting to the planning application have been received. A further 52 electronically submitted letters/comments have been received objecting to the proposal and 35 additional letters/comments have been electronically submitted in support. Committee will be advised of any further comments received after the preparation of this report.
32. Following an analysis of the responses received:
- Of the letters of support received 5,577 of these were on a standard letter and 2,404 of the respondents stated they had an M40 postcode which covers Moston ward and the application site.
 - Of the letters of objection received 2,076 of these were on a standard letter and 1,369 of the respondents stated they had an M40 postcode. Of the 1,369 standard letters received objecting, 712 of these letters contained additional comments. Letters of objection have been received from residents and the manager of the Sydney Jones Court Care Home and from residents on St Mary's Road.

33. In addition 6 petitions have been received, these contain 854 names in support and 1420 names objecting to the application.
34. The Local Planning Authority has been sent a number of letters relating to the way in which individuals have been submitting responses to the planning application process including allegations that some respondents have used addresses at which they do not reside. As part of the consideration of any planning application the City Council as local planning authority assesses the issues and impacts of a proposal, these are the matters of most relevance. If relevant issues are raised within correspondence sent to the local planning authority these are the matters that are considered.
35. All of the correspondence received on this application has been assessed and has been taken into consideration in determining the application. A summary of responses received is set out below. The material weight to be attached to the responses and the relevance of the address of the sender has been considered in the preparation of the report. Ordinarily, the address of the sender would not be particularly significant. However, in this instance the local planning authority have received objections from residents on St Mary's Road and from individuals residing in Sydney Jones Court. The matters raised in these objections are considered to be particularly significant given the relationship of residential properties and Sydney Jones Court to the application site. The full detailed consideration of the main issues of this proposal is set out in this report.
36. In summary the planning grounds of objection relate to:
 - The location and size of the proposal are both unsuitable for a residential area;
 - The loss of open space/playing fields;
 - The proposals are out of character to the surroundings;
 - There will be adverse impacts as a result of lighting and all weather pitches;
 - There will be unacceptable noise impacts on residents;
 - The proposal will give rise to an increase in anti-social behaviour associated with the stadium and matches;
 - The proposal will have an adverse impact on bio-diversity in the area including bats and is contrary to the Manchester Biodiversity Strategy;
 - A brownfield site should be used for this type of development;
 - Adverse impacts of associated car parking on nearby residential streets;
 - The proposed traffic marshalls will not stop inconsiderate car parking;
 - The level of car parking proposed is inadequate;
 - There will be adverse impacts as a result of increased vehicles movements associated with the development on the local highways and particularly in the night time;
 - The conclusion of a previous assessment of the Ronald Johnson Playing Fields for a new Academy in June 2008 was that this would have unacceptable impacts on residents and would result in the loss of open space and all of these points stand for the current proposal;

- The assessment undertaken by the Council of other sites for FC United discounted Wythenshawe Park and Broughton Park for the very reasons that can be attributed to Ronald Johnson Playing Fields;
- The proposals are contrary to UDP policies DC26.1, DC26.3, L1.2, L1.5, L1.6, E1.1, E1.4, E2.2, E2.3, E2.4, E2.6, E3.4, E3.5, H2.1, H2.2, T2.4, BM1, BM4, BM5, BM8, BM14 and the Guide to Development SPD;
- The green open area should be retained as a valuable amenity area;
- Concerns about what will happen if FC United progress through the football leagues, would a 5,000 capacity stadium be adequate?;
- Allowing this development would set a precedent to allow additional development in this area;
- The proposal does not offer anything new for the local community;
- A lot of the application information has been based on current average attendances yet there is evidence that clubs moving to new grounds have significantly higher attendances;
- The design of the stadium is unacceptable and out of character in a residential area;
- The proposals are contrary to national policy contained in PPG17 and PPG2;
- The proposal will result in the blocking up of a right of way;
- The site is designated a key green space within the Irk Valley Corridor;
- The proposals will result in the destruction of protected species such as water voles;
- There are already car parking problems associated with the use of the fields for Moston Juniors FC;
- There is no need for another stadium;
- The proposal has caused a lot of stress to the elderly residents within Sydney Jones Court Care home;
- Residents of Sydney Jones Court already have difficulty in crossing St Mary's Road this proposal will make this problem worse.
- Local residents do not believe they have been given enough time in which to respond to the revised information provided by the applicant.
- Criticisms relating to the accuracy of the applicants Transport Statement.
- Increased litters and exacerbation of rat infestations.
- Information submitted in the form of newspaper articles and You Tube videos demonstrating the violence, anti social behaviour and abuse relating to FC Utd fans.
- Houses facing the car park with coaches will lead to fumes and noise which will exacerbate illnesses such as asthma.
- Bus stops are on residential roads, noise and disturbance from increased use of bus stops.
- Significant shortfalls in noise assessment submitted by applicant.
- Acoustic barrier infringes on basic human rights to enjoy property in peace and have privacy, including the loss of natural light.
- Noise from the club house and stadium will not be contained.
- Noise will exceed standards set by World Health Organisation with impact on health of residents.
- Loss of trees would result in increased pollution.

- Ecology report is only a snapshot in time and does not account for all species found in the area.
- Japanese Knotweed is present.
- Natural England should have been contacted for advice.
- Application site is on top of coal seams and neighbouring houses may be subject to subsidence if the stadium is built.
- It is not realistic to heat the stadium, a primary school and neighbouring houses with a small scale generator.
- FC United have misled residents in publicity prior to the application being submitted.
- The existing fields are used for dog walking, recreation and children playing.
- Public transport is inadequate to deal with potential demand.
- Affects of vibration on nearby houses.
- The proposals will create a more congested and dangerous environment for local families.
- Increase in HGVs and other service vehicles.
- Match day impact on residential amenity.
- When leasing the land to Moston Juniors the Council did not advertise this fact or did not advertise the erection of the existing fence. The land is held in trust for the people of Manchester and not for a football team but for recreation. FC United are not a charity but a co-operative thus can not lease land in trust.
- It is unacceptable that public money is to be used to facilitate the proposal.
- A previous assessment of the site has revealed that there are covenants on the land which restrict development and are just as relevant to this application as they were to a new academy proposal.
- There are covenants on the land protecting it from development; it was gifted to the local community.
- Reduction in the value of properties as a result of the stadium.
- Neighbouring residences have suffered media coverage and disturbance.
- Manchester City Council are pumping millions into East Manchester only two miles away. Transport links are more than adequate to allow sports enthusiasts from North Manchester to partake in the sport of their choice.
- Committee members should be aware that residents will move away from the area if the proposal goes ahead and this will depress local house prices due to a flux of houses up for sale. Improvements made to the housing stock should be reversed.
- It has been stated that Manchester City Council and FC United are partners in this venture. It is suspected that Council officers may have coached FC Utd in how to frame their planning application. It is believed that the proposal has a political element to it in that when Ten Acres Lane fell through FC United were promised another site. The Council is bending over backwards to facilitate this proposal. Any decision taken may be biased and this has been communicated to the Secretary of State in order that the application can be 'called in' for scrutiny.

- FC Utd have asked neighbours to rent out their driveways. Why if parking is to be managed?
- Concerns about the potential of the site to accommodate any future expansion of the stadium.
- There are concerns with the applicants Acoustic statement particularly regarding the methodology that has been used and its resulting conclusions.
- A question has been raised about an earlier application to fence part of the site and compliance with that consent. Whilst not a matter to be given weight in the consideration of this application, it is acknowledged that the fence departs in part from the permission. However, until this current application was submitted no issues had been raised and the departure is not a matter that would warrant any further action on the part of the local planning authority.
- Can a condition require that all FC United marshals are CRB checked?
- Can a S106 agreement be required for car parking when the proposed car parking facilities are earmarked for redevelopment?
- If there is a need to amend traffic management schemes or add crossing facilities, who will be responsible for the expenditure?

37. In summary the correspondence in support of the scheme state:

- The stadium will benefit the Moston neighbourhood as well as wider communities across Manchester by offering a range of services and supporting local residents and groups in an area where these facilities are much needed;
- The stadium will provide an attractive new public building with high quality landscaping and accessible public spaces;
- The layout of the stadium and pitches is designed to have the least impact in adjoining uses;
- Ronald Johnson Playing Fields is an ideal location for the club's new stadium and is well served by public transport;
- The traffic and parking management proposals will minimise disturbance to local residents on match days;
- The club is continuing to engage the local community in the future regeneration of the area.

38. Highways Authority – Have submitted comments which are based on the following documents:

- Transport Assessment with Travel Plan and Parking Strategy (July 2011)
- Technical Responses 1, 2 and 3
- Events Management Plan (29/9/11)
- Plans including the Shuttle Bus Route and Steward Locations + Pedestrian Routes

39. The following points are noted:

- The TA states that there will be in the region of 28 fixtures annually with 16 fixtures on a Saturday and 12 on a Wednesday evening.
- The stadium will have a capacity of 5,000 although the average attendance is presently only 2,800.

- The facility will host conferences with up to 400 delegates.
- It is proposed that there will be 160 spaces on site of which there are 10 disabled spaces and room for 80 cycles. There is no on-site parking at present for the existing pitches.
- The club has made commitments in terms of marshalling to assist with parking and to provide remote parking with some serviced by shuttle buses.
- A s106 agreement is proposed to ensure the adequacy of the remote parking provision.
- Presently 65% of supporters travel by car to FC United games held at Gigg Lane with an average of 2.5 people per car, which FC United hope to improve upon through the use of suitable measures in their Travel Plan to achieve a 55% modal split and 3 people per car.

Parking Provision

Match Days

40. The applicant proposes that the existing highway network will be used for on-street parking to meet a large part of the stadium's parking demand. In principle the local Highway Authority have no objections to the assumption that parking can be accommodated on Lightbowne Road, Moston Lane and Nuthurst Road, however we do not believe the level of parking indicated in drawing 11076/SCP7 is achievable. In addition the local Highway Authority do not consider that it is desirable that the pavilion car park is used during Saturday matches as this should be kept available for those using the playing fields. It will also not be suitable for evening games because the car park has no lighting. The Highway Authority understand that the applicant has now removed the use of this car park from their proposals.
41. The walking distances from the proposed areas of on-street parking is greater than to a number of the streets in the 'parking exclusion zone' and as there will be a charge for the remote parking there remains the potential for some on-street parking to occur within this zone. The applicant believes that given the community focus of the club, the presence of marshals and through the provision of information to supporters that this is unlikely. It should be noted that the marshals will have no formal powers and the 'parking exclusion zone' will have no formal status and that therefore there remains the potential for parking to occur on more sensitive neighbouring residential streets. However, there are TROs already in place on a number of these streets to reduce the likelihood of inconsiderate parking and the club has also made a commitment to have a community liaison group to address such issues. It is also worth noting that as the community pitches previously had no on-site parking the prevailing conditions may see an improvement.
42. The Highway Authority concur with the applicant that the demand for car parking can be met with a combination of on-site, on-street and remote car parks without significantly impacting on residential amenity as long as appropriate measures are in place.

43. The Highway Authority recommend conditions requiring the submission of refined parking and event management strategies; although the applicant has submitted these strategies as part of the application these need further development.
44. The Highway Authority suggest a figure of 430 spaces is more realistic in terms of the parking that can be accommodated for supporter's cars within the site and on-street. It is accepted that a modal split of 55% is achievable although Highway Services are not convinced that on average 3 supporters will arrive per car. Therefore based on a modal split of 55% and 2.5 people per car it would be reasonable to assume that for gates of less than 1,950 spectators, parking could be accommodated on-site and on-street without unduly affecting residential amenity. Dependent on the effectiveness of the measures proposed in terms of marshalling and the travel planning this could be increased.
45. The Highway Authority are concerned that the remote car parks identified by the applicant may not be available for use as remote car parks, we therefore would recommend that a legally binding agreement is entered into with the applicant to ensure that sufficient remote car parking is available to meet the demand over and above that which is available on-site and on-street. This should cover match days and any other large scale events.

Conferences + Other Events

46. The TA indicates that other events such as conferences may generate overspill parking onto the street. However the larger events attended by up to 270 people will be infrequent and the majority will be for smaller locally based events.

Network Capacity

47. There is limited data contained within the TA in terms of the demands on the network from the development and so it is difficult to determine the potential impacts at sensitive junctions such as the Greengate Gyratory. However, the stadium will only be in operation outside the peak network demand and it is therefore unlikely to generate congestion in excess of that experienced during the peak periods on the network.
48. The Highway Authority will require a traffic management plan and signage that ensures that traffic and pedestrian movement is effectively managed before and after games to minimise congestion and maintain highway safety. Modifications will be required of the existing TROs to ensure that traffic flows are not affected during peak periods. Included in the plan should be provision for UTC to monitor the timings of the junction before and after matches.
49. Signage will be important to assist with traffic management and to ensure the free flow of traffic. This should be included in the scope of the s278.
50. It may on occasions be required that games are scheduled to avoid clashes with events at Sport City. A condition should therefore be applied.

51. TROs will be required to ensure capacity is maintained at peak times and that the numerous demands that will be placed on the available road space are appropriately controlled. The marshals will have a role to play and their presence is welcomed, however it is not felt that marshalling in itself is sufficient.

Highway Safety

52. The applicant has provided little detail in terms of accident data to support their application. Therefore, the Highway Authority have checked their accident records and they broadly support the assertion made by the applicant in their technical notes that the accident data is 'representative of the prevailing conditions'. However, it is noted that there have been a number of accidents at the junction of Nuthurst Road and Lightbowne Road. The Highway Authority are also conscious that this junction is an area of concern to local residents as it lacks a pedestrian phase. Following further investigation the records reveal one accident involving a pedestrian in the last three years at this junction, which was classified as a slight injury.
53. In terms of the development it is expected that safe access to the site on match days will largely be facilitated through events management rather than the extensive upgrading of existing infrastructure. However, consideration should be given to upgrading this junction to include a pedestrian phase as this would benefit the development's operation as a community resource. Given the existing footfall at this junction, the relatively low accident record involving pedestrians and that this development will generate relatively low levels of pedestrian movements at this junction outside match days, the Highway Authority therefore do not propose that this junction upgrade is included in the scope of the s278 works. It is however worth noting that there are no Highways capital monies available to upgrade this junction at present and this situation is unlikely to change for the foreseeable future.
54. The provision of a refined Events Management Strategy tackling traffic management should be a condition of any approval adding to the information provided to date as should an offsite highway works condition, which will include works to improve pedestrian movement across Lightbowne Road. It is envisaged that these works will only include the provision of an uncontrolled crossing point associated with the new access, which will require tactile paving, dropped kerbs and works to the central reserve, although the full scope of this work will be subject to the detailed design undertaken under the s278.
54. Improvement works have recently been undertaken along St Mary's Road under the Safer Routes to School Programme to enhance pedestrian safety in the area and to the junction of Lightbowne Road and Kenyon Lane, which will assist with access for the local community to the development.

Public Transport

55. With the opening of the Newton Heath and Moston Metrolink stop and also the stop at Central Park this should enable the applicant, through travel planning, to

reduce the number of cars coming to the area. A condition should be included to require the applicant to maintain an approved travel plan.

Highway Works

56. The applicant will need to enter into a s278 to enable alterations to be made to the central reserve so that there is access from the northbound carriageway of Lightbowne Road and to improve pedestrian links. Details will need to be submitted for approval and works completed prior to operation of the site. Should permission be granted and subject to the proposals contained in the construction management plan this access may be required prior to the construction phase commencing .
57. The walking route identified from Lightbowne Road to Moston Lane is unlit. Consideration should be given to resurfacing and lighting of this route to enable more convenient access to some of the parking proposed in the TA.
58. Additional signage will be required to aid traffic management.

Footpaths

59. There is a an unadopted desire line that does not appear on the definitive map crossing the site that provides access from St Mary's Road to Broadhurst Park. It is used by local residents and school children and therefore the applicant should be advised that they should seek closure or diversion under s247 of the Town and Country Planning Act. Highway Services confirm that the closure or diversion of the footpath is required to facilitate the development. They understand that the proposed footpath linking St Mary's Road to Broadhurst Park is not gated, the view of the Highway Authority is therefore that the new footpath would be a reasonably convenient alternative route.

Recommendation

60. The development will bring significant traffic to the area on match days and it will generate a large demand for on-street parking. However, this demand on the network is outside the peak period and the traffic is spread across the network with the use of the remote car parks. Although we have concerns over the level of on-street parking proposed we do concur with the applicants findings that the parking demand can be met through the use of the on-site, on-street and remote car parks and with the added confidence of a s106 to ensure that the remote car parks are appropriate and available as required we feel that the proposals are acceptable in terms of highways subject to the application of appropriate controls.

Proposed Controls

61. Should Committee be minded to approve the application the Highway Authority recommend the following matters are controlled as appropriate by the local planning authority:

- An off site highway works condition that includes the need to review the existing TROs in the area and to undertake the necessary modifications to the highway.
 - An approved Travel Plan is required to be maintained at all times.
 - A Legally binding agreement to ensure the adequacy of the remote parking provision.
 - Large scale events other than football matches are subject to the same controls
 - A comprehensive Parking Strategy is submitted and approved.
 - The submission of a developed Events Management Plan which will need to include a detailed Traffic Management Plan.
62. It should be noted that the applicant will need to fund any proposals and studies to meet these conditions.
63. Environmental Health - The applicant has provided three acoustic reports in support of their application. The reports have been prepared for the applicant by Acoustic & Engineering Consultants Ltd (AEC). The reports are referenced, P2260/R2/AJT 16th May 2011, P2260/R2A/AJT 23rd September 2011 and P2260/R3/AJT 5th October 2011. Further to the applicant's acoustic information Environmental Health have also received, and considered an acoustic report provided by the, Residents United Residents Group. This report was prepared by Azymuth Acoustics and referenced A1450 11th August 2011.
64. The AEC reports have identified two residential locations that should be considered the most likely noise sensitive premises to the proposed development. The two locations identified are residential homes on St Mary's Road and the sheltered homes of Sydney Jones Court.
65. Environmental Health have visited Bury FC stadium during football matches and the site for the proposed FC United development. During these visits officers carried out and recorded sound measurements. The sound measurements were made in order to support the response to the acoustic information provided by the applicant.
66. The locations, dates and times of the noise measurements undertaken by Environmental Health officers are:
1. 24th September 2011, 14.00 to 16.30hrs, Bury FC stadium, Gigg Lane, Bury. Bury FC v MK Dons, attending spectators 2,378.
 2. 28th September 2011, 20.30 to 21.45hrs, Bury FC stadium, Gigg Lane, Bury. FC United v Whitby Town, attending spectators 1,408.
 3. 12th October 2011, 19.30 to 20. 30hrs, St Mary's Road and adjacent park area, Moston.
 4. 15th October 2011, 14.30 to 16.00 hrs, Bury FC Stadium, Gigg Lane, Bury. FC United v Hednesford Town, attending spectators.
- 67.. The results of the values of the noise measured at the events, and locations above were similar to those reported by the applicant's acoustic reports.

68. Environmental Health officers have detailed their comments regarding the noise matters likely to affect local residents of the proposal under four headings:

1. Noise from the stadium produced by the attending spectators during a football match.
2. Noise from the proposed Astro pitches.
3. Noise from externally mounted equipment/plant associated with the proposed development.
4. Noise from the use of the proposed function room/clubhouse of the proposed development.

Noise from the proposed FC United Stadium during football match events.

69. The noise produced by football matches attended by spectators includes the pre-match start, the match period and a post match finish period. Approximately 2 hours fifteen minutes. The applicant has detailed that around 20 Saturday/Sunday matches and 10 midweek evening matches will take place annually. The number of events, the period of event, and the character of the noise are important factors to be considered.
70. The applicant's acoustician has predicted that the noise levels at the façade of the closest residential on St Mary's Road during matches will be below the existing equivalent continuous (A-weighted) sound level (L_{Aeq}). L_{Aeq} is not an average noise level but can be considered as a single value noise level representing all the noise energy over a period of time. Assuming the calculated predictions are correct, and with regard to the measurements recorded then the prediction would be correct during Saturday/Sunday matches.
71. However it should be recognised that during match events, the actual affect of the noise levels experienced at the residential façade would be, at times hidden below the general traffic noise, but then audible above traffic noise as the number, and variety of vehicles changes over a period of time. Further to this short periods of maximum noise levels, (scored goals, missed goals etc) produced by the spectators would clearly rise above the general noise level at the façade of the residential. Noise levels experienced in these homes, windows open, would therefore produce a 10 –15 dB lower than the outside noises, a mixture of traffic and sometimes stadium noise. Closed windows would substantially reduce both external noises and provide an internal level accepted as reasonable. Brief maximum noise levels produced by road traffic and stadium noise may audible within homes with windows closed. Locations further away from the stadium activity would experience a lower level of noise from the stadium but audible at times outside of their premises.
72. The impact of noise during match events upon some facades of Sydney Jones would be greater because the measured L_{Aeq} values at the rear of Sydney Jones Court would be generally just below that of the predicted stadium noise, and therefore stadium noise would be potentially greater.
73. This would be particularly noticeable during evening matches where the measured existing levels fall much lower and therefore stadium noise would be

more noticeable at the external façade. Noise levels experienced in these homes, windows open, would therefore produce a 10 –15 dB lower than the outside noise, a mixture of traffic and stadium noise. Closed windows would substantially reduce both external noises, particularly stadium noise and provide an internal level accepted as reasonable.

74. It should be noted that in general, noise surveys would seek to compare the predicted LAeq values of a 'new' noise source to that of the existing background levels (LA90). This methodology provides a level of comfort and protection against disturbance to existing residents, and would be particularly appropriate where the 'new' noise was persistent.
75. Sound levels from the use of PA systems must be properly controlled and managed to avoid excessive noise levels at adjacent residential premises.

Noise from the proposed Astro pitches (three small pitches or single full size).

76. The operation of the proposed Astro pitches would have some noise impact upon the rear facades of Sydney Jones Court. The existing day time LAeq noise levels at the facades would be lower than the predicted noise from the operation of the pitches. This would be particularly noticeable in the late evening when the measured existing noise levels at the facades are lower, and the potential for disturbance from the Astro pitches higher.
77. The installation of a 3 metre high, full length acoustic barrier, as detailed by AEC would be necessary to reduce the noise impact to a similar level to that which presently exist during day time. Operation of the closest Astro pitch to Sydney Jones Court should not take place after 20.00hrs, further this pitch should not be in operation on Bank Holidays and Sundays until after 10.00hrs. Additionally there must be no possibility of direct impact upon the acoustic barrier during use of the Astro pitches. The Astro pitch would therefore need to be properly fenced in order defend against such direct contact. It is also recommended that such pitch fencing closest to Sydney Jones Court be acoustically designed to reduce ball impact noise to a minimum, e.g. substantial wired fence rather than full plate.

Noise from externally mounted equipment/plant.

78. All noise produced by external equipment/plant associated with the proposed development must be 5 dB below the existing background levels (LA90), in all octaves, and at all times during operation when measured at the nearest residential premises.
79. The acoustic reports provided by AEC on behalf of the applicant have detailed compliance with this condition.

Noise from the use of the proposed function room/clubhouse

80. All noise levels emanating from the operation of the clubhouse/function room should be below the existing background levels (LA90).

81. The acoustic reports provided by AEC on behalf of the applicant have detailed compliance with this condition.
82. In addition Environmental Health recommended that conditions be attached to any approval relating to the following:
 - A scheme for the storage and disposal of refuse. Details have been submitted alongside the application these are generally acceptable although additional clarification is required on the siting and size of the proposed food composting facility and on site refuse store.
 - Before the development commences a scheme for the collection, storage and disposal of litter shall be submitted to and approved in writing by the City Council as local planning authority. Environmental Health are satisfied with the Waste Management Strategy and the WMS within the Event management Plan provided by the applicant. However, they request some further clarity regarding the details of the actual areas (Street names), around the proposed stadium that will be inspected for litter picking following matches.
 - Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, 10.00 to 18.00 Sundays, no deliveries/waste collections on Bank Holidays.
 - External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. All stadium and astro pitch external lighting should be turned off when not in use and when safe to do so. External lighting for the operation of the astro pitches should be switched off when the pitches are not in use. The external lighting for the astro pitch most adjacent to the rear of Sydney Jones Court should not be used beyond 20.00hrs on any day, and before 10.00 hrs Sunday,
 - Details of a scheme for the extraction of fumes, vapours and odours shall be submitted to and approved in writing by the City Council as local planning authority.
 - The astro pitches shall not be used before 09.00hrs and beyond 21.00hrs on any day. Additionally the astro pitch adjacent to the rear of Sydney Jones Court shall not be used before 10.00hrs on a Sunday or beyond 20hrs on any day.
 - The use of the Clubhouse/Function room should be limited to 09.00 to 0000hrs on any day.
83. Environment Agency – State that the Flood Risk Assessment (FRA) from Scott Hughes (Project No 2196 Issue 1 dated 13th May 2011) has demonstrated how surface water runoff can be managed with sustainable drainage. They indicate that the proposed development will only be acceptable if a planning condition is imposed requiring the submission of surface water drainage details based on the principles within the FRA.
84. Greater Manchester Police – Design for Security - The proposals are generally acceptable, there are some areas highlighted within the CIS that require further consideration:-

- Car parking arrangements on and around the site
 - Relationship between the proposed development and the surrounding footpaths
 - The security of site users and local residents will be dependent on implementation of robust management procedures and continued liaison with the neighbourhood policing team.
85. Transport for Greater Manchester – Have sent two letters, the first raises issues regarding:
- the accuracy of some of the information relating to public transport provision in the area including the frequency of weekday evening and weekend bus services.
 - A number of bus stops that could be upgraded as part of the proposal to ensure they are fully accessible to passengers. TfGM also believe that bus stops should be protected by the inclusion of bus stop clearways and suggest the consideration of match day parking restrictions to ensure pedestrian – vehicle inter-visibility and access to driveways is not prevented.
 - The submitted Transport Assessment does not make an assessment of the operation of junctions on the local highway network, it is therefore not clear what measures, if any, may be required to mitigate the impact of traffic generated by the development.
86. The second letter from TfGM responds to additional information provided by the applicant, this letter states:
- The travel plan makes an assumption that an increase in the average car occupancy rate will occur following the clubs relocation to Moston. Currently there are no specific measures in the travel plan that relate to car sharing.
 - It will be important that pedestrian routes to bus stops are inviting and do not discourage people from accessing the site on foot/by public transport.
 - The level of any contribution for bus stop improvements is a matter for the local planning authority to determine, they agree with the applicant that the two closest stops on St Marys Road, EB2216 and EB2217 would have the greater priority. They would prefer that all these stops be protected by bus stop clearways to enable buses to draw parallel to the kerb.
 - The consideration of the need for any new pedestrian crossing is a matter for Manchester City Council as the Local Highway Authority.
87. Environmental Health Contaminated Land Section –The Contaminated Land Section have reviewed the applicants Phase 1 Ground Contamination Desk Study which they consider to be adequate. The applicant has also submitted proposals for intrusive site investigations works, the Contaminated Land Section are in agreement with the submitted proposals. It is recommended that a condition is attached to any approval relating to the submission of the following information: Provision of a site investigation report; Provision of a final risk assessment; Provision of a remediation strategy; After completion of site works,

a verification report is required to validate that the work undertaken conforms to the remediation proposals received and agreed by this Section.

88. Street Management – Arboricultural Officer - The trees identified for removal are structurally unsound and diseased. There are therefore no objections to their removal. Suitable replacements should be planted within the site or surrounding area. All works should be implemented in accordance with BS3998 ‘Recommendations for Tree works’.
89. Greater Manchester Ecology Unit – Have no objections to the development on nature conservation grounds. Although the application is adjacent to Broadhurst Clough Site of Biological Importance (SBI) GMEU would not expect that the proposed development will have a significant impact on the SBI. The proposal to discharge surface water drainage into new ponds within the SBI is cautiously welcomed, providing that suitable measures are put in place on drains to prevent possible pollution of the ponds (e.g. silt traps, oil interceptors).
90. GMEU recommend –
 - That robust fencing remain in place between the application site and the SBI during the course of any development to prevent any encroachment into the SBI
 - That no tree felling or other vegetation clearance take place during the optimum period for bird nesting (March to July inclusive)
 - That measures be undertaken to control the invasive plant Japanese knotweed, which is growing on and close to the application site
 - That any external lighting be sensitively designed to avoid excessive lighting of the SBI
91. The local planning authority has received a further independent Bat Survey undertaken on behalf of a local residents association who object to the current planning application. This survey was forwarded to the City Council's ecologists at the Greater Manchester Ecology Unit who confirm that they do not question the results of the survey commissioned; they complement the findings of the survey submitted by the applicant in that they demonstrate that the application site is used by Pipistrelle bats for commuting and foraging. There is agreement between the two reports that there are no opportunities for bats to roost on the application site.
92. GMEU confirm that the relevant legislation protecting bats is the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. Both pieces of legislation protect bats and their roosting sites. Bat foraging and commuting habitats are not specifically protected, although they may be protected under a provision of the Regulations making it an offence to disturb bats.
93. GMEU state that if the loss of commuting and foraging habitat caused by the proposed development led to direct detrimental effects on the local population of bats then this could constitute a ‘disturbance’ offence.

94. In this instance the bat population recorded in both surveys uses the application site and the adjacent Site of Biological importance for foraging. The SBI provides much better habitat for bats (mature broadleaved woodland, wet grassland and ponds) than the application site, reflected in its designation for nature conservation. Pipistrelle bats typically use an area 2 km from the roosting site for foraging. If it is taken that the roost is close to the application site as stated in the objector's survey report then a 2km area would include large areas of alternative greenspace, including woodlands and wetlands, in the Moston Brook corridor, the SBI at Failsworth sidings, the nearby Cemetery and the Woodland at Boggart Hole Clough. The development will direct surface water drainage into water bodies in the SBI, resulting in more permanent open water bodies in the SBI and thus improving the value of the SBI for foraging bats.
95. GMEU conclude that it is unlikely that the loss of bat foraging and commuting habitats to the development will be sufficient to cause significant disturbance to the local distribution of Pipistrelle bats, as defined under the terms of the Regulations, because there are sufficient alternative foraging areas available.
96. GMEU do recommend precautions are taken with regards to bats, these are justified to avoid any level of disturbance to bats as much as possible, particularly with regard to lighting. They confirm their original comments regarding lighting, external lighting should be sensitively designed to avoid lighting of the adjacent SBI and areas of vegetation at the edges of the development site. Lighting should be time-limited so that it is used only within controlled times and when absolutely necessary.
97. Sport England - the proposal would increase the number of playing pitches on the site, as well as introduce ancillary facilities to serve the site which currently do not exist (e.g. changing provision, car park etc). The proposed clubhouse would accommodate changing facilities, equipment storage space, treatment room, meeting rooms and a function room. Such facilities would enhance the quality of the existing pitch site for users, which in turn can help in terms of attracting and retaining participants.
98. Sport England state the proposal represents a potential significant level of investment into sports facilities on the site. In quantitative terms the number of pitches would be increased, and new facilities such as the clubhouse would be introduced which would increase the quality and attractiveness of the sports facility. One senior size grass pitch would be lost, but this would be replaced by a full size AGP which has greater potential for hosting more games and training sessions. In combination, the proposed facilities would represent a significant enhancement of the sports facilities on the site and offer greater opportunities for participation in a range of sports. There is also a clear commitment to make the facilities available for community use, and the partnership agreement between FC United and Moston Juniors should ensure that the balance of use between the two football clubs and other community users is optimised, and that access to offsite pitches by Moston Juniors would be available if needed.

99. Taking all the above into account, the proposal is considered to be in accordance with exception policy E5 to Sport England's playing field policy. Sport England therefore do not wish to raise an objection to the planning application subject to conditions being imposed on any grant of consent relating to the quality of the completed pitches, details of the phasing of development and subject to a legally binding partnership agreement being signed between FC United, Moston Juniors and the Council.
100. Ramblers Association - The Association supports the provision of public rights of way and public open space to encourage and facilitate walking for both recreational and utility purposes. Although we are aware that the site is not designated as public open space within the Manchester UDP, it has, until it was fenced off, been regularly used by the general public for dog walking, recreation and access to other nearby areas of open space and parks.
101. The Ramblers Association view is that the application site should remain as open space for use by the general public. Moreover, as they understand it, this was the intention of Ronald Johnson, who bequeathed the land to be free for the use of the community, not just footballers.
102. The Open Spaces Society - Believe that there are covenants on this that restrict the type of buildings and development that can be allowed. Please ensure that the proposals do not breach the covenants, in particular the conveyance dated 1920 and indenture of July 1920.
103. The land is well used by local people and we object to the proposals as they will be excluded from part of the land and the amenity value and character of the area will be changed. The loss of open space will be detrimental to the public.

Community and Cultural Services (incorporating Leisure Services)

104. The Council's 2004 Playing Pitch Strategy identified a lack of adequate junior football facilities in the north area of Manchester. Moston Juniors FC in partnership with the Council have worked to address this inadequacy by developing high-grade junior football facilities from Ronald Johnson playing fields and as part of a phase one development in May 2008 levered in excess of £230,000 to improve the playing facilities on the site. The intention has always been to develop a second phase to this project to create high quality changing provision and all weather pitches facilities for use by the community.
105. The proposals submitted by FC United of Manchester and subsequent partnership between FC United, Moston Juniors FC and Community and Cultural Services supports the ambition for the second phased development of this site. Sport England, The Football Association and The Football Foundation, have indicated the potential for significant further investment to the development of this scheme. This potential investment is possible due to the significant outcomes deliverable through the proposals and due to the uniqueness of the partnership, described as a replaceable model nationally. These outcomes include:

- Bring in significant investment to Moston
- Bring a stronger football offer to Ronald Johnson Playing fields and the Moston Area
- Help to create strong, sustainable junior and senior football clubs within the area
- Create a pathway for junior players to senior football and potential professional football
- Create a sporting Hub for North Manchester
- Increase participation in sport
- Create new opportunities to participate in Athletics and Rugby as well as football.
- Increase volunteering opportunities in sport
- Improve sports coaching provision and create further coaching opportunities
- Increase employment opportunities

106. The Manchester County Football Association Local Area Data report 2010/11 identifies an overall decrease in the number of football teams playing in Manchester by 188. There has been a decrease of 6 adult teams, 41 youth teams, 29 mini soccer teams and 112 small sided teams. Both Manchester's Sports Policy and Sport England strategies seek to grow and sustain participation in sport and to support the development of talented athletes through various programmes. Additionally the ambition is to develop strong sustainable sports clubs in order to create a world class community sport system. Furthermore, the Football Foundation and Football Association are seeking to improve facilities, grow and retain the number of people playing football, raise standards, develop better players, run the game more effectively and develop the workforce. Given all of the above, Community and Cultural Services fully supports the proposals submitted by FC United.

North Manchester Regeneration Team

107 The North Manchester Strategic Regeneration Framework (SRF) is currently being refreshed to guide the ongoing transformation of North Manchester and focus for mainstream services, over the next 10/15 years. From the SRF flows the Irk Valley Local Plan, which provides the detailed priorities/actions for our green spaces throughout the area:

SRF:

108. - We want to maximise the usage/impact of publicly owned buildings/open spaces in our neighbourhoods, so residents can access a wider range of services for health, leisure, learning/skills and employment.
- We want to promote "Healthy & Active Lifestyles" through a number of ways, one of which is engaging more of our residents of all ages, in sporting activities and sports clubs for example, while also championing increased competitions and programmes in schools;

Irk Valley Local Plan:

109. For the Ronald Johnson Playing Fields area, it recognises the opportunity to develop this area for private sports use for club/schools, with a specific reference to Moston Juniors FC and St Mary's Primary School.
110. The proposals through FC United are consistent with the priorities for North Manchester, and are therefore supported from a Regeneration perspective. In terms of comments:
 111. They would want to maximise the use of the new facilities for the wider community/schools, for sport/education/community purposes;
 - They want to ensure that the build design/materials were sympathetic with the surrounding community;
 - They want to ensure that there are robust plans in terms of managing the flow of crowds, litter, traffic and parking;
 - They want to ensure that there are strong management arrangements in place where the local community can have an input to how the site is run.
 112. The Local Planning Authority has been contacted by the National Planning Casework Unit regarding this application. They have requested that a copy of this report be forwarded to them in advance of Committee but have not at this stage formally requested that it is not reported to the Committee meeting.

Environmental Assessment Screening

- 113 The application was subject to a screening opinion in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and circular 2/99 (The regulations). The screening was issued to the applicant on the 9th May 2011 and concluded that an Environmental Assessment was not required in this instance as the proposal is unlikely to have a significant effect on the environment.

Policy

Unitary Development Plan for the City of Manchester (UDP)

114. All of the UDP policies listed below are saved by the Secretary of State on the 27th September 2007, until the Unitary Development Plan is replaced by Core Strategy.
115. The application site is located within Area 1 of the UDP (Blackley, Charlestown and Moston). The site is not allocated for any particular use within the UDP. Lightbowne Road is designated as a major road environmental improvement corridor (policy E3.3) and a major recreational route runs through to the south of the application site (policy E3.4).

116. Part 1 of the UDP sets out the strategic city wide planning policies, there are a number of relevant policies to the consideration of the planning application and others have been raised in correspondence received from objectors, the policies are:
117. Policy H2.1 states the Council will encourage environmental improvements to make residential areas safer and more attractive. Consideration of the implications of this proposal in terms of safety are set out in more detail within the issues section of this report.
118. Policy H2.2 states the Council will not allow development which will have an unacceptable impact on residential areas. The matters which the Council will consider in coming to such decisions will include the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution. Consideration of the proposal in terms of residential amenity, noise, visual impacts and traffic generation are all considered in greater detail within the issues section of the report.
119. Policy E1.1 states the Council wishes to see substantial reductions in the level of air pollution much of which is caused by vehicles fumes. To achieve this the Council will:-
- a) promote public transport and cycling and improve conditions for pedestrians;
 - b) discourage the use of the private car for peak time trips to the City Centre and other major employment areas;
 - c) require all major new development to be located where it can be easily served by public transport.
- The proposals include a travel plan which seeks to reduce the reliance on the motor car to access the proposals and the site is in an accessible location in relation to public transport. The proposal is considered to accord with the principles of this policy.
120. Policy E1.4 states the Council will control noise levels by:- ensuring that new development involving high noise levels is not permitted where it would be likely to cause a nuisance to occupiers of nearby properties. Full consideration of the proposal in terms of the impacts of noise are set out in detail within the issues section of this report below.
121. Policy E2.1 advises that within the Green Belt as defined on the Proposals Map, planning permission will not be granted for development unless very special circumstances exist or unless the development is:
- the construction of new buildings for agriculture and forestry, essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it.
- A number of objectors have referred to this policy and that the proposals do not accord with it. The application site is not within the designated Greater Manchester Metropolitan Green Belt, this policy is therefore not material to the consideration of this application.

- 122 Policy E2.2 states permission will not normally be granted for development which would adversely affect designated sites of special scientific interest, sites of biological importance and geological interest and ancient woodlands. Consideration of ecology matters is set out within the Issues section of this report, however, the proposals are not considered to adversely affect a designated site of biological importance and are therefore in accordance with this policy.
123. Policy E2.4 states the Council will ensure that the effects upon wildlife are taken fully into account when considering development proposals. Consideration of ecology matters is set out within the Issues section of this report. The applicant has submitted an Ecology report alongside this application. The conclusions of that report and response from the local planning authorities specialist ecology advisers at the Greater Manchester Ecology Unit have been taken into account in the consideration of this application.
124. Policy E2.6 states the Council will prevent wherever possible the loss of existing trees and, in addition, will encourage extensive broadleaved tree planting schemes especially as a means to enhance informal recreational areas and to improve the appearance of built up areas. The Council supports the principle of the establishment of a community forest in the western part of the conurbation and will seek to ensure that it will bring benefits for the city's residents. Consideration of the proposals impacts on trees is set out within the issues section of the report. This concludes that the proposals are in accordance with policy E2.6.
125. Policy E3.3 states the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. Consideration of the proposals appearance is considered within the issues section of this report.
126. Policy E3.4 states the Council will create a network of safe and attractive major linear recreational open spaces by linking and making better use of river valleys, canals, disused railways and other appropriate areas of open space. The impacts of the proposal on open space is considered in more detail within the issues section of this report.
127. Policy E3.5 states the Council will promote measures, which will lead to a safer environment for all people living in and using the City. These measures will include:-
- a) ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas;
 - b) designing landscaping schemes so as to minimise the risk of attack;
 - c) that community facilities are located where they are easy and safe to get to;
 - d) providing safe places for children to play.

Consideration of the implications of this proposal in terms of safety are set out in more detail within the issues section of this report.

128. Policy L1.2 states existing outdoor sporting facilities and recreational areas will be protected from development unless appropriate replacement facilities can be provided in advance or it can be shown that adequate facilities exist within the local area. Opportunities will be taken to improve the range and quality of facilities, especially in inner areas of the city. The provision of all-weather pitches will be encouraged as a means to both extend and improve the quality of provision so long as this is consistent with the protection of residential amenity. New facilities should be located where they can be easily served by public transport.
129. Policy L1.5 The Council will seek to upgrade other parks and recreation areas, wherever possible making use of private sector finance, to provide safe, secure and attractive areas accessible to all which provide a range of recreational activities to suit different groups of people. In considering proposals for improving facilities or extending their range, the Council will ensure that the main function of the city's parks in providing open spaces for informal recreation is fully protected.
130. Policy L1.6 states the Council will encourage the provision of a good distribution of safe and attractive areas for informal recreation within easy reach for all people in the City and especially the provision of play spaces for young children where priority will be given to those housing areas which lack adequate private gardens.
131. Policies L1.2, L1.5 and L1.6 relate to the consideration of open space and recreation issues. Full consideration of these matters is set out within the issues section of this report. The proposals involve the provision and enhancement of existing playing pitches and the provision of a new high quality stadium facility. It is considered that the proposals are in accordance with these policies subject to a legal agreement (section 106) for Community use.
132. Policy T2.4 states that the City Council will expect developments to make adequate provision for their car parking requirements. In deciding whether the level of car parking associated with any development is acceptable, the Council will have regard to the environmental capacity of the site both in terms of the physical appearance of the car parking and its effect on neighbouring activities and also the ability of the local road network to accommodate the traffic generated by the proposed development. The application proposals incorporate the provision of on-site car parking provision for 160 cars and for the use of the stadium it is proposed that existing on-street car parking is to be utilised alongside dedicated off site car parking when certain attendances are expected. Full consideration of these matters is set out elsewhere within the issues section of this report, but on balance and ensuring the provision of adequate off site car parking through a legal agreement (section 106) the proposals are considered to be acceptable in terms of its car parking provision.

133. Policy T2.6 states the Council will expect adequate car parking provision to be made for disabled people so that they can get easy access both to existing and new facilities in the City. The application includes the provision of 8 disabled person car parking spaces within the site and additional provision on the existing Park car parking area. It is considered that the proposal accords with this policy.
134. Policy T3.1 states that the Council will ensure that the particular needs of both pedestrians and cyclists are catered for in new development schemes. The proposals incorporate provision for both cyclists and pedestrians through the provision for cycle parking facilities and pedestrian routes through the site. It is considered that the proposals accord with policy T3.1.
135. Policy T3.7 states the Council will encourage the provision of secure cycle parking facilities especially in the City Centre, local centres, bus and railway stations and park and ride facilities, major areas of employment and close to recreational and leisure facilities and educational establishments. The Council will expect major new developments to make adequate provision for secure cycle parking. The application includes the provision for secure cycle parking facilities and is considered to accord with this policy.
136. Policy DC22.1 states that in considering development proposals, the Council will have regard to the effect on existing pedestrian routes and will not normally allow development which would result in unacceptable inconvenience to local pedestrian movement. The application site does not contain any footpaths which are identified as definitive footpaths. However, the proposal allows for movement and routes to still be in place to allow pedestrian access between Lighbowne Road and St Marys Road; and between the application site and the adjacent areas of Bradhurst Park to its North and South. It is considered that there are suitable alternative routes within the proposal and it therefore is in accordance with policy DC22.1.
137. Policy DC26.1 states the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:
 - a. the effect of new development proposals which are likely to be generators of noise; and
 - b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.
138. Policy DC26.2 states new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

139. Policy DC26.3 states developments likely to result in unacceptably high levels of noises will not be permitted:
- a. in residential areas;
 - b. near schools, hospitals, nursing homes and similar institutions;
 - c. near open land used frequently for recreational purposes.
140. Policy DC26.4 states where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:
- a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;
 - b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or non-critical rooms within a building; and
 - c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission.
141. Policy DC26.5 states the Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.
142. Policies DC26.1, DC26.2, DC26.3, DC26.4 and DC26.5 all relate to developments and noise levels. The applicant has submitted a Noise Assessment and this has subsequently been re-issued following discussions with the applicant. Matters relating to noise are considered in detail within the issues section of this report where it is concluded that subject to the implementation of mitigation measures proposed by the applicant and restrictions on hours of use of the proposed pitches as set out by the Head of Regulatory and Enforcement Services the proposal accords with these policies.
143. The Unitary Development Plan also contains specific area based policies, these are set out within Part 2 of the plan. The application site falls within the Blackley, Charlestown and Moston area (Area 1).
144. Policy BM1 is the general policy for Area 1. It states that in deciding its attitude to proposals within Blackley, Charlestown and Moston, the Council will have regard to the general policies in Part 1 of the Plan in order to:-
- a. protect and improve the quality of the formal and informal open space;
 - b. retain the primarily residential character of the area;
 - c. improve the housing stock and housing environment;
 - d. provide adequate and accessible shopping and other community facilities for all members of the community, particularly those with special needs;

- e. increase accessibility to employment opportunities and shopping centres located outside the area.;
- f. maximise the benefits to the area of the proposed Manchester Outer Ring Road but in a way which is not damaging to the quality of life of established communities.

145. As is referenced in the consideration against the other policies within the UDP, the Emerging Core Strategy and its evidence base contained in the City Wide Open Spaces, Sport and Recreation Study the proposals are considered to improve and enhance the provision of formal recreational provision and therefore accord with policy BM1.

146. Policy BM4 states the Council will maintain and enhance the valley of Moston Brook as a recreational open space. A number of objectors to the proposal have referred to this policy, however the identified area of Moston Brook on the UDP proposals map does not include the application site. This policy is therefore not considered to be material to the consideration of this current application.

147. Policy BM5 states the Council will prepare, and subsequently implement, area development briefs intended to enhance the character and ecological value of the following areas:-

- a) Bailey's Wood and the Damhead Valley;
- b) most of Shackcliffe Green;
- c) Boggart Hole Clough;
- d) Nuthurst Road Park.

148. These are important open spaces which could be used more effectively to meet the needs of residents without damage to the local environment. A number of objectors to the proposal have referred to this policy, however the identified areas within policy BM5 as identified on the UDP proposals map does not include the application site. This policy is therefore not considered to be a material to the consideration of this current application.

149. Policy BM8 lists a number of sites identified for residential development. A number of objectors to the proposal have referred to this policy, however the identified areas within policy BM8 as identified on the UDP proposals map do not include the application site. This policy is therefore not considered to be a material to the consideration of this current application.

150. Policy BM14 states the Council proposes improvements for the safety of pedestrians and cyclists and to ease conflicts between road users at the following locations:-

- a) Gardeners' Arms roundabout at Hollinwood Avenue;
- b) junction of Rochdale Road/Victoria Avenue;
- c) junction of Blackley New Road/Old Market Street.

This policy has been referred to by a number of objectors however, the proposal does not involve improvements to any of the junctions referred to in the policy. Matters relating to highways are considered in more detail within the issues section of this report and whether there is a need for improvements to any of these junctions.

Other Material policy considerations

Emerging Core Strategy

151. On the 18th July Manchester City Council submitted its Core Strategy Development Plan Document to the Secretary of State for independent examination, following the Publication consultation stage in February and March this year. A hearing to examine the Core Strategy is due to be held in November 2011. It is considered that the policies contained within the submitted Core Strategy have undergone significant consultation and give a clear indication of the Council's future planning policy intentions, they therefore have some weight in the consideration of this planning application.
152. In terms of Open Space the Core Strategy indicates that North Manchester has a large amount of open space including areas of natural and semi natural space providing a network of green space along the river valleys. Good open space provides an essential asset in developing North Manchester's role as a high quality residential area.
153. The following policies within the submitted Core Strategy are considered relevant:
154. Policy SP 1 sets out the overall spatial principles. It states the key spatial principles which will guide the strategic development of Manchester to 2027 are: Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan; The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved.
155. As set out below, the proposals are considered to accord with the North Manchester Strategic Regeneration Framework and the Irk Valley Local Plan.
151. Policy EN 10 sets out the policy in relation to safeguarding Open Space, Sport and Recreation Facilities. It states the Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above 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 is identified as surplus for its current open space, sport or recreation function based on the standards above and the area priorities, 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.
152. Policy EN 11 relates to the Quantity of Open Space, Sport and Recreation. It states as opportunities arise, new open space, sport and recreation facilities will be created across Manchester. The Council will seek the provision of new open space, sport and recreation facilities, in particular where:
- a quantitative shortage of a particular use per head of population, including any expected increase of population created by the new development, based on the Open Space, Sport and Recreation standards, is identified in the local area;
 - where significant levels of development are proposed including strategic housing sites.
153. New open spaces should also be interconnected, to allow for better links for disabled people, pedestrians and cyclists both across and between sites and to enhance the biodiversity of the City.
154. Policy EN 12 relates to area priorities for Open Space, Sport and Recreation. It states 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:-
North area: ensure that new development will deliver improvements to the quality of existing provision.
155. Policies EN10, EN11 and EN 12 all relate to Open Space and Sport and Recreation matters. The application proposals are considered against the City Wide Open Spaces, Sport and Recreation Study in the 'Other material policy considerations' and the Open Space issues sections of this report below. The City Wide study has formed the evidence base for the development of the emerging Core Strategy development plan document and the policies contained within it, as detailed and discussed elsewhere in this report the proposals are considered to accord with the findings of that study for this part of Manchester.

Guide to Development in Manchester SPD (2007)

156. This Supplementary Planning Document seeks appropriate design, quality of public realm, facilities for; disabled users in accordance with the City Council's Design for Access 2 guidance, pedestrians, and cyclists. It also promotes a safer environment through Secure by Design principles, appropriate waste management measures, and environmental sustainability evidenced under BREEAM or other standards.

Sections of relevance are:

157. Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings

- should achieve a unified urban form which blends in with, and links to, adjacent areas.
158. Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contributes to the creation of a positive identity.
159. Paragraph 2.12 advises that buildings should front onto streets and areas of car parking and servicing should be situated to the rear, side of, or beneath the building with clear safe accessible footways leading to the main door.
160. Paragraph 2.14 advises that new developments should have an appropriate height having regard to the location, character of the area and specific site circumstances.
161. The proposals are considered to be in general accordance with the principles contained within the Guide to Development.
- North Manchester Strategic Regeneration Framework (2004)
162. The document defines the strategic context for the regeneration of North Manchester. It establishes key principles and objectives across the range of inter-related social, economic and physical issues affecting the area.
163. The Regeneration Framework sets out a strategy for Open Space in North Manchester. This strategy seeks to improve the image of North Manchester through a holistic approach to regeneration including the improvement of North Manchester's open spaces. This means investing in parks to support a much wider range of users.
164. In terms of Local Parks the Regeneration Framework states the importance of continued investment and good management of local parks. North Manchester has a number of local parks such as Broadhurst, Crumpsall and Nuthurst which play an important role in terms of local facilities and environmental quality. These require further investment and a higher standard of management in order to maximise their contribution to boosting the desirability and sustainability of the residential areas around them.
165. The Framework states that the south east area of Broadhurst Park is a valuable wildlife site where access is encouraged and enjoyed by many people.
166. The proposal will result in the provision of formal recreational pitches within the wider Broadhurst Park, with the provision of community access to them. In addition the stadium will provide a new high quality facility that will add to the overall mix contained within Broadhurst Park. It is considered that the application proposals are in accordance with the overall Strategic Regeneration Framework for North Manchester.

Irk Valley Local Plan (2010)

167. This Local Plan outlines a comprehensive strategy to realise the value of the Irk River Valley as an important natural landscape within North Manchester. It builds on previous studies and envisages all open space forming a regional park network, for the current and future community. It is integral to Manchester City Council's commitment to sustainable regeneration, supporting people and delivering Council's strategic objectives.
168. The application site lies within Area Action Plan 9 - 'Broadhurst Park and Lower Broadhurst Clough'. This Action Plan indicates that all the sites in this area need to be integrated in a more coherent manner to provide a district-level park facility. The well-established existing functions of each site should be enhanced further to realise this potential. The Plan states that this area should be seen as a key active recreation area, promoting sporting excellence.
169. The proposals will result in the enhancement of playing pitches within the wider Broadhurst Park and are considered to contribute positively to the overall provision of facilities within the Park. The proposals are considered to accord with the Irk Valley Local Plan.

City Wide Open Spaces, Sport and Recreation Study (2009)

170. Manchester City Council published its Open Space, Sport and Recreation Study in 2009. This study undertook an assessment of open spaces, sport and recreation facilities within the City Council boundaries in accordance with the requirements of Planning Policy Guidance Note 17 (PPG17) and its Companion Guide published in September 2002. The study forms part of the evidence base for the Local Development Framework (LDF) and the development of the Core Strategy Development Plan Document which will be the key spatial plan for Manchester.
171. The key aims and objectives of this study for Manchester are therefore to:
 - provide an understanding of local needs and aspirations;
 - undertake a full audit of existing open space, sport and recreation facilities;
 - develop local standards that when applied, will ensure that all residents can access broad range of high quality open space, sport and recreation facilities;
 - highlight areas where there is sufficient or over provision and identify areas where there are deficiencies in either the quantity and/or quality of provision;
 - provide clarity and reasonable certainty to developers and landowners with regards contributions to new open space, sport and recreation facilities or qualitative improvements to existing facilities through S106 agreements.
172. The study's conclusions for North Manchester are:
North Manchester is anticipated to see population growth and change in future years. This in itself will present a number of challenges in the delivery of open space including increased and changing demand and greater pressure on existing sites from development. Analysis of the existing provision and distribution of facilities highlights that key issues for this area are: despite high

quantities of provision, facilities are of poorer quality than in other area of the City; the quality of facilities for children and young people is noticeably poorer than in other areas; despite these quality issues, the overall levels of satisfaction are higher than in other areas of the City.

173. In light of the high quantities of provision and the even distribution of facilities in the North of the city priorities predominantly focus on qualitative improvements. Detailed consideration of the proposals in relation to Open Space and recreational provision are considered within the Open Space issues section of this report. However, the proposals are considered to accord with the conclusions and findings of the City Wide Open Spaces, Sport and Recreation Study.

The Regional Spatial Strategy (RSS) for North West England to 2021
(September 2008)

174. The Secretary of State has announced the intention to abolish Regional Spatial Strategies following Royal Assent of the Localism Bill. Until this time RSS still forms part of the development plan.
175. The Regional Spatial Strategy (RSS) for North West England was adopted in September 2008 and replaces the previously published Regional Planning Guidance (RPG13). The RSS provides a framework for development and investment in the region over the next fifteen to twenty years. The document sets out the framework for delivering sustainable development in the North West. There are a number of policies relevant to this development proposal within the RSS including the following:
176. Policy DP1 'Spatial Principles' outlines the main principles that underpin the RSS to which all other regional, sub-regional and local plans and strategies and all individual proposals, schemes and investment decisions should adhere to. These include to promote sustainable communities, promote sustainable economic development, make the best use of existing resources and infrastructure, manage travel demand, reduce the need to travel, and increase accessibility, marry opportunity and need, promote environmental quality, mainstreaming rural issues, and to reduce emissions and adapt to climate change.
177. Policy DP2 'Promote Sustainable Communities' states that building sustainable communities are places where people want to live and work. This is a regional priority in both urban and rural areas. Sustainable Communities should meet the diverse needs of existing and future residents, promote community cohesion and equality and diversity, be sensitive to the environment, and contribute to a high quality of life. In particular to this scheme, development should promote physical exercise through opportunities for sport and formal / informal recreation, walking and cycling.
178. Policy DP4 'Make the Best Use of Existing Resources and Infrastructure' explains that priority should be given to developments in locations consistent with the regional and sub-regional spatial frameworks, which include building

upon existing concentrations of activities and existing infrastructure, and sites that do not require major investment in new infrastructure, including transport, water supply and sewerage. Where this is unavoidable development should be appropriately phased to coincide with new infrastructure provision. Suitable infill opportunities within settlements should be utilised and sustainable construction and efficiency should be promoted.

179. Policy DP5 'Manage Travel Demand; Reduce the Need to Travel and Increase Accessibility' describes how development should be located so as to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally. A shift to more sustainable modes of transport for people should be secured, an integrated approach to managing travel demand should be encouraged, and road safety improved. It goes on to state that safe and sustainable access for all by public transport and to a range of services and facilities such as leisure facilities should be promoted. All new development should be genuinely accessible by public transport, walking and cycling, and priority will be given to locations where such access is already available.
180. Policy W7 goes on to outline that developments should ensure high quality, environmentally sensitive, well-designed tourist attractions, infrastructure and hospitality services, which improve the region's overall tourism offer, increasing the market share of attractions, meet the needs of a diverse range of people and are easily accessible by sustainable means, encourage and facilitate regeneration, harness the potential of sport and recreation, particularly the role of major sporting events and improve the public realm.
181. Policy L 1 states plans, strategies, proposals and schemes (including those of education, training and health service providers) should ensure that there is provision for all members of the community.
182. Policy EM 3 states strategies, proposals and schemes should aim to deliver wider spatial outcomes that incorporate environmental and socio-economic benefits by:
 - conserving and managing existing green infrastructure;
 - creating new green infrastructure;
 - enhancing its functionality, quality, connectivity and accessibility.
183. Policy RT9 requires local authorities to ensure that proposals and schemes for new development incorporate high quality pedestrian and cycle facilities.
184. It is considered that as detailed in this report the application proposals are in compliance with the principles outlined as set out in the RSS by virtue of the application sites location within the Manchester Inner Area, close to existing infrastructure including public transport and highway network, is in an accessible location and will provide improved and enhanced formal recreational facilities.

National Planning Policies

185. PPS 1 'Delivering Sustainable Development'

186. This document sets out the overarching planning policies on the delivery of sustainable development through the planning system.
187. Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development. The statement indicates that regeneration of the built environment alone cannot deal with poverty, inequality and social exclusion and that these issues can only be addressed through better integration of all strategies and programmes, partnership working and effective community involvement.
188. Good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development.
189. Integration with other strategies and programmes is considered elsewhere in this report but the proposal is considered to generally accord with PPS1.

PPG 2 'Greenbelt'

190. The document provides guidance on development within the Green Belt. The policy guidance on green belts is restrictive in nature for both the redevelopment of redundant/underused buildings as well as for wholly new development. The main characteristic of a green belt designation is its permanence with the most important attribute being its openness.
191. A number of objectors have raised matters relating to the proposal and national and local Green belt policy. The proposed application site is not located within the Greater Manchester Metropolitan Green Belt, policies contained in PPG2 (Green Belt) and the Unitary Development Plan relating to Green Belt are therefore, not material considerations to the current application.

PPS 9 'Biodiversity and Geological Conservation'

192. PPS 9 sets out planning policies on protection of biodiversity and geological conservation through the planning system.
193. The statement sets out the key principles that local planning authorities should adhere to ensure that the potential impacts of planning decisions on biodiversity and geological conservation are fully considered.
194. The applicant has submitted an ecology report and Bat survey report with the application and these matters are discussed in more detail elsewhere in the report.

PPG13 'Transport'

195. The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to:
 - promote more sustainable transport choices for both people and for moving freight;

- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
- reduce the need to travel, especially by car.

196. The applicant has submitted a Transport Assessment these matters are discussed in more detail elsewhere in the report.

PPG17 'Planning for Open Space, Sport and Recreation'

197. This document outlines how the planning system can help deliver: accessible, high quality and sustainable open spaces and sport and recreation facilities which meet local needs and prevent the erosion of such facilities from insensitive development or the incremental loss of sites. In considering planning applications - either within or adjoining open space, Local Authorities should weigh any benefits being offered to the community against the loss of open space that will occur.

198. In relation to stadia and other major developments, PPG17 states that planning permission for stadia and major sports developments which will accommodate large numbers of spectators, or which will also function as a facility for community based sports and recreation, should only be granted when they are to be located in areas with good access to public transport.

Planning Policy Statement No.23 Planning and Pollution Control

199. This note provides advice on the relationship between controls over development under planning law and pollution control legislation. It is particularly relevant to the redevelopment of contaminated land and lays particular emphasis on developments, which would have significant environmental benefits through the regeneration of land and the recycling of brownfield sites for new sustainable development.

PPG 24 'Planning and Noise'

200. This PPG gives guidance to local authorities in England on the use of their planning powers to minimise the adverse impact of noise. It outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities, which will generate noise.

201. The applicant has submitted a Noise Assessment report with the application and this matter is discussed in more detail elsewhere in the issues section of this report, however it is considered that the proposals comply with the guidance contained within PPG24.

PPS 25 'Flood Risk'

202. This guidance looks at how flood risk should be considered at all stages of the planning and development process. It details the importance of the

management and reduction of flood risk in planning, acting on a precautionary basis and taking account of climate change.

203. This site is not located within a flood zone area, however, it is now required for all development on sites over 1 hectare in size to include a Flood Risk Assessment as part of the planning application. The proposals are considered to accord with the guidance with PPS25.

National Planning Policy Framework

204. Members are aware that government are in the process of introducing a new National Planning Policy Framework (NPPF). Whilst not yet formally issued, regard has been had to this draft document which informs that there ought to be a presumption in favour of sustainable development and that proposals should be considered in the context of an up to date plans. These are matters which are covered in this report and it is believed that sufficient weight has been given to the NPPF.

Issues

Open Space

205. A number of objectors including the Ramblers Association and Open Space Society have raised issues regarding the proposal and the loss of open space on the site.
206. The site has historically been used for a number of recreational purposes both formal and informal. Historical maps submitted alongside the application show the application site accommodating a range of recreational facilities including tennis courts, bowling greens and the provision of Pavilions to the more recent uses including cycle track and formal football pitches and its associated fencing used by Moston Juniors FC.
207. The applicant has submitted a PPG17 Open Space statement. This statement provides an assessment of the proposal against the conclusions of the City Council's City Wide Open Spaces, Sport and Recreation Study finalised in 2009 which forms part of the evidence base for the submitted Core Strategy Development Plan Document.
208. The application site has been audited within the City wide study as predominantly an area of Outdoor Sports Facility with sections of the northern and eastern parts of the site audited as part of a local park, the element where the proposed stadium is located. Other areas of Broadhurst Park to the north of the application site are also audited as local park whilst the area of Broadhurst Park further to the south of the application site is audited as natural/semi natural open space. The playing pitches on the western side of Lightbowne Road also form part of Broadhurst Park and were audited within the City wide study as an area of Outdoor Sports Facilities.

209. The conclusions of the study whilst recognising there are deficiencies in Local Park provision in the north and west of North Manchester, indicates that the provision of City Parks in North Manchester means that overall park provision is relatively even with few deficiencies. The study indicates that the future priorities in North Manchester should be on qualitative improvements.
210. The City Wide study also confirms that there is a shortfall of Outdoor Sports Facilities in North Manchester when applying the local standard for provision set out within the Study. The applicant's submitted statement indicates that there is no identified shortage of grass playing pitches in Moston and that the proposals, which include improvements to the existing pitches and provision of a synthetic turf pitch, would meet the recommendations of the Study.
211. The application proposals incorporate a new landscaped public space with sitting and gathering points which will also allow pedestrian access through the site between St Mary's Road and Lightbowne Road. The applicant confirms that this space will be available for use for community events as well as providing a space for parents to watch their children participating in sports activities.
212. The proposal would result in the loss of part of the application site which was identified as forming part of a Local Park within the City wide Open Space, Sport and Recreation Study. However, the current proposals would result in the small loss of Local Park provision on the application site. However, Local Park provision would remain within the immediate area as that part of Broadhurst Park to the north of the application site would be unaltered as part of the current proposals.
213. The application proposals would create additional playing pitch provision on the site, and the applicant has also indicated that the proposal would result in the improvement of the quality of pitches on the site. The applicant has also confirmed that the proposal is a partnership with Moston Juniors Football Club, who currently use the grass pitches on the site, and will allow for both clubs to increase sports participation for all groups in the area to improve health and fitness, provide activities for young people and hold community events, competitions and school events. The applicant has indicated that they are willing to enter into a legal agreement (section 106) relating to the Community Use of the facilities on the site. It is considered that this will allow further extended access by members of the local community to the proposed facilities.
214. Sport England has no objections to the proposal subject to the imposition of conditions relating to: the submission of the technical details of the proposed natural turf pitches and the proposed artificial grass pitch; the submission of a Community Use Scheme to cover all sports facilities on the site and include details of pricing policy, hours of use, access by clubs and non club members, management responsibilities and include a mechanism for review; and, the submission of details for the phasing of development, including the provision of the sports facilities and playing pitches, and any temporary replacement playing pitch provision to protect and ensure the continuity of the existing use. The applicant has indicated their willingness for these matters to be conditions of any approval.

215. In this instance the loss of open space is considered acceptable and to accord with the recommendations of the City Wide Open Space, Sport and Recreation Study 2009, policy L1.2 of the adopted Unitary Development Plan for the City of Manchester and PPG17. The proposals will result in improved and extended playing pitch provision within North Manchester where there is an identified deficiency of outdoor facilities. The provision of a synthetic turf pitch in this location will provide a facility that will extend provision, subject to discussions in this report relating to impacts on residential amenity, in an area that has limited access to this type of facility. The provision of Community Use of the on site facilities secured through a legal agreement will ensure that the proposal benefits and allows access to the site by the wider local community.

Noise

216. A substantial number of objections have raised the issue of noise impacts as a result of the proposed stadium, pitches and synthetic turf pitch. The local planning authority has also been forwarded a copy of a document prepared by an Acoustic Consultant (Azymuth Acoustics) which provides a review of the applicants submitted Noise Assessment. This review was undertaken by an accredited Acoustician and the report indicates that it was commissioned by Residents United Residents Association.
217. The applicant has supplied a revised Acoustic Statement. This sets out an assessment of the potential noise impact of the developed site on the nearest noise sensitive properties. The statement explains the assessment undertaken by the applicant's acoustician which involved monitoring at the most noise sensitive periods during which the various activities on site could occur. The noise levels due to existing activities on site at the nearest residential properties were measured on a weekday evening and a Saturday afternoon, and background noise levels were measured on an early Sunday night / early Sunday morning. The assessment also comprises surveys of noise levels at the existing Bury FC stadium at Gigg Lane, during a FC United football match, to help inform the proposed development.
218. Environmental Health have reviewed the information provided and have undertaken their own acoustic measurements at the application site and at Bury FCs, Gigg Lane Football ground where the applicants currently play their home matches. They concur with the measurements provided by the applicants within the submitted Acoustic Statement.
219. It is acknowledged that the application proposals will introduce activities which will increase the perceptible noise environment in the locality of the application site at times when matches are to be played at the stadium and through the use of the community pitches and in particular the 3G pitch.

Noise from the proposed FC United Stadium during football match events.

220. The Head of Environmental Health notes that during match events, the actual affect of the noise levels experienced at the residential façade on St Mary's

Road would be, at times hidden below the general traffic noise, but then audible above traffic noise as the number, and variety of vehicles changes over a period of time. Further to this short periods of maximum noise levels, (scored goals, missed goals etc) produced by the spectators would clearly rise above the general noise level at the façade of the residential properties. Following an analysis of the Noise Assessment prepared by the applicant it is also confirmed that the impact of noise during match events upon some façades of Sydney Jones would be greater because the measured noise (L_{Aeq}) values at the rear of Sydney Jones Court would be generally just below that of the predicted stadium noise, and therefore stadium noise would be potentially greater. The effect on this premises would be particularly noticeable during evening matches.

221. It is concluded that for both of the nearest most likely noise sensitive premises to the proposed development (residential homes on St Mary's Road and the sheltered homes of Sydney Jones Court) that during match periods at the stadium internal noise levels within these properties with the windows closed would provide a level accepted as reasonable.
222. The period of these noise impacts will be limited to an estimated total period of approximately 2 hours fifteen minutes (to include pre-match start, the match period and a post match finish period). The applicant's acoustic report suggests that 20 Saturday/Sunday matches and 10 midweek evening matches will take place at the stadium. This appears a reasonable assumption based on previous years fixtures for the Club, although additional games may be played during the off season period.
223. After the consideration of the potential noise impacts of the proposed use of the stadium, the frequency, and the duration of events the proposal is considered to be acceptable in terms of noise and be in accordance with policies DC26.1, DC26.2,DC26.3, DC26.4 and DC26.5 of the adopted Unitary Development Plan for the City of Manchester.

Noise from the proposed Synthetic Turf pitches (three small pitches or single full size).

224. That part of the application site where it is proposed to site the 3 number community pitches is currently in use for football pitches and is used by Moston Juniors FC; this use takes place with unrestricted hours of use at present. However, the introduction of a floodlit synthetic pitch will intensify the use of this part of the application site. This intensification of use has been assessed as part of the submitted Noise Assessment.
225. The response of the Head of Environmental Health to the proposals acknowledges that the operation of the synthetic turf pitch would have some noise impact upon the rear facades of Sydney Jones Court. This is demonstrated in the submitted Acoustic Statement that identifies existing day time noise levels at the façade being lower than the predicted noise levels from the operation of the pitches. This would be particularly noticeable in the late evening when the measured existing noise levels at the facades are lower, and the potential for disturbance from the synthetic pitch is higher.

226. The applicant has included the provision of a 3m high Acoustic barrier fence alongside the synthetic turf pitch and that part of the Community Pitch number 3 to the rear of Sydney Jones Court. The installation of a 3 metre high, full length acoustic barrier is deemed to be necessary by the Head of Environmental Health to reduce the noise impact to a similar level to that which presently exist during day time. In addition it is recommended that there is a phasing of the use of the synthetic turf pitch. The recommended phasing is a cessation of activities on that part of the synthetic pitch closest to the rear of Sydney Jones Court at 2000 hrs to further reduce the noise impacts of the proposal on Sydney Jones Court. It is recommended that the remainder of the synthetic pitch would then operate until 2100hrs. The local planning authority also considers that the associated operation of the floodlights be phased in line with the use of the synthetic pitch. The applicant has submitted a plan that clearly indicates the 3 zones for this pitch and it is considered necessary to attach an appropriate condition to any approval for the phased use of this pitch in accordance with the hours recommended by the Head of Environmental Health.

Noise from externally mounted equipment/plant

227. The Head of Environmental Health is satisfied that the information provided by the applicant indicates that noise produced by external equipment/plant associated with the proposed development would be 5 dB below the existing background levels when measured at the nearest residential premises.

Noise from the use of the proposed function room/clubhouse

228. The Head of Environmental Health is satisfied that the information provided by the applicant indicates that noise levels emanating from the operation of the clubhouse/function room should be below the existing background levels when measured at the facades of the residential premises.

229. It is considered that matters relating to noise have been appropriately considered and that the mitigation measures proposed by the applicant and the hours of use of the synthetic pitch recommended by the Head of Environmental Health are acceptable. The Head of Environmental Health has confirmed that the noise levels predicted at the noise sensitive receptor premises will be compliant with the guidance provided within PPG 24 and would not give rise to a level of disamenity that would warrant refusal of the application. It is considered that the proposal accords with policies DC26.1, DC26.2, DC26.3, DC26.4 and DC26.5 of the adopted UDP .

Residential Amenity

Use of the proposed Community Pitches and Stadium

230. The proposed development will introduce a more intensive recreational use to an area that is currently used for informal and formal recreational purposes. The proposal will introduce floodlighting and noise from the activities that will take place on the external pitches and the stadium. The applicant has provided

supporting information relating to noise and lighting and these issues have been considered elsewhere in this report.

231. The applicant indicates that consideration of residential amenity issues has influenced the location of the stadium within the site directing development and activity towards the north western and eastern parts of the site away from St Mary's Road. Vehicular access to the site is from Lightbowne Road which directs vehicular movements into the site away from the residential area on St Mary's Road.
232. The use of the stadium for matches is estimated to be between 30 and 50 times a year and the community pitches will be in use regularly. The application site currently contains grass football pitches which operate without restriction on hours, albeit they are not floodlit, and it is noted that the cycle track towards the St Marys Road frontage of the site which is currently in a poorly maintained state has clearly been historically floodlit.
233. Given the proposals relationship to surrounding properties, that vehicular access to the proposal is taken from Lightbowne Road, the permeability of the site and the overall intensity of the use of the site the proposal is not considered to be so detrimental to neighbouring occupiers as to warrant a refusal of planning permission subject to the recommendations for conditions relating to hours of use of the pitches, floodlighting and inclusion of acoustic barrier and the event management procedures proposed by the applicant.

Use of Club House

234. The use of the proposed Club house as a Community facility and to hold other event, will result in additional comings and goings than is currently the case on site. The use of the Club house for such events will be outside of the use of the stadium for matches although the applicant has confirmed that it would be available to book and use 7 days a week. Vehicle access to the site will be from Lightbowne and pedestrian access is gained from a variety of points from both St Marys Road and Lightbowne Road. The entrance to the Club House is located centrally within the southern elevation of the proposed stadium. This entrance is approximately 70 metres from the rear of Sydney Jones Court and approximately 110 metres from the front of the nearest property on St Mary's Road. It is considered that the additional comings and goings generated as a result of the use of Club House will not result in unacceptable levels of disamenity to residential areas and is in accordance with policy H2.2 of the adopted Unitary Development Plan.

Other previous assessments of the site for development

235. Objectors have raised the issue of an Executive Committee report (June 2008) relating to site options for the development of the new Creative and Media Academy and the discounting of the application site due to several reasons which included: the impacts of noise, the site may have legal covenants protecting the open land; the use of existing open space which could not be replaced; the loss of existing open space; the numbers of pupils within the

locality and the level of resulting disamenity to local residents; there would be a need to replace existing playing fields. A site off Victoria Avenue was subsequently chosen for the Academy and this is now under construction.

236. That assessment appended to the Executive Committee report was undertaken at that time to consider the preferred location for a new Academy to replace North Manchester High Schools for Boys and Girls. This assessment was undertaken in the absence of a full planning application with accompanying survey information, was based on Council officer's appraisal at that time and against the proposed educational use in this location. Other sites were identified at the time of that assessment and these were deemed to be more suitable for an educational use. In addition the assessment against the loss of open space was taken at a time prior to the publication of the City Wide Open Spaces Sport and Recreation Study in 2009.
237. It is not considered that the conclusions of the Executive Report in relation to the use of a site at Broadhurst Park are applicable to consideration of a football stadium and associated training facilities.

Ecology

238. The applicant has submitted an Ecology Survey alongside the application. A number of objectors also raise matters relating to the ecology impacts of the proposal.
239. Circular 6/2005 advises local planning authorities to give due weight to the presence of protected species on a development site to reflect EC requirements. "This may potentially justify a refusal of planning permission".
240. PPS9 (2005) advises local planning authorities to ensure that appropriate weight is attached to protected species "Where granting planning permission would result in significant harm (local planning authorities) will need to be satisfied that the development cannot reasonably be located on any alternative site that would result in less or no harm. In the absence of such alternatives (local planning authorities) should ensure that, before planning permission is granted, adequate mitigation measures are put in place. Where significant harm cannot be prevented or adequately mitigated against, or compensated for, then planning permission should be refused."
241. PPS9 encourages the use of planning conditions or obligations where appropriate and again advises local planning authorities to "refuse permission where harm to the species or their habitats would result unless the need for, and benefits of, the development clearly outweigh that harm."
242. In this case the applicant's ecological survey identifies that there is one Local Nature Reserve (Boggart Hole Clough) located approximately 760 metres from the western boundary of the site. The Survey indicates that given the distances from the site no impacts on this designated site are predicted. The survey also identifies that there are three Sites of Biological Importance (SBIs) located within 1 kilometre of the survey area. The closest SBI is Broadhurst Clough SBI

located immediately outside of the southern site boundary. The majority of potential construction activities that would be associated with the proposals are located to the north of the survey area away from the SBI limiting the potential impacts on the SBI although appropriate site precautions are recommended. The proposal is not considered to have any impacts on the two other SBIs identified (the Railway sidings at Failsworth and Cledford Lane Lime Bed).

243. The Ecology survey indicates there are no records of protected species within the site. In addition no trees within the survey area were found to have features that could be used as roosting sites by bats. However, the hedgerows and trees on the north, eastern and western site boundaries were found to be significant commuting corridors for Common Pipistrelle bats. The site was also found to be being used extensively as a foraging area by bats, particularly along the eastern boundary and along the woodland edge outside of the southern site boundary.
244. The site contains some habitat with suitability to be used as foraging and refuge sites by common reptile species, however no records of these species exist within close proximity to the site.
245. The Ecology Survey also identifies the potential for birds to nest in the trees, scrub/shrubs and hedgerows on and adjacent to the site.
246. Two large stands and a number of smaller stands of Japanese Knotweed are located on the eastern site boundary.
247. The local planning authority has consulted with its specialist ecological advisors the Greater Manchester Ecology Unit (GMEU) regarding the application proposals. GMEU have also been provided a copy of an additional Bat Survey report undertaken for a local resident and submitted to the local planning authority as part of an objection to the application. They have provided a full response to the proposals which is set out within the consultations section of this report. It is concluded that:
 - a. Whilst it is recognised that the application site is adjacent to Broadhurst Clough Site of Biological Importance (SBI) GMEU would not expect that the proposed development will have a significant impact on this designated SBI.
 - b. It is unlikely that the loss of bat foraging and commuting habitats to the development would be sufficient to cause significant disturbance to the local distribution of Pipistrelle bats, because there are sufficient alternative foraging areas available.
248. GMEU make a number of recommendations including:
 - That robust fencing remain in place between the application site and the SBI during the course of any development to prevent any encroachment into the SBI
 - That no tree felling or other vegetation clearance take place during the optimum period for bird nesting (March to July inclusive)
 - That measures be undertaken to control the invasive plant Japanese knotweed, which is growing on and close to the application site

249. It is considered that the proposals will not have unacceptable impacts on protected species or on any designated sites of ecological value, the proposals therefore accord with policies E2.2, E2.3, E2.4 and E2.6 of the adopted Unitary Development Plan.
250. GMEU also recommend that any external lighting be sensitively designed to avoid excessive lighting of the SBI, and areas of vegetation at the edges of the development site. Lighting should be time-limited so that it is used only within controlled times and when absolutely necessary.
251. The applicant has provided a revised lighting scheme for the proposal and responses to their ecologists in relation to lighting. On the basis that the lighting scheme including floodlights has been designed to be lit to the standards required for health and safety, and also to minimise any impact on wildlife, as advised in the Bat Conservation Trust. It is also confirmed that floodlighting will only be used when necessary. It is considered that the lighting scheme in terms of impacts on wildlife are acceptable when taking into account the information provided by the applicant and the consideration of the timings of floodlights as set out within the 'lighting' issues section of this report and therefore accords with policy E2.6 of the adopted Unitary Development Plan for the City of Manchester.

Lighting

252. A number of objections have been received that relate to the impact of the proposed sports pitch and stadium floodlighting. The impacts raised include those on residential properties, and foraging and roosting Bats. Matters relating to Bats and the floodlighting have been considered within the Ecology section of this report although it is considered that the recommendations relating to the timings of the floodlights detailed below will also mitigate any potential impacts on commuting and foraging bats within the locality of the application site.
253. The applicant has provided a drawing prepared by a lighting specialist indicating the proposed levels of illuminance and light spillage from the floodlighting required around the Stadium and the synthetic turf pitch. An external lighting statement has also been submitted alongside the application this confirms the lighting as part of the proposal shall be designed to:
- c. Allow designated areas to be lit when the building is operational to provide safe passage of persons.
 - d. Certain areas will be controlled in a similar manner as above but with additional motion sensors.
 - e. Enhance security of the site by detecting and deterring unauthorised persons.
 - f. Provide illumination for CCTV.
 - g. Enhance the new building façade.
 - h. Limit local light pollution.
254. The application site is currently open and generally unlit, although the remnants of structures associated with floodlights of the cycle track on the site are in

evidence. Both St Marys Road and Lightbowne Road have street lights, with those on Lightbowne Road being situated within the central reserve.

Floodlights associated with the synthetic turf pitch

255. The application incorporates the provision of six 15 metre high columns with associated floodlights to the proposed synthetic turf pitch.
256. As detailed within the noise section of this report above it is considered necessary to attach conditions to any approval for the timings of the use of the synthetic turf pitch to mitigate against noise impacts on the neighbouring Sydney Jones Court and residential properties. It is considered that the control of the floodlighting of the synthetic turf pitch be undertaken in accordance with the recommended phasing of the hours of its use and ensure that lights to the pitch are switched off when they are not in use. It is considered that this will further reduce the potential for any lighting to cause a disturbance to the adjacent properties.
257. It is considered that the proposed flood lighting along with the proposed conditions restricting the times that pitch are to be illuminated, and a condition relating to the control of glare and lighting overspill are considered acceptable and would not give rise to a level of disamenity that would warrant refusal of the application.

Floodlights associated with the stadium

258. The application incorporates the provision of four 27 metre high masts with associated floodlights. These floodlights are required to light the stadium pitch for evening matches when required and have to comply with particular specifications of the league that football is played in.
259. The frequency of events when the use of the floodlights are required for a match is considered to be an important factor in assessing the acceptability or otherwise of this floodlighting. Information submitted with the application indicates that during the 2010/2011 football season 8 matches were played in the evening, although it is recognised that floodlights may be required for afternoon matches particularly during the winter months. This level of potential use of the stadium floodlights is considered to be acceptable alongside a condition being attached to any approval that they be switched off as soon as it is safe to do so following the conclusion of any match.

Other Lighting associated with the proposal

260. The proposals also indicate additional lighting within the car park area and external building lighting. Whilst this lighting is required during the period that the stadium, club house and other pitches are in use it is not considered that the impacts of this lighting would give rise to a level of disamenity to warrant refusal of the application.

261. The proposed lighting is considered to be acceptable subject to conditions relating to the timings of floodlights being switched off for the synthetic turf pitch and the floodlights associated with the stadium and therefore accords with policy H2.2 of the adopted Unitary Development Plan for the City of Manchester.

Highway Matters

262. A majority of objectors have raised the issue of car parking and traffic issues within their responses. In particular concerns include:

- The likelihood of inconsiderate and widespread car parking on residential streets during matches.
- That inadequate/insufficient car parking has been provided for the proposal.
- There are already problems associated with the use of the pitches by Moston Juniors FC and cars parking in the area.
- The impacts of increased traffic within the area including in terms of highway safety.

263. The applicant has submitted a Transport Assessment, draft Travel Plan and Parking Strategy alongside the application. In response to queries and questions raised by objectors and Highway Services and other consultees further technical responses have been submitted. All these documents have been assessed and fully considered and the full detailed response from Highway Services to the application proposal is set out within the consultations section of this report.

264. The application includes for the provision of an on-site car park with 160 spaces and 80 cycle parking spaces. A number of bus stops are located within the vicinity of the application site and there are new stops to be created on the Metrolink network at the Newton Heath and Moston Metrolink stop and also the stop at Central Park. It is considered that the application site is in an accessible location.

265. The application proposals incorporate the provision of a new vehicular access from Lightbowne Road and alterations to the central reserve to allow for right turning vehicles from the north bound side of the road.

266. The applicant has also indicated that they are willing to allow users of the adjacent bowling greens to utilise the on-site car park and for it to be used for parents picking up and dropping off from nearby schools to help alleviate existing problems on Nuthurst Road and St Mary's Road.

Parking Provision

Match Days

267. The applicant proposes that the existing highway network will be used for on-street parking to meet a large part of the stadium's parking demand. There are no objections by Highway Services to the assumption that car parking can be accommodated on Lightbowne Road, Moston Lane and Nuthurst Road. It is also

accepted that the applicants demands for car parking to service the stadium for matches can be met with a combination of on-site, on-street and remote car parks without significantly impacting on residential amenity subject to the appropriate measures being in place.

268. The applicant proposes the use of marshals and provision of information to supporters in order to mitigate against the potential for on-street car parking within nearby residential streets identified by the applicant as 'parking exclusion zone'. However, the marshals would not have any formal powers to enforce the parking exclusion zone and there would remain the potential for parking to occur on neighbouring residential streets. Highway Services have confirmed that there are already a number of Traffic Regulation Orders in place on these streets which will reduce the likelihood of inconsiderate car parking.
269. A number of the currently identified remote car parks may not be available for use as remote car parks at the time the proposals become operational, as such it is considered necessary that a section 106 legal agreement is entered into with the applicant to ensure that sufficient remote car parking is available to meet the demand over and above that which is available on-site and on-street. The provision of remote car parking should be subject to annual review or at other times if this is deemed necessary.
270. Whilst a number of objectors have indicated that there are car parking issues associated with the use of the existing pitches by Moston Juniors FC the provision of the on-site car park would help to alleviate those issues whilst also directing associated car movements from St Mary's Road and onto Lightbowne Road way from residential areas.

Highway network Capacity

271. Whilst the applicant has provided limited information relating to the demands that the proposal would put on the network, the stadium will only be in operation outside the peak network demand and it is therefore considered unlikely to generate congestion in excess of that experienced during the peak periods on the network.
272. Highway Services have indicated within their response the need for a traffic management plan and signage to ensure the effective movement of traffic and pedestrian movement before and after games to minimise congestion and maintain highway safety. It is also recommended that modifications will be required of the existing Traffic Regulation Orders to ensure that traffic flows are not affected during peak periods. The management plan should include provision for the monitoring of the timings of the junctions before and after matches. It is considered appropriate that the submission and approval of the management plan and signage be made a condition of any approval.

Highway Safety

273. The Local Highway Authority have checked their accident records and they broadly support the assertion made by the applicant in their technical notes that

the accident data is 'representative of the prevailing conditions'. The records reveal one accident involving a pedestrian in the last three years at this junction (Nuthurst Road/Lightbowne Road), which was classified as a slight injury.

274. In terms of the development it is expected that safe access to the site on match days will largely be facilitated through events management rather than the extensive upgrading of existing infrastructure. The Local Highway Authority recommend that the provision of a refined Events Management Strategy tackling traffic management should be a condition of any approval as should an offsite highway works condition, which will include works to improve pedestrian movement across Lightbowne Road. Highways Services envisage that these works would include the provision of an uncontrolled crossing point associated with the new access, which will require tactile paving, dropped kerbs and works to the central reserve,
275. The Local Highway Authority have indicated that the walking route identified from Lightbowne Road to Moston Lane is unlit. Whilst this is the case it is not envisaged that the frequency of the use of this route would be so great as to warrant the provision of lighting along its length.
276. It is acknowledged that the development will bring significant traffic to the area on match days and it will generate a large demand for on-street parking. These demands on the network will be outside of the peak period and the utilisation of off site car parks will spread traffic across the network. The greatest parking demands generated by the proposal on match days can be met through the use of the on-site, on-street and off-site car parks. However, it is considered necessary in order to make the proposal acceptable that a section 106 agreement is entered into with the applicant to ensure that any off-site car parks are appropriate and available and that appropriate conditions are attached to any approval relating to:
- Off site highway works condition which includes the need to review the existing Traffic Regulation Orders in the area and to undertake the necessary modifications to the highway.
 - An approved Travel Plan is required to be maintained at all times.
 - A comprehensive Parking Strategy is submitted and approved.
 - The submission of a developed Events Management Plan which will need to include a detailed Traffic Management Plan.

Crime and Anti Social Behaviour

277. A number of objectors have referred to the likelihood of the proposals giving rise to an increase in anti-social behaviour and crime in the area.
278. The applicant has submitted a Crime Impact Statement alongside the application. The consultation response from Greater Manchester Police Design for Security do not raise an objection to the proposals subject to the implementation of robust management procedures, continued liaison with the neighbourhood policing team, consideration of the car parking arrangements on and around the site, and the relationship between the proposed development and the surrounding footpaths.

279. The applicant has also submitted an Events Management Strategy, this details that the safety management team at FC United includes professionals from the event management industry as well as staff who have worked alongside Bury FC safety team for over six years on matchdays. The applicant intends to employ a matchday safety officer and trained safety stewards. All safety and security staff will be supported by an ongoing programme of training and development relevant to the needs of the individual and the facility.

280. It is considered that the applicant has provided adequate details at this stage relating to the management of events of the stadium in relation to safety and security which includes details for ongoing liaison with the Police.

Trees

281. The proposal involves the removal of a number of trees on the application site in order to facilitate development. The City Council's Arborist is content with the proposed tree removals as part of the scheme subject to the delivery of a scheme of suitable replacements plus the addition of a further 10% above those removed. The applicants submitted Tree Survey and proposed landscape drawing indicate that 10 trees would require to be removed and approximately 48 new trees would be planted as part of the sites landscaping scheme.

282. It is considered that the application is acceptable in terms of its impacts on trees within the site and accords with policy E2.6 of the adopted Unitary Development Plan for the City of Manchester.

Visual Impact

283. The application proposals will alter the current character of the application site which is one of a visually open nature albeit framed within substantial established boundary hedges and trees on its Lightbowne Road frontage and trees lined along the St Mary's frontage of the site. There is fencing within the site associated with the playing pitches used by Moston Juniors FC and the remnants of floodlights in the form of lighting columns adjacent to the unmaintained cycle track. To the north of the application site are buildings associated with St Marys Primary School and the Broadhurst Park Childrens Centre, whilst to its south east is Sydney Jones Court and the residential properties on St Mary's Road.

Stadium

284. The stadium is proposed to equate to a similar height to a two storey dwelling house and has been sited to be away from adjoining residential properties. The height of the stand nearest to adjacent dwellings on St Marys Road is approximately 7.5 metres in height and is at distance of approximately 43.5 metres from the frontage of the nearest dwellings. This is considered not to have any undue loss of light or have an overbearing appearance to those occupiers or any other nearby residents. The main entrance to the Club House is situated centrally within the southern elevation of the building and provides a

focal point to the proposal. This part of the stadium forms the highest point of the built form which is considered to be visually appropriate in this location. Its height at this point is approximately 10 metres.

285. The proposed stadium is of a differing scale and mass to the buildings within its vicinity although the visual impacts of this will be reduced by virtue of its siting within the site away from St Mary's Road as well as by the existing and proposed trees. The associated floodlights are proposed to be installed on 27 metre high columns and are the tallest structures proposed on the site. The visual impacts of these columns will be reduced by existing and proposed trees on the St Mary's Road frontage although due to the height of the columns they will be a visible feature of the proposal.
286. It is considered that the visual impacts of the proposed Stadium have been reduced as a result of the siting of the stadium within the site away from the nearest residential properties. The visual impacts of the proposal will be further reduced by the existing and proposed trees and are therefore considered to be acceptable in this location.

Acoustic fence

287. As detailed within the noise section of this report a timber close boarded acoustic fence of 3 metres in height is required in order to mitigate against the potential for noise disturbance from the use of the synthetic turf pitch. It is proposed that this barrier will be erected part way along eastern boundary of the application site to the rear of Sydney Jones Court. In addition to the 3 metre high acoustic barrier a further 1.5 metre high ball stop netting will be erected atop of the acoustic fence. This acoustic fence forms a part of the overall boundary fencing to the community pitches.
288. The acoustic fence is between 10 and 12 metres from the rear of Sydney Jones Court, in one location this distance falls to approximately 7 metres. A further boundary fence is situated to the rear of Sydney Jones Court additionally there are also substantial trees and shrubs between the application site and the existing boundary fence reducing views from and to rear windows at Sydney Jones Court.
289. Whilst the acoustic fence will be viewable from rear first floor windows at Sydney Jones Court the visual impacts of this are not considered to be so great as to warrant a refusal of the application.

Associated Pitch Fencing

290. The proposed community pitches are enclosed by boundary fencing this fencing is predominantly a weld mesh paladin fence type 3metres in height. The fencing type differs at the Lightbowne Road goal end of the synthetic turf pitch in this location the 3 metre high weld mesh fence is accompanied by a 1.5metre high ball stop netting above to give an overall height of fence and netting of 4.5 metres. This height of fencing is considered necessary given this pitches

orientation to Lightbowne Road and the need to ensure that footballs do not go onto the adjacent highway.

291. The weld mesh paladin fence type is commonly used across the city and is considered to provide a good level of visual permeability through the site.
292. It is considered that the proposal will introduce a built form and its associated structures onto the site. However the proposals have been designed and sited to reduce the visual impacts on nearby properties. It is considered that the proposal will not give rise to unacceptable visual impacts on nearby properties or premises.

External Appearance and Design

293. The new stadium and club house have been designed to have a contemporary appearance that follows the overall design rationale and aims for the Club. Although the functional requirements of such a facility have dictated certain elements of the design, including safety and security, the applicant has indicated that the intention was to create a distinctive style that makes this site different to other small stadiums in and around the City. The Design and Access Statement lists the design criteria for this development, which includes; to create a landmark development which makes a visual statement which identifies this as the home ground of FC United, to create a facility which will likewise be identified by the local community as belonging in this location, to create a sense of arrival and anticipation that enhances the quality of experience when visiting the site, create an attractive site with buildings and space using high quality materials that are durable enough to withstand large amounts of visitors at one time, ensure accessibility for all so that anyone regardless of their disability can access, use and enjoy the site, design spaces that ensure the safety and security of all site users, and create a sustainable facility which will incorporate the most efficient use of energy in construction and use.
294. The use of contemporary materials will also add to the overall quality of the appearance of the development, the palette of materials will be simple to meet the Club's requirements and branding.
295. The club house has been designed to reinforce the aim that this part of the stadium is used as a Community Facility with large areas of glazing to the front and a large central covered street which provides transparency from the entrance to the main pitch. The treatment of club house in terms of materials will include facing brick, render, large areas of glazing, timber cladding, and steel louvers at the roof level.
296. It is considered appropriate that a condition be attached to any approval for the submission of samples of all the proposed materials, to ensure high quality materials are used to compliment the contemporary design.
297. The submitted drawings indicate that the proposal would comprise an element of signage associated with the use of the site. It is also considered that there

would be a requirement for additional signage across the site. It is considered appropriate that a condition be attached to any approval relating to the submission and approval of a signage strategy for the site.

Landscaping

298. The design and access statement accompanying the planning application, indicates that the landscaping of the site includes both hard and soft elements. The main hard elements of this scheme are for the access and circulation around the stadium and adjacent pitches. Surrounding this is the soft boundary design with the retention of existing trees and hedging and the planting of additional trees and hedging. The long term maintenance and management is a consideration of the design. The maintenance of the landscaping will be undertaken to ensure an attractive appearance through the year. Indicative locations for public art features are indicated on the site layout plan. It is the intention of the applicant to involve club members and the local community in the design of these features. It is considered appropriate to attach a condition to any approval for the submission of details of these features for approval.
299. The proposed landscaping and public realm areas for this development are considered to be of a good quality to enhance the new community space that people will be able to use and enjoy. Therefore, as such the proposals are considered to be acceptable.

Status of the Land

Charitable Land

300. A number of objectors have raised the issue that they believe the application site to be held under Charitable Trust for the recreational use of residents of Manchester prohibiting the type of development currently proposed. Whilst this is not a material planning consideration or one that would prevent approval of the current application, the City Solicitor is satisfied that the land is not held under a charitable trust.

Covenants

301. Corporate Property Services has also confirmed that the City Council as Freeholder of the land is aware of the restrictive covenants affecting the land and these have been noted. The City Council will have full regard to the restrictive covenants through it's decision making process when determining whether to grant a lease of the land to the applicant.
302. It is not considered that the existence of covenants on the land is one that prevents the City Council as local planning authority from issuing a decision on the current proposals before it. The issue of covenants is a separate legal matter for the applicant to resolve and is not a material consideration for this Committee.

Greenfield Site

303. A number of objectors have raised the issue that the site is a Greenfield site and other brownfield sites should have been identified for the proposal.
304. There is no requirement in local or national planning policy for an applicant to undertake a sequential test of other sites in relation to the proposed type of development and use.
305. The applicant has received planning consent for a new stadium elsewhere in Manchester at a site on Ten Acres Lane in Newton Heath and this consent is still extant. However, they have also indicated within their submission that this site is no longer a viable option to them.
306. As such the City Council as local planning authority is considering and assessing the current proposals on the application site on its merits. As considered within the Open Space section of this report the loss of Open Space is considered to be acceptable in this instance.

Rights of Way

307. Information provided by Highways Services indicates the only definitive field footpath is to the south outside of the application site, this footpath runs from Lightbowne Road to St Mary's Road and is unaffected by the proposals. However, the Head of Highway Services advises that a formal closure procedure should be undertaken for the desire line crossing the site that provides access from St Mary's Road to Broadhurst Park. This is not on the definitive map, however it is used by local residents and school children and therefore the applicant should be advised that they should seek for the avoidance of doubt closure or diversion under s247 of the Town and Country Planning Act.
308. The proposal incorporates pedestrian routes across the site in east – west direction and also allows for pedestrian movements between Lightbowne Road, St Mary's Road and the area of Broadhurst Park to the north of the application site.
309. Whilst the proposal will involve the removal of a pedestrian route across the site, it is considered that there is an acceptable convenient alternative route provided by the proposal. The application is therefore considered to accord with policy DC22.1 of the adopted Unitary Development Plan for the City of Manchester.

Community Use

310. The applicant has submitted a Community Use statement as part of the application. This outlines that the proposal is a partnership between FC United, Moston Juniors FC and Manchester City Council to develop a new community football ground and community hub incorporating the stadium, community club house, catering facilities, classroom, changing facilities, new artificial pitch and the retention of two junior grass pitches.

311. The applicant states that the proposals will allow FC United and Moston Juniors FC and other sports providers to increase sports participation for all groups in the area to improve health and fitness, provide activities for young people, hold community events, fairs, competitions and schools events. The Community and Cultural Services Department have confirmed that it has been agreed that there will be no loss of access to pitches by Moston Juniors FC as a result of the development and that access to the artificial pitch will be outlined in the partnership agreement.
312. The Club House is proposed to form part of the non-sport community facilities on the site and has the ability to cater for a range of activities, this could include meetings for local community groups, dinner dances, pre-school provision, education, training, and advice and drop in sessions. It is understood that it will not operate solely as a public house or a bar.
313. The applicant outlines within the submission a range of activities they have undertaken in terms of community provision and commitments in relation to reducing any nuisance and disturbance.
314. It is considered that the proposals will deliver a range of opportunities to enhance community use of the site both in terms of sporting and non-sporting events. This provision alongside the continued use of the site by Moston Juniors FC is considered to be an important element of the proposal particularly in relation to harm caused by the loss of open space. As such it is considered necessary that the provision of Community Use of the proposals be secured through a section 106 agreement and a draft Heads of Terms have been agreed in principle and are appended to this report. These will form the basis of the formal agreement should members be minded to approve the application. The applicant has indicated their agreement to this approach.

Accessibility

315. The submitted Design and Access statement details the principles and design criteria that have been applied to ensure that access for all is central to the proposals. The Planning Statement confirms that the scheme has been designed to meet the requirements of the City Council's Design For Access 2 document applicant. Additionally the applicant has also submitted within the Events Management Plan details of its policy relating to its commitment to disabled supporters. The proposal is considered acceptable in terms of accessibility.

Sustainability

316. The applicant has provided a sustainability statement alongside the application. This indicates that a minimum of 20% of the yearly energy consumption of the proposal will be provided by the use of air source heat pumps. The proposal will also incorporate:
- i. lighting control including occupancy and absence detectors;
 - j. Mechnaical ventilation fitted with heat recovery devices;

- k. The use of renewable air source heat pump technology supplying underfloor and fancoil heating, domestic hot water and cooling;
- l. Energy efficient controls; and,
- m. Minimise water consumption.

317. It is considered that a satisfactory standard of sustainability is being achieved.

Other matters raised in correspondence

Coal Mines

318. The application site is within the Coal Authority's area of standing advice which is that the proposed development lies within a coal mining area which may contain unrecorded mining related hazards. If any coal mining feature is encountered during development, this should be reported to The Coal Authority . Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires the prior written permission of The Coal Authority. The applicant has indicated within the submitted Phase 1 desk study that the footprint of the proposed building on the site lies outside of the area of known worked coal seams. It also indicates that there is no recorded subsidence in the area of the workings. The applicant will be advised of the the Coal Authority's Standing Advice in the form of an informative attached to any approval.

Vibration

319. The proposal is to be accessed by vehicles from a new access to be created on Lightbowne Road. Vehicle movements including servicing vehicles will be via this access and both St Mary's Road and Lightbowne Road are roads which experience large numbers of vehicular movements including Buses and other larger vehicles and as such vibration from vehicles accessing the proposal is not considered to give rise to unacceptable impacts on nearby residential properties.

Air Pollution

320. A number of objectors have raised issues relating to an increase in air pollution as a result of the proposal and increases in traffic as well as the impacts of vehicle fumes on health. Whilst the proposal will result in an increase in the number of motorised vehicle movements, the site is considered to be well located in relation to public transport. There is a degree of separation between the on site car park and residential properties on St Mary's Road including the road itself. It is not considered that this matter is sufficient enough to warrant refusal of the application.

Future Expansion of the Stadium

321. A number of objectors refer to the potential expansion of the stadium in the future if the club are successful. The current application is for a stadium of a capacity for 5000 people. However, any future plans for expansion of the

stadium would be subject to future planning applications and these would be considered and assessed at the time of submission on their merits and against the relevant planning policy background.

Litter

322. The applicant has submitted a Waste Management Strategy and further information relating to waste within the Event Management Plan. This sets out the detail of the applicants intended areas of litter picking as well as overall consideration of dealing with waste generated by the proposal. The applicant indicates that they are committed to being good neighbours to the surrounding residential and employment uses and have set up management procedures which ensure this is the case. These include the management of litter collection by stewards in and around the site. It is indicated that this has been effective at Gigg Lane where the club currently play their home matches.
323. Environmental Health are satisfied with the general principles set out within these two documents but request additional clarity on the specific streets to be covered by any litter picking. It is considered appropriate to attach conditions to any approval relating to the submission of more detailed waste management procedures in addition to the information already submitted within the waste management strategy and Event Management Plan.

Other Matters in response to Councillor queries

324. Questions have been asked regarding funding and lease agreements for the site. These matters fall outside of the planning process and are therefore not material to the consideration of this application. However, these questions have been forward on to the relevant bodies.
324. A number of comments have been raised regarding what would happen to any stadium and site if FC United ceased to exist. The City Council's Community and Cultural Services department have confirmed that if this were to occur they would commit to work with partners from the sporting world to ensure this site's viability.
325. The applicant has confirmed that fans will be assisted into the ground by Marshals around the site including on St Mary's Road. These traffic marshals will dissuade supporters from parking on St Mary's Road and its confines as detailed within the submitted Event Management Plan.
326. The applicant has confirmed that they will establish a Community Forum which will meet regularly during each year to deal with any problems that might be caused by the running of the site. This will include involvement of partners: local schools; local residents' associations; local councillors and other community groups who may have an interest. The mechanism for this can either be through a section 106 agreement or through the Partnership agreement with the City Council and Moston Juniors FC.

328. The applicant has confirmed that the Club House will operate and be open to accommodate the demand for its use, this would be subject to restrictions on its operating times as recommended by the Head of Environmental Health.
329. Highways Services, the applicant and the Community and Cultural Services department will review funding opportunities to see if they can bring forward works to provide disabled bays on Lightbowne Road for the adjacent Cemetery as part of the scheme.

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 Committee 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 Unitary Development Plan, the Head of Planning 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 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. He believes that any restriction on these rights posed by the **approval** of the application is proportionate to the wider benefits of **approval** and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation and Conclusion

The Head of Planning therefore recommends that the Committee are **Minded to Approve** planning application **096289/FO/2011/N1** relating to the erection of sports stadium (capacity circa 5000), club house, sports pitches and associated car parking and landscaping **subject to the signing of a section 106 agreement to include for Community Use of the site, the production, monitoring and review of a Travel Plan, and the provision and availability of use of off site car parking provision** for the reasons set out in this report and summarised in the following conclusion.

It is acknowledged that this application has generated significant interest and this includes concerns from the local neighbourhood. Having considered all the issues raised, it is believed that the proposals would provide high quality formal recreational facilities on a site which has historically been utilised for recreation both for formal and informal recreation. The facilities have the real potential to enhance sporting provision and enable greater access for the community within Moston and **this part of the City**.

Whilst there would be some impact arising from the development it is considered that the proposal has been sited to reduce the visual impact on the surrounding residential area. Following careful consideration it is also believed that the proposal along with the inclusion of the proposed mitigation measures will not give rise to unacceptable impacts on adjacent properties either through noise, light or traffic for

the reasons set out in this report. The proposal will not impact on European Protected species so as to disturb them within the meaning of the 1994 Regulations.

The proposal is considered to accord with policies H2.2, E2.2, E2.3, E2.4, E2.6, DC22.1 DC26.1, DC26.2,DC26.3, DC26.4 and DC26.5, L1.2 of the adopted Unitary Development Plan for the City of Manchester and national planning policy contained within Planning Policy Statement 1 (PPS1), Planning Policy Statement 9 (PPS9), Planning Policy Guidance 13 (PPG13), Planning Policy Guidance Note 17 (PPG17), Planning Policy Statement 23 (PPS23), Planning Policy Statement 25 (PPS25), and the North West of England Plan - Regional Spatial Strategy to 2021) which are summarised in the body of the report, and there are no material considerations which outweigh the benefits of the proposal.

Conditions:

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 unless otherwise agreed in writing by the City Council as Local Planning Authority:

The drawings numbered :

SP_90_009 Rev 131 received via email on the 18th October 2011.
EL_20_002 Rev 129; EL_20_004 Rev129; SE_20_003 Rev 129; SP_90_010 Rev 129; UKS6717/12; DT(97) 002 Rev 129; DT (97) 001 Rev 128; DT (97) 001 Rev 128; all date stamped as received by the local planning authority on the 5th October 2011.

EL_20_003 Rev 114; EL_20_001 Rev 114; PL_20_004 Rev 114; PL 20_001 Rev 114; PL_20_005 Rev 114; SE_20_002 Rev 114; PL_20_002 Rev 114; PL_20_006 Rev 114; SP_90_002 Rev 114; LSM/101/A28/D01; LSM/101/A28/D02; LSM/101/A28/D03; LSM/101/A28/D04; LSM/101/A28/D05; SP_90_001 Rev 114; all date stamped as received by the local planning authority on the 17th May 2011.
PL_20_003 Rev 114 date stamped as received by the local planning authority on the 16th May 2011.

Documents:

The Design and Access Statement, the Planning Statement, the Waste Management Strategy all prepared by Kath Ludlam Associates; Arboricultural Survey prepared by Lowther reference LSM/101/A28/AW; Crime Impact Statement prepared by GMP Design for Security; Environmental Standards Statement prepared by Scott Hughes; PPG17/Open Space/Sport England Policy Analysis; Ecological Assessment prepared by JW Ecological;External Lighting Statement prepared by BCM; Sustainability Statement prepared by BCM; Flood Risk Assessment prepared by Scott Hughes all date stamped as received by the local planning authority on the 17th May 2011; Transports Assessment with travel plan and parking strategy July 2011 document reference JRB/11076.01.07.11

Phase 1 Desk Study prepared by Scott Hughes date stamped as received by the local planning authority on the 16th May 2011.

Noise Assessment prepared by AEC reference P2260/R3/AJT date stamped as received by the local planning authority on 10th October 2011.

Second Technical Response to Highways Consultee Comments prepared by Singleton Clamp and Partners; Third Technical Response to Highways Consultee Comments both date stamped as received by the local planning authority on the 5th October 2011.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies H2.2, T2.6, T3.1 and T3.7 of the Unitary Development Plan for the City of Manchester.

3) Notwithstanding the annotations on the approved drawings, construction of the works hereby approved by this permission shall not take place until samples and specifications of the materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies H2.2 of the Unitary Development Plan for the City of Manchester .

4) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied, unless otherwise agreed in writing with the City Council as Local Planning Authority. 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 H2.2, T2.4 and T2.6 of the Unitary Development Plan for the City of Manchester.

5) Prior to the commencement of the use of the development hereby approved, a fully detailed Car Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. The management of the car parking at the site shall be fully implemented in accordance with the approved strategy, unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - To ensure that a satisfactory car parking management strategy is implemented for the development that respects the highway network and residential amenity of the area in accordance with Policies H2.2, E1.1, T2.4 and T2.6 of the Unitary Development Plan for the City of Manchester.

6) Prior to the commencement of the use of the development hereby approved, a fully detailed Event Management Plan shall be submitted to and approved in writing by the local planning authority. The Event Management Plan shall also include a detailed Traffic Management Plan. The management of Events shall be fully

implemented in accordance with the approved strategy, unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - To ensure that there are satisfactory event management procedures in place for the development in order that the development respects the highway network and residential amenity of the area in accordance with Policies H2.2, E1.1, T2.4 and T2.6 of the Unitary Development Plan for the City of Manchester.

7) Prior to the use of the development hereby approved for any large scale non sporting events, full details of the proposed event including the nature, the proposed hours, the expected number of visitors and the proposed car parking arrangements shall be submitted to and approved in writing by the City Council as the Local Planning Authority. The event shall then be operated in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason - To ensure that a satisfactory strategy is implemented for the development that respects the highway network and residential amenity of the area in accordance with Policies H2.2, E1.1, T2.4 and T2.6 of the Unitary Development Plan for the City of Manchester.

8) The development hereby approved shall not be used for FC United football matches or other large scale events on the same date or time as Manchester City FC home matches or other large scale events at the Sportcity complex, unless otherwise agreed in writing by the City Council as the Local Planning Authority. A written strategy for the coordination between FC United and the Sportcity Manager over arrangements during match days to avoid clashes with events at Sportcity shall be submitted to the Local Planning Authority prior to the first operation of the development. The development shall then be operated in accordance with these approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason - In order to minimise the peak demand within the area and to ensure the availability of remote car parks within the area, pursuant to Policies H2.2, E1.1, T2.4 and T2.6 of the Unitary Development Plan for the City of Manchester

9) No development shall take place until details of any necessary off site highways works and/or traffic regulation orders have been approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details.

Reason - In the interests of highway safety, pursuant to Policies E3.5 and H2.2 of the Unitary Development Plan.

10) Prior to the first use of the hereby approved development details of a Travel Plan Strategy, implementation and monitoring of effectiveness shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the occupants of the site will adopt to secure the objectives of the Travel Plan Strategy. Additionally, the Travel Plan Strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the Travel Plan Strategy and its implementation remain effective. The

results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified to improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented.

Reason - In accordance with the provisions contained within Planning Policy Guidance Note 13.

11) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with the approved drawings. The approved space and 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 Policies T3.1, T3.6 and T3.7 of the Unitary Development Plan for the City of Manchester.

12) The development shall be undertaken in accordance with the submitted hard and soft landscaping treatment scheme as set out on drawing reference SP_90_010 Rev 129 date stamped as received by the local planning authority on the 5th October 2011. 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, unless otherwise agree in writing by the City Council as local planning authority.

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 H2.2, E2.6 and E3.5 of the Unitary Development Plan for the City of Manchester.

13) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the drawings numbered SP_90_010 Rev129 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 E2.4 and E2.6 of the Unitary Development Plan for the City of Manchester.

14) All tree work carried out during the construction of the development hereby approved should be carried out in accordance with British Standard BS 3998 "Recommendations for Tree Work", unless otherwise agreed in writing by the City Council as 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, pursuant to Policies E2.6 of the adopted UDP for the City of Manchester.

15) No tree felling or pruning works or vegetation clearance should take place during the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent by a suitably qualified person.

Reason - In order to protect wildlife from works that may impact on their habitats, pursuant to policy E2.4 of the Unitary Development Plan for the City of Manchester

16) Prior to commencement of development, full details of a scheme for the management, destruction and /or disposal of Japanese Knotweed, to be carried out by the developer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. This plan shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority for approval in order to ensure that the agreed scheme is still applicable.

Reason - To prevent the spread of Japanese Knotweed which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981.

17) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not

be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

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

Monday to Saturday- 07:30 to 20:00

Sundays - 10.00 to 18.00

No deliveries/waste collections on Bank Holidays.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with Policies H2.2 and DC26 and the Unitary Development Plan for the City of Manchester.

19) Before the development hereby approved is first occupied, a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter, unless otherwise agreed in writing by the City Council as the Local Planning Authority.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policies DC26, E1.4 and H2.2 of the Unitary Development Plan for the City of Manchester.

20) The development hereby approved shall include a building lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority before the development commences. The approved scheme shall be implemented in full before the development is first occupied unless otherwise agreed in writing by the local planning authority and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in Planning Policy Statement 1 and Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

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

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

22). Notwithstanding the details contained within the Waste Management Strategy, no development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme 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 H2.2 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1) and the North West of England Plan - Regional Spatial Strategy to 2021.

23) Before the use hereby approved commences, the club house shall be acoustically insulated and treated to limit the break out of noise in accordance with the attenuation measures described in AEC's acoustic report dated 5th October 2011 (Ref: P2260/R3/AJT) submitted to the City Council as local planning authority by email on the 6th October 2011 . The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby accommodation, pursuant to policy H2.2 of the Manchester Unitary Development Plan.

24) Any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

Externally mounted ancillary plant, equipment and servicing shall be acoustically treated in accordance with a scheme designed so as to achieve a noise level of 5dB below the existing background (L_{A90}) in each octave band at the nearest noise sensitive location.

Reason - To safeguard the amenities of the occupiers of nearby accommodation, pursuant to policy H2.2 of the Manchester Unitary Development Plan.

25) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to E3.5 of the Unitary Development Plan for the City of Manchester.

26) Development shall not commence until a surface water drainage scheme for the site, based on sustainable drainage principles and the Flood Risk Assessment (FRA) from Scott Hughes (Project No 2196 Issue 1 dated 13th May 2011), has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include:

- *details of exceedence event up to a 1 in 100 year including climate change allowance*
- *details of silt traps/oil interceptors incorporated into the scheme to avoid pollution of the adjacent Site of Biological Importance*
- *details of how the scheme shall be maintained and managed after completion*

Reason - To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site and to ensure there are no unacceptable impacts on the adjacent Site of Biological Importance, pursuant to Policies DC21.1 and E2.2 in the Unitary Development Plan for the City of Manchester and national planning policy

contained within PPS9 and PPS25.

27) Prior to the Community Pitches as identified on plan reference SP_90_001 rev 114 (titled Proposed Site Layout) coming into first use, the approved boundary treatments as set out on drawings references: shall be erected in accordance with these approved details and shall thereafter be retained and maintained whilst the use is in operation on the site.

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 Policies H2.2 and E3.5 of the Unitary Development Plan for the City of Manchester.

28) Prior to any part of the development hereby approved coming into use. The acoustic fence as indicated on the approved drawings reference: shall be erected and thereafter retained and maintained to the satisfaction of the local planning authority at all times thereafter.

Reason – To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

29) The natural turf pitches labelled ‘MAIN PITCH’, ‘COMMUNITY PITCH NO. 2’ and ‘COMMUNITY PITCH NO. 3’ on drawing number SP_90_001 rev 114 (titled Proposed Site Layout) hereby permitted shall be constructed in accordance with Sport England Technical Design Guidance Note ‘Natural Turf for Sport’, or be constructed in accordance with Technical Design Guidance of the national governing body for football and meet their performance quality standard.

Reason - In the interests of providing a high quality recreational facility, pursuant to Policy L1.2 of the Unitary Development Plan and the guidance outlined within Planning Policy Guidance Note 17.

30) No development shall commence until full details of the design and layout of the artificial grass pitch hereby approved (referred to as ‘COMMUNITY PITCH NO. 1’ on drawing number SP_90_001 rev 114 titled Proposed Site Layout), including details of the surface, have been submitted to and approved in writing by the Local Planning Authority). The artificial grass pitch shall be constructed in accordance with the approved details.

Reason - In the interests of providing a high quality recreational facility, pursuant to Policy L1.2 of the Unitary Development Plan and the guidance outlined within Planning Policy Guidance Note 17.

31) No development shall commence until details for the phasing of development, including the provision of the sports facilities and playing pitches, and any temporary replacement playing pitch provision to protect and ensure the continuity of the existing use [including community use] during the construction period shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall ensure that any temporary replacement pitches remain at least as accessible

and at least equivalent in terms of size, usefulness, attractiveness and quality and include a timetable for implementation. The development shall be carried out in accordance with the approved details.

Reason – To ensure access to adequate replacement facilities during the construction period for the approved development pursuant to policy L1.2 of the adopted Unitary Development Plan for the City of Manchester.

32) All vehicles entering and leaving the site during the construction period are to pass through a wheel wash. Details of the wheel wash shall be submitted to and approved in writing by the City Council as local planning authority prior to the development of each phase commencing. The wheel wash shall be retained on site during the construction period, and shall be positioned to allow use throughout each phase of construction; the locations of the wheel wash shall be submitted to and approved in writing by the City Council prior to being implemented.

Reason - To ensure that the proposed development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud, pursuant to policies H2.2 and E3.5 of the Unitary Development Plan for the City of Manchester.

33) The details of an emergency telephone contact number for the site contractor shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

34) The hereby approved stadium has a capacity of 5000 persons only.

Reason - For the avoidance of doubt as the use of the stadium for more than 5000 persons has implications in terms of noise and traffic generation and could result in a detrimental impact on the amenity of nearby residential areas pursuant to policies H2.2 of the Unitary Development Plan for the City of Manchester,

35) Before the development commences a scheme for the collection, storage and disposal of litter shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme 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 public health and to safeguard the amenities of the occupiers of nearby accommodation, pursuant to policy H2.2 of the Manchester Unitary Development Plan.

36) All floodlighting associated with the stadium shall be turned off when the pitch identified as Main Pitch on drawing reference SP_90_001 rev 114 titled Proposed Site Layout is not in use and only when it is safe to do so.

Reason - To reduce the impact of the floodlighting on the amenity of the occupiers of nearby residential accommodation and reduce any impact of the lighting on foraging Bats pursuant to policies H2.2 and E2.4 of the Unitary Development Plan for the City of Manchester

37) The floodlighting associated with the operation of Pitch Zones 1a, 1b and 1c as identified on drawing reference SP-90_099_Rev 131 received by email on the 18th October 2011 shall be switched off when the pitches are not in use. The floodlighting associated with Pitch Zone 1c most adjacent to the rear of Sydney Jones Court shall not be switched on beyond 20.00hrs Monday to Sunday and including Bank Holidays or before 10.00 hrs on Sunday and Bank Holidays.

Reason - To reduce the impact of the floodlighting on the amenity of the occupiers of nearby residential accommodation and reduce any impact of the lighting on foraging Bats pursuant to policies H2.2 and E2.4 of the Unitary Development Plan for the City of Manchester.

38) The pitch identified as Community Pitch Number 1 on drawing reference SP-90_099_Rev 131 received by email on the 18th October 2011 shall not operate outside of the following hours for each of respective Pitch Zones as identified on the approved drawing:

- Pitch Zone 1a and Pitch Zone 1b as annotated on drawing reference SP-90_099_Rev 131 shall not be used before 09.00hrs and beyond 21.00hrs Monday to Sunday.
- Pitch Zone 1c as annotated on drawing SP-90_099_Rev 131 shall not be used before 09.00hrs and beyond 20.00hrs Monday to Saturday and before 10.00hrs and beyond 20.00hrs on Sundays and Bank Holidays.

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to policy H2.2 and DC26.4 of the adopted Unitary Development Plan for the City of Manchester.

39) The hours of use of the rooms identified as Multi use function room 1, Multi use function room 2 and Multi use function room 3, on the first floor plan drawing reference PL-20-005 Rev 114 date stamped as received by the local planning authority on the 17th May 2011 are:

Monday to Sunday 09.00hrs to 0000hrs

Reason – In the interests of the amenities of occupiers of nearby properties pursuant to policy H2.2 of the adopted Unitary Development Plan for the City of Manchester.

40) Prior to the commencement of any works on site, full details of appropriate site precautions including the type and location of temporary fencing to be erected to protect the adjacent Broadhurst Clough designated site of biological importance from encroachment of construction works and any potential disturbance associated with construction activities shall be submitted to and agreed in writing. The development shall take place in accordance with the agreed details.

Reasons – In order to protect a designated site of biological importance from disturbance and encroachment whilst construction works are taking place pursuant to policy E2.2 of the adopted Unitary Development Plan for the City of Manchester.

41) Prior to the commencement of development full details of a strategy for all signage and advertisements to be displayed on the site shall be submitted to and agreed in writing by the local planning authority.

Reason - In the interests of visual amenity and highway safety pursuant to policies H2.2 and E3.5 of the adopted Unitary Development Plan for the City of Manchester.

42) No part of the development hereby permitted shall commence until fully detailed cross section plans of the existing and proposed external ground levels have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details, unless otherwise agreed with the City Council as the Local Planning Authority.

Reason - To ensure that a satisfactory development is carried out, in accordance with policy H2.2 of the Unitary Development Plan for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 096289/FO/2011/N1 held by Planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are all held by the Planning Division.

Equal Opportunities

The proposal will be accessible to all members of the public, including those with mobility impairments.

Environmental Improvements

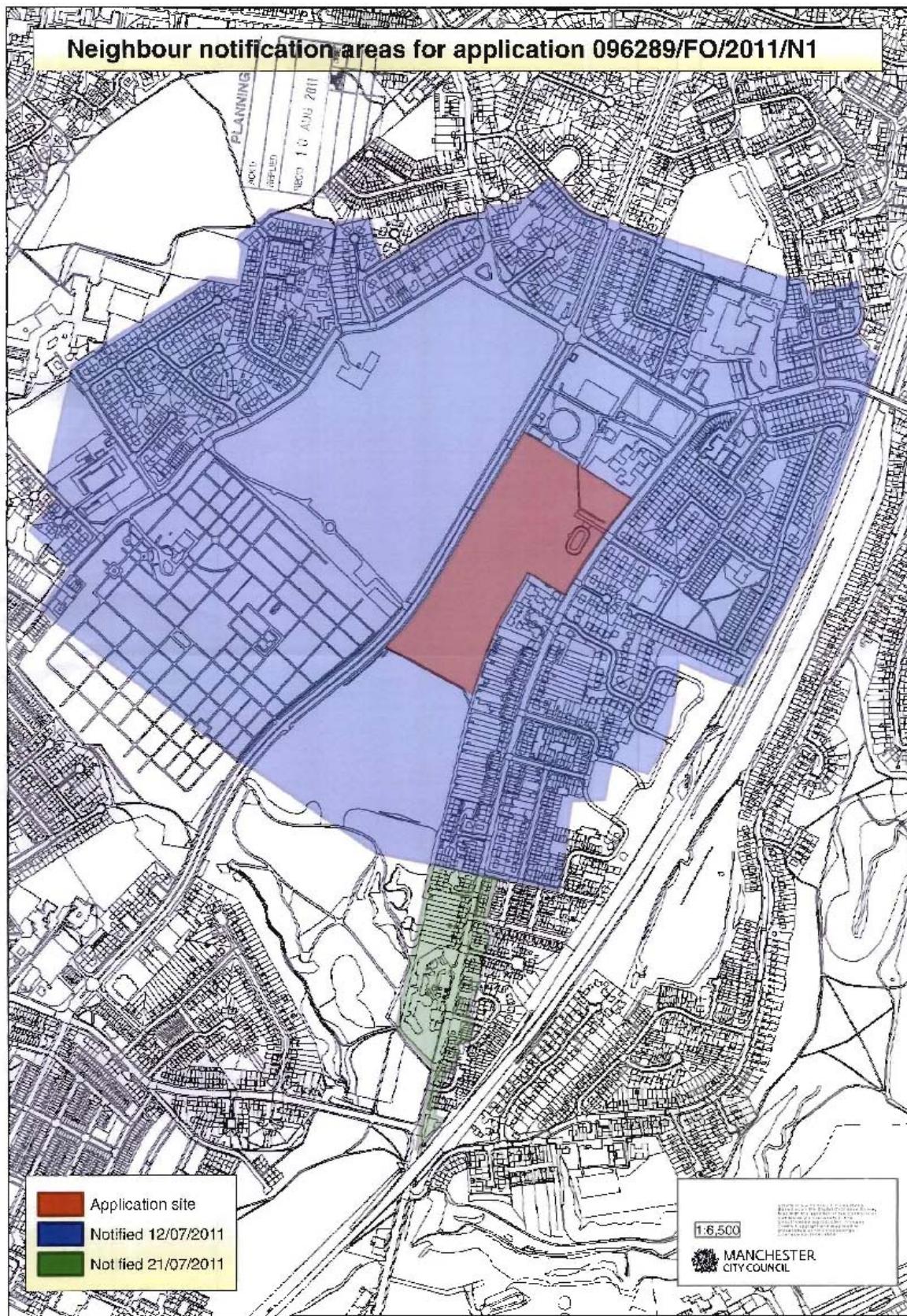
The proposal includes provision to improve the adjacent Site of Biological Importance through the sites drainage scheme and will result in additional tree planting around the site.

Employment Implications

The proposal will create jobs during its construction, and will result in additional employment opportunities as part of the day to day functions of the Community facilities and stadium.

HEAD OF PLANNING

Appendix 1: Plan indicating extent of neighbours notified of Planning Application reference 096289/FO/2011/N1



Appendix 2: Draft Section 106 Heads of Terms

DRAFT HEADS OF TERMS – S106 agreement
October 2011

Planning application 096289/FO/2011/N1

1. Travel Plan
 - a. An obligation to provide annual monitoring information including usage of artificial pitch and stadium
 - b. An obligation to provide annual monitoring information on modes of transport used by visitors to the site
2. Car parking strategy
 - a. A mechanism for reduced capacity of stadium if at any time the obligation in relation to the car parking strategy has not been complied with
 - b. Before the commencement of each season to identify which offsite car parks will be used and to show evidence of their availability for use by visitors to the stadium.
 - c. Before the commencement of each season received the Council's written agreement that the car parking availability is satisfactory (The Council will take into account travel plan information when reaching this decision)
 - d. An obligation to participate in a review of the car parking arrangements when requested by the Council and if requested after such a review to increase the availability of car parking and/or alter the venues of off site car parking.
3. Community Use
 - a. Details of the pricing policy for other community users, should be at preferential rate to commercial rate.
 - b. Minimum number of hours per year for which each separate facility (stadium, artificial pitch, grass training pitches, large community room, small community room) will be available for community use
 - c. Confirmation that all community use of sporting facilities will include use of changing facilities
 - d. Dates and times when community use will be available
 - e. Management responsibilities for community use (e.g. cleaning, opening up, locking down)
 - f. Mechanism for review and revision of community use and charging policies in consultation with a Body approved by all interested parties.