

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
113376/JO/2016	28th Jul 2016	22nd Sep 2016	Moston Ward

**Proposal** Variation of condition 8 relating to planning permission referenced 096289/FO/2011/N1 to allow for changes to the organisation of matchday fixtures

**Location** FC United Of Manchester, Broadhurst Park, 310 Lightbowne Road, Manchester, M40 0FJ

**Applicant** Mr David Payne , FC United of Manchester, Broadhurst Park, 310 Lightbowne Road, Manchester, M40 0FJ

### **Agent**

### **Description**

In 2012, planning permission was granted for the redevelopment of the former Ronald Johnson playing fields, a 5.2ha area of open space within Broadhurst Park, for a new 5000 capacity sport stadium and associated community pitches (ref. 096289/FO/2011/N1). The stadium, community pitches and associated infrastructure are currently being constructed.

The Lightbowne Road site is bounded by a mature hedge and trees to the North West which runs parallel with Lightbowne Road. To the east and south of the site is the main stadium and ancillary pitches. The land adjacent to the edge of the car park is bounded by 335 St Mary's Road to the south and the main stadium, car parking and ancillary pitches to the north and west.

Broadhurst Park is located within a predominately residential area with two storey residential properties being located along St Mary' Road along with flats at Sydney Jones Court. To the north of Broadhurst Park is St Mary's C of E Primary School. To the west of the site, on the opposite side of Lightbowne Road, is Broadhurst Park playing fields.

The applicant is seeking to vary planning condition 8 of planning approval 096289/FO/2011/N1. This condition states:

*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. 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.*

*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.*

The variation of the planning condition is required in the event that matches have to be replayed at short notice, cup matches and TV requirements. The change in the condition is not expected to result in a frequent clashes between the two football clubs, particularly given league fixtures are set well in advance meaning that clashes can be avoided.

## **Consultations**

**Local residents/public opinion** – The following representations have been received in respect of this planning application.

A total of 16 letters of support have been received in respect of this planning application. The comments can be summarised as follows:

- A lot of people travel to the game by train and tram but when games are re-arranged it forces people into their cars negating all the good work FC United do with their travel planning;
- The club has built a good rapport with local residents and have demonstrated that their travel plan is working;
- Traffic on match days around the stadium is not noticeably different to non match days. Traffic on mornings and afternoons is far worse;
- The distances between the two stadiums means that there would be no significant impact on local residents;

A total of 7 letters of objection have been received in respect of this planning application. The comments can be summarised as follows:

- For local residents living next of FC United and their activities is not a pleasant experience;
- There will be increased traffic and parking and will increase traffic flows through Moston. If MCFC are playing a team from West Yorkshire or the north, then they will be travelling down Broadway and using Lightbowne Road/St Mary's Road as a cut through thereby adding to the increase in traffic and risk of incidents between the two sets of supporters;
- On match days, the parking has already reduced the width of Lightbowne Road from a dual carriageway to a single carriageway thus compromising road safety;
- FC United should abide by what was agreed at the time their planning permission was agreed;
- Fans regularly park on the surrounding streets when they should not;
- Why was St Mary's Road excluded from the traffic assessment as it is used by both sets of supporters;
- When the traffic assessment was done, neither stadiums were at full capacity;
- There is not enough evidence to judge the impact on Lightbowne Road;
- There will be an increase in noise for local residents;
- There will be more accidents on Lightbowne Road as a result of this change;

**Highway Services** – The proposal is considered to be acceptable subject to an event management condition to deal with any potential clashes.

**Transport for Greater Manchester (TfGM)** – TfGM has reviewed the submitted information which provides an assessment of the impacts of the proposal on the highway network. TfGM would like further evidence to be provided to demonstrate that when simultaneous matches are played at MCFC and FC United that there are no network problems. This should include a traffic condition impact survey for the first evening and first weekend match with the two football clubs play.

The routes that should be monitored are

- Lightbowne Road from Greenside Way to Thorpe Road (including Greengate Roundabout);
- Oldham Road (A62) between Droylsden Road and Queens Road.

This will then seek to act as a monitoring arrangement and provide a continual review of any traffic impacts where clashes do occur.

**Greater Manchester Police** – No objections

### Other issues

**Environmental Impact Assessment-** The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The nature of the proposal falls within “Urban Development Projects” being of more than 1 hectare of non residential development. The City Council has adopted a screening opinion in respect of this matter to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there will not be significant environmental impacts associated with the proposed development and therefore an Environmental Statement is not required.

**Landownership** - Members of the Committee are advised that the City Council has an interest in this application as land owner and are also a partner in the wider proposal to bring FC United to the site. However, the Committee must disregard these interests and discharge its duty as Local Planning Authority only.

**Publicity** - The proposal, by virtue of the size of the site, and nature of the development, has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development along with being of public interest. Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to an extensive area of local residents and businesses.

## **Policy**

### **The Development Plan**

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

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

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

### **Manchester Core Strategy Development Plan Document (July 2012)**

The relevant policies within the Core Strategy are as follows:

Policy SP1 '*Spatial Principles*' states that one of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

All development should have regard to the character, issues and strategy for each regeneration area – in this case North Manchester. In addition, new development will be encouraged that maximises the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The policy goes onto to state that development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including;
  - Creating well designed places that enhance or create character.
  - Making a positive contribution to the health, safety and well being of residents;
  - Considering the needs of all members of the community;
  - Protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;

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

The proposal accords with policy SP1 in that it will help continue to support the growing prosperity and offer at the football stadium.

Policy T2 '*Accessible areas of opportunity and need*' states that the Council will actively managed the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers and is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

In addition, all new developments should adequately cater for their car parking needs. It is considered that given the nature of the proposal the existing car parking arrangements provide adequate provision to support the proposed development. The proposal does not encroach on any existing car parking or servicing arrangements.

Policy DM1 '*Development Management*' all development should have regarded the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

The proposal accords with policy DM1 in that the siting, scale and appearance of the buildings sit appropriately within the context of the surrounding building.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

### National Planning Policy Framework

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraph 8 of the NPPF goes on to state that these roles should not be undertaken in isolation:

*“...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system”*

Paragraph 9 of the NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people’s quality of life. This includes making it easier for jobs to be created in cities.

Section 4 outlines the Government’s objectives in respect of promoting sustainable transport, in particular developments should be supported that exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Promoting healthy communities is an integral part of delivering the Government’s sustainable vision, this includes creating safe and accessible environments where crime and disorder do not undermine quality of life. In addition, there should be high quality public spaces.

Paragraphs 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development plan is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

### Principle

Condition 8 of planning approval 096289/FO/2011/N1 states:

*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. 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.*

*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.*

The applicant has been operating from the application site for a full football season and, as a result, believes that condition 8 places unnecessary restrictions of the football club and its ability to offer its football programme.

In line with the applicant's aspirations and vision for the football club, the preference is that all league home games are played at the 'traditional' time of 3pm on Saturday afternoons. The provision of condition 8, however, precludes the applicant from playing a home game if Manchester City Football Club (MCFC) are also due to play at home on the same day even if the two matches are played at different times. Indeed, should there be any 'large scale event' at the Etihad campus; the applicant would not be able to play its home fixtures on the same day.

In light of there having been a full football season played at the application site, the applicant now believes there is sufficient evidence and data to assess the impacts of the operations of the football club on the local area and therefore believes that there is now a case to introduce a degree of flexibility within condition 8 in order that the football club can provide football in line with its vision and to manage any unexpected clashes that are announced within short notice.

There is no objection, in principle, to amending the planning condition subject to there being no unduly harmful impacts on surrounding residents, the local highway network and that events can be appropriately managed by the police and the football club.

These matters will be considered in turn.

#### Impact on the local highways network

Policy T2 of the Manchester Core Strategy states that consideration should be given to the impact of new developments on the local highway network and this should be assessed through transport assessments.

The applicant has prepared a transport assessment in support of their planning application. This assessment focused on considering the capacity of Lightbowne Road, Broadway (A663) and Oldham Road (A62) in terms of the impact of the two football clubs playing at the same time on traffic flows/congestion issues against a base line of typical weekday peak hours. This assessment also considered the capacity of car parking together with taking account of the extant planning permission to expand the north stand of the Etihad Campus.

There is the potential for two types of clash:

- Saturday afternoon either at the same time or at different time; and
- Mid week clash.

The transport assessment combined traffic data for a FC United home match and a MCFC home match together with data from a Saturday when neither football club played. The report concludes that there is sufficient evidence to demonstrate that highway conditions along Lightbowne Road, the A62 Oldham Road and the A663 Broadway would not be materially worse when both football clubs are playing at home, at the same time, than existing conditions during the typical weekday peak hours.

In terms of a Saturday (or Sunday) clash (either playing at the same time or staggered kick off), the assessment concludes that the sections of highway identified above did not experience any undue stress or congestion over and above existing conditions. Indeed, the assessment concluded that the traffic flows around the study area were significantly lower than those experienced during a typical working weekday.

With regards to a mid week clash, the only scenario that appears to result in traffic flows approaching the typical weekday AM and PM is if both clubs were to play at 19:30 on a weekday. It should, however, be noted that this will only result in a very marginal increase above non-football weekday peak hour levels. In any event, it is considered that any increase will only be experienced over a very short period and would be imperceptible to other road users and residents within the local area.

With regards to the potential for the Etihad Stadium to expand further by their extant planning permission, it was concluded that this would not have any material impact on the safe operations of the highway network if both football clubs played at the same time at full capacity. The highway impacts of expanding the Etihad stadium were considered in detail as part of their planning application. It was concluded that whilst there are some impacts on the local highway network around the Etihad stadium, the travel plan initiatives agreed as part of this permission will minimise any impact of the local highway network around the Etihad campus.

In terms of car parking, the applicants transport assessment also considered whether playing matches on the same day/time at the application site and at MCFC would have an impact on on-street or designated parking areas. The assessment states that it is reasonable to conclude that football supporters would not park 20 minutes from their destination. Given the geographical distances between the two football clubs there is unlikely to be any overlap between competing demands for car parking should matches be played at the respective football grounds on the same day/time. Indeed, Oldham Road acts as a physical barrier in this regard.

The transport report has been considered by Highway Services and TfGM. They note that the assessment concludes that there will not be any network management issues as a result of the clash. However, they consider that further survey work should be carried out. This should include surveying a match between the two football clubs in the evening and weekend. It is therefore recommended that these additional survey, including any appropriate mitigation, is secured by means of planning condition.

In line with policy T2 of the Core Strategy, it should be noted that both football clubs are committed to and have provided comprehensive travel plan and event

management initiatives. This helps promote alternative travel modes to the respective football stadiums in order to minimise car usage and congestion of the local highway network and demand for car parking on match/event days.

In line with the comments of Highway Services and TfGM, it is considered that there needs to be consideration of management arrangements should both clubs play at the same time, and this will be considered elsewhere within this report.

### Residential amenity

Policy DM1 of the Core Strategy states that consideration should be given to the impact of proposals on surrounding residential amenity. The policy states that particular regard should be the impact from noise, road safety and traffic generation.

It is noted that a number of local residents have expressed concern about the proposal particularly the impact on the immediate locality to the application site. In addition, it should be noted that there has also been an expression of public opinion in support of a more balanced approach to match clashes at the two stadiums.

It is not considered that there will be any noticeable impact for local residents who live close to the application site over and above the impacts that have already been considered as part of the original planning application. As detailed above, there will be no real noticeable difference to the capacity of the local highway network and therefore any impact above and beyond existing traffic movements is likely to be very low.

### Event management

A key consideration when imposing condition 8 was the need for the successful management of football matches at both grounds, including adequate police presence, together with minimising the risk of clashes between football fans which would then have to be managed by police.

Greater Manchester Police have been consulted on this planning application and have stated that they have no objection, from a police management perspective, with both football clubs playing matches on the same day/time.

### Revised condition

On the basis of the above, it is considered that the planning condition, in its current form, is not appropriate. However, it is acknowledged that there is a level of concern amongst local residents about both football clubs playing on the same day/time. As such, it is not considered that the condition should be removed in its entirety and that some form of control/management needs to be employed when the two football clubs play at the same time/date.

In altering the condition, it is considered that in the first instance, the applicant should always seek to avoid FC United 1<sup>st</sup> team or other fixtures or events at the application site where the anticipated crowd is over 2,900 when there is a known match or large scale event at the Etihad stadium.

As league fixtures are announced prior to the start of the football season, it is considered that the applicant has the opportunity to work with the Football Association (FA) to avoid clashes associated with league fixtures. The approach of avoiding clashes should ensure that the likelihood of clashes occurring within a football season remains low and infrequent. However, there will clearly be some instances where a clash cannot be avoided particularly, for instance, where a cup match has to be re-scheduled at short notice.

However, in light of the comments received from TfGM, it is considered that it is necessary to undertake further survey work which provides further evidence of the impact on the local highway network once the two football clubs have the opportunity to play at the same time. This will then influence what, if any, mitigation is required. It is therefore recommended that the following additional condition is required:

*For the first evening and first weekend match when Manchester City Football Club (MCFC) and FC United of Manchester when kick off is at approximately the same time (within one hour) of each other, a traffic condition impact survey shall be undertaken on the following routes to determine the impact on network traffic conditions.*

- *Lightbowne Road from Greenside Way to Thorpe Road (including Greengate Roundabout);*
- *Oldham Road (A62) between Droylsden Road and Queens Road.*

*The traffic condition impact surveys (including an assessment of the impact on traffic flows as well as traffic delays in terms of journey times) for each clash shall be submitted to the City Council, as Local Planning Authority, within one month of the match (and prior to any further clash taking place).*

*If there is any associated impact on traffic flows as a result of an evening or weekend clash in the opinion of the City Council, as Local Planning Authority, within one month of a written request, a scheme for the mitigation of the impact of traffic flows shall be submitted for approval in writing by the City Council, as Local Planning Authority and once approved, such mitigation measures shall be implemented and thereafter maintained.*

*Reason – To minimise the impact on traffic flows on the surrounding highway network when MCFC and FC United play at the same time/day pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).*

It is also recommended that condition 8 be altered to state that best endeavours should also be employed to avoid the clash. However, where there are instances where a clash cannot be avoided it is considered necessary to ensure that an appropriate strategy is put in place to minimise any potential impacts. As such, if it is clear that a clash cannot be avoided, a written strategy shall be submitted wherever possible within 48 hours of the clash occurring to confirm that best endeavours have been employed to avoid the clash and that any necessary coordination with Greater Manchester Police and traffic management can be employed.

It is therefore recommended that the condition is altered as follows:

*Best endeavours shall be used to avoid FC United 1st team or other fixtures or events at Broadhurst Park with an anticipated crowd of over 2,900 on the same day as Manchester City Football Club home matches (or any other large scale event) at the Etihad Stadium.*

*Whenever possible within 48 hours of a clash occurring, a written strategy for the coordination between FC United and Manchester City Football Club shall be submitted to the City Council, as Local Planning Authority.*

*For the avoidance of doubt this strategy shall include:*

- Written evidence to demonstrate how best endeavours have been undertaken.*
- Where deemed necessary, reasonable additional traffic management, car parking and marshalling (or any other highway management related matters) shall be put in place*
- Evidence of coordination with the police.*

*The approved scheme shall be implemented for the match.*

All the other planning conditions have been updated to reflect the current position including that the Travel Plan and events management conditions will be refreshed in accordance with the previous guidelines.

**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 the 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 Core Strategy and saved polices of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the 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 MINDED TO APPROVE subject to the signing of a deed of variation to the Section 106 agreement**

### **Article 35 Declaration**

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been provided in respect of this proposal including minimising the impact on the local highway network and event management. The proposal is considered to be in accordance with the development plan and therefore determined in a timely manner.

## **Reason for recommendation**

### **Conditions to be attached to the decision**

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

Drawing 4456\_L01 Rev S1 stamped as received by the City Council, as Local Planning Authority, on the 14 January 2015

Drawing SP\_90\_010 rev. 270 received by the City Council, as Local Planning Authority, by e-mail on the 5 February 2015

Design and Access statement and supporting letter stamped as received by the City Council, as Local Planning Authority, on the 14 January 2015

Drawings approved as part of Non material amendment 107797/ NMC/2015/N1

Drawings EL\_20\_003 REV 265 and EL\_20\_004 REV 265 stamped as received by the City Council, as Local Planning Authority, on the 9 January 2015.

Drawings approved as part of Non material amendment 105880/ NMC/2014/N1

Drawings EL\_20\_001 Rev 231 and PL\_20\_006 Rev 231 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2014.

Drawings approved as part of Non material amendment 105019/ NMC/2014/N1

Drawings EL\_20\_001 Rev 212, EL\_20\_002 Rev 212, PL\_20)003 Rev 212 and PL\_20\_102 Rev 179 stamped as received by the City Council, as Local Planning Authority, on the 25 March 2014.

Drawings approved as part of Non material amendment 102491/NMC/2013/N1

PL\_20\_002 Rev 160; PL\_20\_004 Rev 160; PL 20\_001 Rev 160; PL\_20\_005 Rev 160.

SP\_90\_010 Rev 163 date stamped as received by the local planning authority on the 12th June 2013

Drawings and documents approved as part of planning permission 096289/FO/2011/N1

The drawings numbered:

SP\_90\_009 Rev 131 received via email on the 18th October 2011.

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.

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.

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.

Planning statement stamped as received by the City Council, as Local Planning Authority, on the 21 July 2016

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1, EC4, T1, T2, EN1, EN4, EN5, EN6, EN9, EN10, EN11, EN14, EN15, EN16, EN17, EN18, EN19 and DM1 of the Manchester Core Strategy (2012).

2) The development shall be carried out in accordance with the following materials:

- Wall cladding High level feature band - Cherry Red System655
- Roof plant room cladding : TATA steel Colorcoat HPS200 ultra - Chili
- Roof plant area screening RAL 3000
- Timber cladding sample
- Brick: Ibstock Staffordshire Slate Blue Smooth.

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

3) 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. 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 SP1, T2 and DM1 of the Manchester Core Strategy (2012).

4) The development hereby approved shall be carried out in accordance with the traffic management plan stamped as received by the City Council, as Local Planning Authority, on the 9 February 2015. The management of the car parking at the site shall be fully implemented in accordance with the approved strategy.

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 SP1, T2 and DM1 of the Manchester Core Strategy (2012).

5) The development hereby approved shall be carried out in accordance with the Event management plan stamped as received by the City Council, as Local Planning Authority, on the 9 February 2105. 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.

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 SP1, T2 and DM1 of the Manchester Core Strategy (2012).

6) 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.

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 SP1, T2 and DM1 of the Manchester Core Strategy (2012).

7) For the first evening and first weekend match when Manchester City Football Club (MCFC) and FC United of Manchester play (when kick off is at approximately the same time (within one hour) of each other), a traffic condition impact survey shall be undertaken on the following routes to determine the impact on network traffic conditions.

- Lightbowne Road from Greenside Way to Thorpe Road (including Greengate Roundabout);
- Oldham Road (A62) between Droylsden Road and Queens Road.

The traffic condition impact surveys (including an assessment of the impact on traffic flows as well as traffic delays in terms of journey times) for each clash shall be submitted to the City Council, as Local Planning Authority, within one month of the match (and prior to any further clash taking place).

If there is any associated impact on traffic flows as a result of an evening or weekend clash in the opinion of the City Council, as Local Planning Authority, within one month of a written request, a scheme for the mitigation of the impact of traffic flows shall be submitted for approval in writing by the City Council, as Local Planning Authority and once approved, such mitigation measures shall be implemented and thereafter maintained.

Reason – To minimise the impact on traffic flows on the surrounding highway network when MCFC and FC United play at the same time/day pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

8) Best endeavours shall be used to avoid FC United 1st team or other fixtures or events at Broadhurst Park with an anticipated crowd of over 2,900 on the same day as Manchester City Football Club home matches (or any other large scale event) at the Etihad Stadium.

Whenever possible within 48 hours of a clash occurring, a written strategy for the coordination between FC United and Manchester City Football Club shall be submitted to the City Council, as Local Planning Authority.

For the avoidance of doubt this strategy shall include:

- Written evidence to demonstrate how best endeavours have been undertaken.
- Where deemed necessary, reasonable additional traffic management, car parking and marshalling (or any other highway management related matters) shall be put in place
- Evidence of coordination with the police.

The approved scheme shall be implemented for the match.

Reason – To minimise the impact on traffic flows on the surrounding highway network when MCFC and FC United play at the same time/day pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

9) The off site highways works/traffic regulations orders shall be implemented in accordance with the following details:

206333/DD/001 Rev A Detailed Design Overview Setting Out - prepared by MCC and stamped as received by the City Council, as Local Planning Authority, on the 17/6/13;

SCP/12512/D002 Rev B PERMANENT ACCESS CONSTRUCTION prepared by SCP and stamped as received by the City Council, as Local Planning Authority, on the 17/6/13.

SCP/12512/D001 Rev B TEMPORARY ACCESS CONSTRUCTION;  
SCP/12512/D003 Rev A SETTING OUT INFORMATION;

SCP/12512/D004 Rev A STATUTORY UNDERTAKERS all prepared by MCC stamped as received by the City Council, as Local Planning Authority, on the 12th June 2013.

STANDARD DETAIL F10 - Uncontrolled Pedestrian Crossing;  
STANDARD DETAIL F1 - Flexible Footway Construction;  
STANDARD DETAIL C2 - Notes for Carriageway Construction;  
STANDARD DETAIL C1 - Typical Section Through Carriageway Construction;  
206333-0000-0003 Rev A Proposed parking restrictions Layout 1 of 3;  
206333-0000-0003 Rev A Proposed parking restrictions Layout 2 of 3;  
206333-0000-0003 Rev A Proposed parking restrictions Layout 3 of 3 all prepared by MCC and stamped as received by the City Council, as Local Planning Authority, on the 13th June 2013.

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 SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

10) The development hereby approved shall be carried out in accordance with the Broadhurst Park March Day Travel Plan Strategy stamped as received by the City Council, as Local Planning Authority, on the 9 February 2016

The results of the monitoring and review processes shall be submitted in writing to the City Council, as 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 policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the NPPF.

11) The cycle parking provision shall be carried out in accordance with the emails dated the 2 April 2015 and 22 May 2015 from Dave Payne FC United project manager. 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 SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

12) The development shall be undertaken in accordance with the submitted hard and soft landscaping treatment scheme as set out on drawing reference Drawing SP\_90\_010 rev. 270 received by the City Council, as Local Planning Authority, by e-mail on the 5 February 2015. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or

defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN1, EN9 and DM1 of the Manchester Core Strategy (2012).

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 Drawing SP\_90\_010 rev. 270 received by the City Council, as Local Planning Authority, by e-mail on the 5 February 2015 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 SP1, EN1, EN9 and DM1 of the Manchester Core Strategy (2012).

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".

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 SP1, EN1, EN9 and DM1 of the Manchester Core Strategy (2012).

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 policies SP1, EN1, EN9, EN15 and DM1 of the Manchester Core Strategy (2012).

16) The Japanese Knotweed statement Knotweed prepared by TCM and received by on the 15th May 2013 shall be implemented as part of the development. Should a delay of more than one year occurs between the date of this letter 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.

Reason - To prevent the spread of Japanese Knotweed pursuant to policies SP1, EN1, EN9, EN15 and DM1 of the Manchester Core Strategy (2012).

17) Within two months of the date of this planning permission, details of conformation of Secured by Design Accreditation shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Reason - To reduce the risk of crime pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

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 SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

19) The fume extraction system shall be carried out in accordance with the following information detailed specification sheets for the equipment and vent location drawings first floor and roof plan stamped as received by the City Council, as Local Planning Authority, on the 12 March 2015, email from Dave Payne dated the 1 April 2015, email from Dave Payne dated 14 May 2015 and email from Dave Payne dated 28 May 2015. The approved scheme be carried out in accordance with this information and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

20) The development hereby approved shall include a building lighting scheme as indicated on drawing UKS6717/12 stamped as received by the City Council, local planning authority, on the 5th October 2013. The approved scheme shall be

implemented in full before the development is first occupied 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 policies SP1 and DM1 of the Manchester Core Strategy (2012).

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 policies SP1 and DM1 of the Manchester Core Strategy (2012).

22) The development shall be carried out in accordance with the waste management strategy supplementary information stamped as received by the City Council, as Local Planning Authority, on the 23 May 2013. The approved scheme shall be implemented as part of the development and shall remain in situ for as long as the development remains in use.

Reason - In the interests of amenity and public health, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

23) 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.

Reason - To safeguard the amenities of the occupiers of nearby accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

24) The plant equipment shall be carried in accordance with the Plant and clubhouse noise impact stamped as received by the City Council, as Local Planning Authority, on the 8 April 2015 and thereafter retained and maintained.

Reason - To safeguard the amenities of the occupiers of nearby accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

25) The surface water drainage system shall be carried out in accordance with the Scott Hughes Drainage Philosophy & Calculations stamped as received by the City Council, as Local Planning Authority, on the 19 September 2012. The approved

scheme shall be implemented prior to the first use of the development hereby approved and thereafter retained and maintained in situ.

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 SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

26) The boundary treatment for the Community Pitches as identified on Drawing 4456\_L01 Rev S1 stamped as received by the City Council, as Local Planning Authority, on the 14 January 2015 ) and Drawing SP\_90\_010 rev. 270 received by the City Council, as Local Planning Authority, by e-mail on the 5 February 2015 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 SP1 and DM1 of the Manchester Core Strategy (2012).

27) The acoustic fence as indicated on the approved drawing reference: Drawing SP\_90\_010 rev. 270 received by the City Council, as Local Planning Authority, by e-mail on the 5 February 2015 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 policies SP1 and DM1 of the Manchester Core Strategy (2012).

28) 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 policies SP1, EN11 and DM1 of the Manchester Core Strategy (2012).

29) 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) shall be carried out in accordance with drawing reference 5840/GA/01 Rev C stamped as received by the City Council, as Local Planning Authority, on the 11th September 2013 prior to the first use of the development hereby approved. The details shall be retained and maintained in situ for as long as the development remains in use.

Reason - In the interests of providing a high quality recreational facility, pursuant to policies SP1, EN11 and DM1 of the Manchester Core Strategy (2012).

30) The phasing of the development shall be carried out in accordance with the email correspondence dated the 16 and 20 May 2013 in respect of the arrangements for Moston juniors during the construction phase and prior to the grass pitched coming into first use.

Reason - To ensure access to adequate replacement facilities during the construction period for the approved development pursuant to policies SP1, EN11 and DM1 of the Manchester Core Strategy (2012).

31) 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.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with policy DM1 of the Manchester Core Strategy (2012).

32) The stadium shall not be used by more than 5,000 spectators at any time.

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 SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

33) The waste collection, storage and disposal of litter shall be carried out in accordance with the Waste Management Strategy - Supplementary Information stamped as received by the City Council, as Local Planning Authority, on the 23 May 2013 the details should be implemented prior to the first use of the development and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - In the interests of public health and to safeguard the amenities of the occupiers of nearby accommodation, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

34) 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 SP1 and DM1 of the Manchester Core Strategy (2012).

35) 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 SP1 and DM1 of the Manchester Core Strategy (2012).

36) 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 policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

37) The hours of use of the Clubhouse including 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 Saturday 0900hrs to 0000hrs

Sundays and Bank Holidays 0900hrs to 2300hrs

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

38) The site precautions plan for Broadhurst Clough SBI, as detailed in the Construction Management Plan and Access Plan stamped as received by the City Council, as Local Planning Authority, on the 23 May 2013, shall be implemented in full for the duration of the construction period

Reasons - In order to protect a designated site of biological importance from disturbance and encroachment whilst construction works are taking place pursuant to policies SP1, EN9, EN15 and DM1 of the Manchester Core Strategy (2012).

39) The cross section plans, as indicated on drawings Taylor Young Landscape Plan numbered SP\_90\_010/Rev166, Taylor Young Proposed Longitudinal Site Section plan numbered SE(20)005/Rev167 and Taylor Young Proposed Site Sections plan numbered SE\_20\_004/Rev167 stamped as received by the City Council, as Local Planning Authority, on the 23 August 2013 shall be implemented in full as part of the development.

Reason - To ensure that a satisfactory development is carried out, in accordance with policy DM1 of the Manchester Core Strategy (2012).

40) Within two months of the date of this planning permission a post construction review certificate (BREEAM) shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, EN4-EN6 and DM1 of the Manchester Core Strategy (2012).

41) The scheme for restricting the use of the maintenance access including a physical means of restricting its use, on St. Mary's Road, to emergency vehicles only, shall be submitted to, shall be carried out in accordance with the email dated the 23 March 2015 from Dave Payne FC United project manager.

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

42) The construction Health and Safety, Access and Method Statement prepared by Barnes stamped as received by the City Council, as Local Planning Authority, on the 11 September 2013 shall be implemented for the duration of the construction period.

Reason - In the interest of pedestrian and highway safety, and to ensure that the proposed development is not prejudicial or a nuisance to adjacent dwellings, as specified in policies SP1 and DM1 of the Manchester Core Strategy (2012).

43) If the hawthorn hedge to Lightbowne Road, as indicated on drawing 4456\_L01 Rev S1 stamped as received by the City Council, as Local Planning Authority, on the 14 January 2015 and drawing SP\_90\_010 Rev 270 received by the City Council, as Local Planning Authority, by email on the 5 February 2015, in the opinion of the City Council (as Local Planning Authority), no longer functions as an appropriate boundary to the site, then within 14 days of a written request, a scheme for the creation/improvement to the Lightbowne Road frontage shall be submitted for approval in writing by the City Council, as Local Planning Authority. Once approved, the details shall then be implemented within a timescale agreed with the City Council and thereafter retained and maintained in situ.

Reason - To ensure the boundary to Lightbowne Road remains adequate in terms of protecting the football pitches and in the interest of pedestrian and highway safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

### **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: 113376/JO/2016 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 held by the Planning Division.

### **The following residents, businesses and other third parties in the area were consulted/notified on the application:**

Friends Of Broadhurst

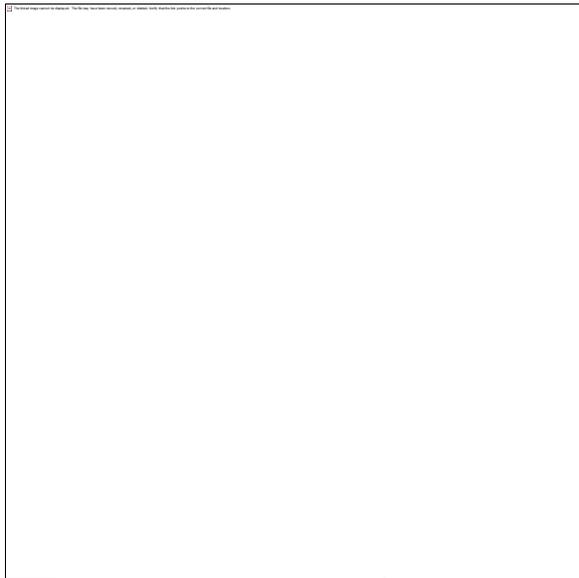
Highway Services  
Greater Manchester Police  
Transport For Greater Manchester

A map showing the neighbours notified of the application is attached at the end of the report.

**Representations were received from the following third parties:**

36 Allen Street Stoke on Trent  
15 Inchfield Road, 15 Inchfield Road, Manchester, M40 5QH  
5 Cresswell Street, King's Lynn, pe302aw  
19 Argyll Park Road, Failsworth, Manchester, M35 9NE  
28 Ayresome Avenue, Leeds, LS8 1BE  
16 Worthington Street, Moston, Manchester, M40 0BB  
1 Aytoun St, Manchester, M13DB  
4 Halsey Close, Chadderton, Oldham, OL9 8DU  
Flat 17, 15 Piccadilly, MANCHESTER, M1 1LT  
Flat 104, City Point 2, 156 Chapel Street, Salford, M36ET  
72 Westminster avenue, Radcliffe, Manchester, M26 3ql  
9 Chestnut Close, Horncastle, LN9 5ET  
7 Moss View Road, Partington, Manchester, M31 4DX  
14 Beech Drive, Leigh, WN7 3LJ  
5 Lower Carr Lane, Greenfield, Oldham, OL3 7AN  
1 Armstrong Close, Hexham, NE46 2JB  
21 Wigsby Ave, Moston, Manchester, M40 0FL  
26 Wigsby Avenue Moston M40 0FL  
65 Arbory Avenue Moston M4 5HJ  
11 Wigsby Avenue Moston Manchester M40 0FL  
335 St Marys Road Moston M40 0BF  
280 Lightbowne Road, Manchester, M40 5HQ  
316 St Marys Road Manchester M40 0BD  
44 St Davids Road, Cheadle, Stockport, SK8 2HF

**Relevant Contact Officer :** Jennifer Atkinson  
**Telephone number :** 0161 234 4517  
**Email :** j.atkinson@manchester.gov.uk



 Application site boundary  Neighbour notification  
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