



## **Planning and Highways Committee**

Date: Thursday, 1 June 2023

Time: 2.00 pm

Venue: Council Chamber, Level 2, Town Hall Extension

This is a **supplementary agenda** containing additional information about the business of the meeting that was not available when the agenda was published

### **Access to the Council Chamber**

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## **Membership of the Planning and Highways Committee**

### **Councillors**

Lyons (Chair), Shaukat Ali, Andrews, Chohan, Curley, Davies, Gartside, Hassan, Hewitson, Hughes, Johnson, Kamal, J Lovecy, Ludford and Riasat

## Supplementary Agenda

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- 1a. **Supplementary Information on Applications Being Considered**  
The report of the Director of Planning, Building Control and Licencing is enclosed. 3 - 22

## Further Information

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For help, advice and information about this meeting please contact the Committee Officer:  
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This supplementary agenda was issued on **Wednesday, 31 May 2023** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Mount Street Elevation), Manchester M60 2LA

**MANCHESTER CITY COUNCIL**

**PLANNING AND HIGHWAYS**

**APPENDIX TO AGENDA  
(LATE REPRESENTATIONS)**

**on planning applications to be considered by  
the Planning and Highways Committee**

**at its meeting on 1 June 2023**

**This document contains a summary of any objections or other relevant representations received since the preparation of the published agenda. Where possible, it will also contain the Director of Planning, Building Control & Licensing's own brief comment.**

## APPENDIX TO AGENDA (LATE REPRESENTATIONS)

**Planning and Highways Committee** 1 June 2023

**Item No.** 5

**Application Number** 135419/FO/2022

**Ward** Piccadilly Ward

### **Description and Address**

Erection of a 20 storey building to create a 154 bedroom hotel (Class C1) above 2 basement levels with ancillary café / bar / restaurant and gym and other associated works including highway improvements, cycle parking and creation of accessible parking bay following removal of on site structures.

Laystall Street / Great Ancoats Street, Manchester, M4 6DE

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### **1. The Public/Local Opinions**

A further objection has been received from 1 of the 5 objectors and questions the logistics of delivering the development including how site cabins, materials storage and other logistical needs would be met during site excavations. They question why a bespoke Construction Management Plan has not been provided. They also ask what guarantees there are that the applicants will not sell the development on after receiving planning permission.

### **2. Director of Planning - Further Observations/Modifications to Conditions**

A condition would require a bespoke Construction Management Plan to be submitted prior to development commencing (condition 5). This would be discussed with the Network Resilience Team. Basement excavations adjacent to the highway require structural drawings and calculations for the temporary and permanent support which would be assessed by MCC Bridges/Structures Section. All highway safety and traffic management measures would be in place prior to development commencing. Similar scale developments have been successfully delivered on small footprints in other City Centre locations.

## APPENDIX TO AGENDA (LATE REPRESENTATIONS)

**Planning and Highways Committee** 1 June 2023

**Item No.** 7

**Application Number** 133324/FO/2022 &  
133323/LO/2022

**Ward** Ancoats & Beswick  
Ward

### **Description and Address**

Erection two, part 8, part 4 storey buildings and refurbishment of the southern part of the Ancoats Works building to Pollard Street to form 183 residential apartments and 10 duplex apartments (Use Class C3a) together with flexible commercial space (Use Class E/Sui Generis) (274 sqm) with associated landscaping, car and cycle parking and associated works following demolition and partial demolition of existing buildings.

Listed building consent for removal of an existing roof structure between Hope Mill and Ancoats Works, the replacement of existing gates fronting Pollard Street, and associated works in connection with the residential-led development of Ancoats Works.

Ancoats Works Pollard Street Norfolk Street Manchester M4 7DS

### **1. Public Opinion**

A further representation has been received from a business in Hope Mill that has already made representations, as follows:

- There is no statement or reassurance in the applicants acoustic report that the lowest background measurement won't be exceeded using L<sub>Amax</sub> figures. The major fundamental flaw in all the acoustic reports that have been submitted is that L<sub>Amax</sub> should have been used to calculate noise ingress in the apartments. Leq gives an average level and not the loudest peaks which should be used to assess the worst case scenario. This is a fundamental error.
- The report implies that the external noise levels will be reduced by 10-15db with a partially opened window and not that a partially open window will reduce the external noise by 10db-15db. Annex 2 measures the external noise at 57db. If this drops by 10db this is 47db. There is a discrepancy between the different tables in the report which drops the reading by a further 10db to 37db. This is a drop of 20db and it is not clear why this is the case. The figures need to be checked and verified;
- The end of the apartments nearest to Hope Mill should be both the same grade of mitigation along with the apartments on Carruthers Street as there will be ambient and reflected sound from the studio.

The apartments on the Carruthers side facing the canal are not protected;

- Secondary glazing will not protect the studio from two years construction noise. The secondary glazing will only give approximately 20 db reduction at best and with construction so close it will be between 85-100db offering little to no protection;
- This cannot be managed by a construction management policy and does not adhere to the spirit of the NPPF or the agent for change principles;
- The windows at the mill should be replaced to mitigate this further in order to protect the business.

## 2. Director of Planning

It is acknowledged that business within Hope Mill, and another noise sensitive business, are vulnerable to noise from construction activities. Noise outbreak from their activities may affect the new homes.

Acoustic information has been prepared and updated which has included noise testing when the studio was in operation to test the worst-case scenario. This has informed the mitigation strategy which includes upgrading the glazing specification of all the homes facing Hope Mill, a mechanical ventilation system so that windows do not have to be opened, and secondary glazing in the recording studio.

Environmental Health are satisfied that this would prevent any unacceptable noise outbreak on the homes from the studio and should minimise the impacts of construction activities. A communication strategy would be needed to ensure no noisy work takes place when the studio is in operation which is secured by planning condition 10.

The recommendation remains **Minded to Approve** subject to the signing of a section 106 agreement and the conditions within the report.

## APPENDIX TO AGENDA (LATE REPRESENTATIONS)

**Planning and Highways Committee** 1 June 2023

**Item No.** 8

**Application Number** 135419/FO/2022

**Ward** Deansgate Ward

### **Description and Address**

Demolition of the existing hotel building and structures and redevelopment of the site to comprise two separate buildings: one 13 storey office building with commercial unit (Use Class E) at ground floor; a part 11, part 38 storey building comprising 1,014 purpose built student accommodation units (sui generis) with ground floor office/community uses (Use Class E, F1 or F2); and associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works.

One Medlock Street, Manchester, M15 5FJ

### **1. Head of Planning – Further comments / modifications to conditions**

The following conditions should be added to require treatment of the land should redevelopment not take place following demolition of the existing building:

1. If within six months of commencement of the demolition of the buildings/structures on the site, a contract for the redevelopment of either phase of the site for which planning permission has been granted has not been submitted to and approved in writing by the City Council as local planning authority, the site shall be treated in accordance with a scheme setting out how the site shall be landscaped and maintained that has been submitted to and approved in writing by the City Council as local planning authority. The site shall be landscaped and maintained in accordance with the approved scheme thereafter.

Reason - In the interests of the amenity of the area, pursuant to policies EN9, EN15, and DM1 of the Core Strategy.

2. If after six months of the first occupation of Block A, a contract for the development of the Block B phase for which planning permission has been granted has not been submitted to and approved in writing by the City Council as local planning authority, the Block B phase of the site shall be treated in accordance with a scheme setting out how the site shall be landscaped and maintained that has been submitted to and approved in writing by the City Council as local planning authority. Thereafter the site shall be landscaped and maintained in accordance with the approved scheme.

Reason - As the development is to be carried out in a phased manner and to ensure the upgrading/redevelopment of the whole site takes place, pursuant to Policy DM1 of the Core Strategy.

3. If after six months of the first occupation of Block B, a contract for the development of the Block A phase for which planning permission has been granted has not been submitted to and approved in writing by the City Council as local planning authority, the Block A phase of the site shall be treated in accordance with a scheme setting out how the site shall be landscaped and maintained that has been submitted to and approved in writing by the City Council as local planning authority. Thereafter the site shall be landscaped and maintained in accordance with the approved scheme.

Reason - As the development is to be carried out in a phased manner and to ensure the upgrading/redevelopment of the whole site takes place, pursuant to Policy DM1 of the Core Strategy.



## **APPENDIX TO AGENDA (LATE REPRESENTATIONS)**

**Planning and Highways Committee** 1 June 2023

**Item No.** 11

**Application Number** 136551/FO/2023

**Ward** Withington ward

### **Description and Address**

Retention of use of former Hotel (C1) as Temporary Living Accommodation for Single Homeless People (Sui Generis)

393 Wilmslow Road, Manchester, M20 4WA

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### **1 Withington Civic Society**

Following further consideration of the proposal, Withington Civic Society have submitted revised comments as follows:

It is important that the application is considered in the context of the support arrangements for the residents whom the premises will accommodate, and the impact on a neighbourhood already struggling with noise, alcohol, littering etc.

The Civic Society has been advised by local residents of many problems being caused by these premises. The area has become menacing for residents, with drug dealing, alcohol, aggressive begging, littering and other anti-social behaviour.

It is clear that suitable accommodation for homeless persons is required, but this needs to be balanced against the existing provision in the area to ensure that the area is not further unbalanced with transient uses, as this does not create the sustainable neighbourhoods of choice aspired to.

The current accommodation appears to be sub-standard and the residents of the hostel deserve better.

### **2 Director of Planning - Further observations and comments**

For clarification, the property that is the subject of this application is 393 Wilmslow Road. The proposal relates to the annex building to the rear of 393 Wilmslow Road, facing onto Mitford Road. It is also identified as the Rams Lodge and is referred to as such within the body of the report.

## APPENDIX TO AGENDA (LATE REPRESENTATIONS)

**Planning and Highways Committee** 1 June 2023

**Item No.** 12

**Application Number** 135647/FO/2022

**Ward** Chorlton Park ward

### **Description and Address**

Erection of a new Lidl foodstore (Use Class E) with associated car parking and landscaping

550 Mauldeth Road West, Manchester, M21 7AA

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### **1. Ward Members**

Can be summarised as follows.

#### **Councillor Dave Rawson and Joanna Midgley**

There are many residents who are very keen to see this store built. It is located in an area where people are looking to reduce the cost of their shopping bills and reduce their transport costs. A low cost supermarket will be accessible by foot in this location for many residents on lower incomes.

There are genuine concerns about additional traffic volume and safety on local roads, in particular for children who walk and cycle daily across Chorlton and use Nell Lane and the junction with Mauldeth Road West to get to and from school.

Concerns have been around road safety for all but particularly for the school students who go to and from the nearby schools. Members have sought to maximise highway safety and interventions which would promote this.

The applicant has worked with TfGM and the Council's Highways team to improve the interventions from the original submission. It is accepted that they will help to make the immediate highway vicinity outside Lidl safer and will reduce speed and increase protection for the pavement. These were two key worries.

On this basis the application is supported, and the hope is that Lidl will work with Councillors to be a good and responsible neighbour should the application be approved.

#### **Councillor Mandie Shilton Godwin**

Unfortunately, the only access to the supermarket proposed is on Nell Lane, which is not a main route, and only a few metres from Chorlton High School

entrance. The scheme will lead to additional traffic volume and impact on safety on local roads, in particular for the thousands of children who walk and cycle daily across Chorlton. Vehicle traffic on this route is already far too heavy and additional traffic so close risks exacerbating the overall danger. In the submission made by councillors to the original application all councillors highlighted the work of the city council in the last couple of years to discourage traffic and reduce parking around the schools.

The new proposals, although an improvement on earlier ones, still cause concern. In particular with regards to the creation of an additional right turning lane as that adds capacity to the road.

The proposal, as it stands, will make Nell Lane less safe for people walking and cycling, particularly school children as they go to and from school, and for that reason I cannot support it.

The applicant has worked with TfGM and the Council's Highways team to improve the interventions from the original submission. These improvements have been agreed with TfGM and MCC Highways. I accept that they will help to make the immediate highway vicinity outside Lidl safer and will reduce speed at that point and protect the pavement. These were two of our key worries.

However, the scheme will still add to the capacity of the carriageway at the expense of the footway and therefore it remains a concern as children go to and from school. So, in my view the new traffic management plans are not sufficiently significant for me to say that I support the scheme.

## **2. Residents**

Expression of support have been received from two residents on the basis that:

- They support the revised proposals and that the store will be a welcome addition in this part of Chorlton. They comment that they do not believe that school children in the area will be at more risk of injury.
- The development promises multiple benefits including job creation, environmental sustainability, affordability, and convenience. The new Lidl would boost employment opportunities locally, offering full and part-time roles, thus supporting the economy. Additionally, its proximity eliminates the need for residents to drive to Fallowfield for groceries, reducing the collective carbon footprint.
- Moreover, Lidl's reputation for providing high-quality, budget-friendly goods will allow residents to access quality goods without financial strain. The convenience, particularly for elderly, those without transportation, and families with young children, is an invaluable asset.

- The resident understands the worries of the parents who have children in the schools nearby related to traffic and who stopped the development in the first place. However, as a teacher, they state that the responsibility of teaching pupils how to cross the street safely lies within the school and family environment. They have noted teenagers crossing and jumping in front of cars without checking the traffic or the traffic lights. They find it deeply unfair to stop the building of an affordable supermarket (the only one that Chorlton would have).

Eight further letters of objection have been received that raise issues already included within the report but also raise the following points.

- The presence of traffic calming further up the road suggests that the road is not suitable for increased traffic flow. Nell Lane regularly floods when Chorlton Bank bursts its banks in autumn and winter and this will impact on traffic flow. The delivery vehicle will have troubles manoeuvring and could delay trams.

Suggestion that an adjustment to the design to make the entrance from Mauldeth Road West (rather than Nell Lane) would solve many of the difficulties

- Resident states that the first application was declined after deemed unsafe due to concerns over road safety at an already busy junction flanked by four schools. There were virtually no road safety measures in the first proposal and in this second proposal will be largely ineffective.

Part of the plan is to narrow the pavements to allow a larger turning circle for lorries into the proposed site. Since mid march, there have been a minimum of seven RTAs in 10 weeks, some serious, as well as somewhere in the region of 60 high speed police chases.

- Query as to why local residents not been given notice of the revised highway measures.
- Comments made about the alteration of the composition of committee and therefore a need for a further site visit.
- Resident now states that the Head of Chorlton High School South has now also stated that he objects to this proposal, joining the Head of Chorlton High School and Head of Loreto High School in objecting to this proposal.
- Comments about the inclusion of photographs previously included in previous late representation report and query over the accuracy of accident statistics. Residents also wanted further incidents noting.

- 11 March 2023  
Major collision at the junction of Nell Lane and Mauldeth Road

(110 yds from the supermarket entrance on Nell Lane)

- 18 February 2023  
Collision on Sandy Lane (0.2 mile from the supermarket entrance on Nell Lane)
- 15 February 2023  
Car drives into the School warning sign on Nell Lane, outside the entrance to Chorlton High School, and destroys the school safety barrier, (140 yards from the supermarket entrance on Nell Lane)
- 23 January 2023  
Car/Lorry drives onto the pavement and into planters at junction of St Werburghs Road/Nell Lane and Sandy Lane, destroying 2 of them at the site of the Chorlton High and Chorlton Park School lollipop crossing. (0.2 mile from supermarket entrance on Nell Lane)
- 30 October 2022  
Collision between a car and a van outside the entrance to Chorlton High School. (110 yards from supermarket entrance on Nell Lane)

5 traffic accidents in 5 months. 3 of them directly outside the entrance to Chorlton High School and yards from the proposed supermarket entrance. This differs from the accident statistics quoted in the original LIDL application of 4 incidents in 5 years. This is an extremely dangerous location.

Photos are included below:



Mauldeth Road West





Nell Lane



St Werburghs Road, Sandy Lane and Nell Lane

### 3. Director of Planning

A revised package of Highways measures was submitted in response to concerns raised by committee at the meeting in March. This information was placed on public access.

In response to additional comments received:

The footway cycleway on Nell Lane would meet the standards at 3m in width. Flood Risk Management have no objections to the application subject to the imposition of appropriate conditions.

The manoeuvring of the service vehicles has been tracked and is acceptable.

The road safety concerns expressed in response to the submission of the scheme and at March committee have prompted a further enhanced offer in relation to highways infrastructure and restriction in order to ensure that the proposed use would not provide any undue adverse impacts on the immediately surrounding highway network including on pedestrian and cycle safety.

The recommendation of the Director of Planning is to **APPROVE**.

## APPENDIX TO AGENDA (LATE REPRESENTATIONS)

**Planning and Highways Committee** 1 June 2023

**Item No.** 13

**Application Number** 135936/FO/2023

**Ward** Cheetham ward

### **Description and Address**

Erection of part single, part two storey building to form purpose-built primary school (Class F.1) with associated open space, access, landscaping, boundary treatment and other infrastructure works.

Bignor Street Park, Heywood Park, Manchester

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### **1. Applicant**

The applicant has met with Manchester Active to alter the mitigation package to address the comments of Sport England.

The mitigation now constitutes:

- 1) On site enclosed cricket nets provided as part of the school development.
- 2) On site Community Use Agreement for the outdoor sports (football pitch and MUGAs) and access to a toilet to be secured via a prior to first use condition.
- 3) Provision of a financial contribution to cover the following improvements to be implemented by MCC:
  - a. Off site replacement playing field equal to 2,023m<sup>2</sup> at Boggart Hole Clough
  - b. Off site replacement MUGAs at Cheetham Park and Smedley Playing Field

A suggestion is made to alter the community use conditions included in the original report to address this change.

### **2. Sport England**

Sport England maintains its objection to this application but would consider withdrawing the objection once the necessary legal mechanisms to secure the replacement playing field are in place and the recommended conditions are included on any decision notice.

The conditions and requirement for legal agreements are in summary as follows:



- 1) Provision of a Community Use Agreement for the School for use of on site sports facilities and batting nets;
- 2) Specification for provision of Batting Enclosures in accordance with ECB standards;
- 3) Specification for provision of basketball courts
- 4) Delivery of U9/U10 pitch;
- 5) School pitch delivered;

Section 106 required for a financial contribution to the provision of a minimum of 2023sqm off-site playing field at Boggart Hole Clough and MUGA at Cheetham Park.

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless one or more of the five exceptions stated in its policy apply.

#### Community Use Agreement

Submitted information includes suggested condition wording for the required Community Use Agreement (CUA) for the proposed school. Sport England is satisfied with the wording and recommends a planning condition.

Whilst this provision does not replace the playing field, this provision provides the community with access to sports facilities onsite on the basis of a pricing strategy agreed by a steering group to be formed as part of the CUA.

#### Provision of cricket nets/batting enclosure – adjacent to school

Part of the CUA will include community access to the batting enclosure to be provided adjacent to the school site.

This would provide the community with new provision of a cricket facility on part of the playing field site. The technical details are to be agreed in consultation with the ECB and can be dealt with by planning condition as outlined below. The pricing will be incorporated as part of the Community Use Agreement for the school.

#### Delivery of replacement playing field

Boggart Hole Clough:

Further information received includes reference to the agreement of the applicant to provide a financial contribution to be made to Manchester City Council to provide a new playing field at Boggart Hole Clough. The submission includes a Feasibility Study which includes indicative details and demonstrates how that can be delivered at the site and can provide an off-site replacement playing field equal to 2,023m<sup>2</sup>. Sport England welcomes this provision as it would provide an appropriate replacement of playing field and broadly meets the quantitative requirement of Exception 4 of Sport England Playing Fields Policy.

Exception 4 requires a qualitative provision of replacement playing field. Boggart Hole Clough is approximately 2 miles 'as the crow flies' from Bignor Street which is not ideal in terms of achieving this. However, the latest information has confirmed that the provision of a MUGA on non-playing field land at Cheetham Park remains part of the mitigation package for this proposal. Although this doesn't provide replacement playing field it does replace the existing MUGA at Bignor Street and provides some localised sports facilities for the community. On this basis Sport England can accept the principle of a replacement playing field at Boggart Hole Clough, being part of an overall replacement package, which includes provision of a MUGA at Cheetham Park, as appropriate in terms of broadly meeting the qualitative requirements of Exception 4.

#### Smedley Lane Playing Fields:

This site is referred to by the applicant, however, Sport England is not considering this site as playing field replacement as Smedley Lane Playing Fields is already classed as playing field. Therefore, its inclusion as part of the proposed mitigation package in the form of a replacement facility would not be a policy compliant and would not meet Playing Field Policy Exception 4 or paragraph 99 of the NPPF.

### **Assessment of Previous Submissions**

#### Provision of cricket and football box – Cheetham Park

The ECB have not had sufficient technical information to assess the proposal. The submitted additional information identifies a proposed MUGA to be provided at Cheetham Park as forming part of the mitigation package to replace the facilities at Bignor Street. The final details of this have not been confirmed and is subject to a feasibility study. The land is owned by the Council and Sport England is satisfied that this could be delivered through an appropriate Legal Agreement that will commit MCC Parks Team to its delivery and would include obtaining the necessary planning permissions and ensuring the provisions are to appropriate technical standards in relation to the sports it would provide which should cricket and basketball.

Sport England is satisfied that, subject to the measures above being delivered and in accordance with the recommended conditions and legal requirements, the proposal could broadly meet Exception 4 of their Playing Field Policy and paragraph 99 of the NPPF because the area of playing field lost could be adequately replaced. However, Sport England would need to be assured of the legal means to deliver the different elements of replacement playing field and mitigation. Sport England consider that provided this is met, it could be able to withdraw its objection.

### **3. Director of Planning**

The areas of mitigation at Smedley Lane and Cheetham Park and how they relate to the application site at Bignor Street Park (both sites are within close proximity to and accessible to the local community) are shown on the map below:



Following receipt of the altered package of mitigation, which now includes for replacement provision at Boggart Hole Clough and the revised comments of Sport England, the local planning authority are entirely satisfied with the reprovision of sports facilities having regard to national and development plan policies.

The following conditions will need to be amended / included:

Condition 12 reworded to address a typing error as follows:

12. Prior to occupation of the development the provision of electric vehicle charging points shall have been implemented in line with the information submitted on plan AT.22.1242.100 dated 17.05.2023. These charging facilities shall thereafter be retained for the use of the

school.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

Condition 17 reworded as follows:

Use of the development shall not commence until a Community Use Agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to the on site cricket nets, natural turf football pitch, multi-use games area and access to a WC and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement and for the duration of the development.

Reason - To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport pursuant to policy EN10 of the Core Strategy.

Condition 18 reworded as follows:

No development shall begin until the technical specification for the proposed cricket batting enclosures has been submitted to and approved by the Local Planning Authority (after consultation with Sport England). The details as approved shall be implemented to an agreed timescale.

Reason - To ensure the quality of pitches is satisfactory and that they are available for use before development (or agreed timescale) and to accord with Development Plan Policy EN10.

Condition 21 reworded to include trigger as follows:

Prior to the occupation of the development, details of the proposed opening hours shall be submitted to and agreed in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policies SP1 and DM1 of the Core Strategy and saved Policy DC26 of the City of Manchester Unitary Development Plan.

Addition of Condition 31 as follows:

No development shall begin until the technical specifications, to include dimensions, layout, sports markings, fencing, sports lighting, and materials for the proposed Multi Use Games Areas has been submitted to



and approved by the Local Planning Authority (after consultation with Sport England). The Multi Use Games Areas shall not be constructed other than in accordance with the approved details and shall be implemented to an agreed timescale.

Reason - To ensure the quality of the Multi Use Games Areas is satisfactory and that they are available for use before development (or agreed timescale) and to accord with Development Plan Policy EN10.

Addition of Condition 32 as follows:

No development shall begin until the technical specifications of the grass football pitch has been submitted to and approved by the Local Planning Authority (after consultation with Sport England). The football pitch shall not be constructed other than in accordance with the approved details and shall be retained as such thereafter throughout the lifetime of the development.

Reason - To ensure the quality of pitches is satisfactory and they are appropriate for use and to accord with Development Plan Policy EN10.

Addition of Condition 33 as follows:

No development shall begin until the technical specifications of the mini football pitch has been submitted to and approved by the Local Planning Authority (after consultation with Sport England). The mini football pitch shall be constructed and laid out in accordance with the standards and methodologies set out in the guidance note "Natural Turf for Sport" (Sport England, 2011). The football pitch shall not be constructed other than in accordance with the approved details and shall be retained as such thereafter throughout the lifetime of the development.

Reason - To ensure the quality of pitches is satisfactory and they are appropriate for use and to accord with Development Plan Policy EN10.

As the holding objection has been removed by Sport England, subject to the signature of an appropriate legal agreement and conditions, the recommendation of the Director of Planning is now altered to **MINDED TO APPROVE subject to the signing of a Section 106 agreement securing offsite mitigation for reprovision of play.**

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