

Application Number	Date of Appln	Committee Date	Ward
122300/FO/2019	4th Jan 2019	19th Sep 2019	Didsbury West Ward

Proposal Erection of single storey building to form sports changing rooms, function room, cafe facilities and meeting room following demolition of existing changing facilities building together with car parking and creation of new vehicular and pedestrian access off Mersey Crescent, and associated external works.

Location Merseybank Playing Fields , Waterford Avenue, Manchester, M20 2ZN,

Applicant Ms Claire Lawless , Fletcher Moss Rangers Community Football Club, Merseybank Playing Fields, Waterford Avenue, Manchester, M20 2ZN,

Agent Mr Timothy Shennan, AFL Architects, 2nd Floor St Georges House, Peter Street, Manchester, M2 3NQ

Description of site

The application site relates to the existing changing facilities, car parking area and part of the Merseybank Playing fields located to the north of the River Mersey to the east of Waterford Avenue and south of Mersey Crescent in the Didsbury West ward. Princess Road is located further to the west accessed via Mersey Crescent and to the west adjoining the application site are further sports facilities in the form of surfaced courts that have been used for tennis and other court based sports. To the east of the site are the remainder of the grass sports pitches which are in use.

The site currently contains a single storey brick structure that contains a single changing room with showers, small office space and storage area used by the Fletcher Moss Rangers Football Club, the footprint of the building is 262 sqm. The building is in a poor state of repair and provides limited facilities. At present there is access to the river side path via only a steep, unofficial path, trodden through the planting on the bank of the river. The remainder of the application site contains part of the grassed pitch area of the playing fields and a car parking area accessed from Waterford Avenue.

The application site is located within the Greater Manchester Green Belt and flood zone 2 of the River Mersey.



Application site edged in red – the existing building on site is located to the bottom of the site with the existing car parking and access road centrally located, the playing fields extend eastwards

The application has been submitted by the Fletcher Moss Rangers Community Football Club who were originally established in 1986 and have been operating from Merseybank Playing Fields for 16 years. The Club became one of the first FA Charter Standard Community clubs in Manchester in 2002, becoming a fully inclusive football club that provides football to all.

Description of proposals

The application proposals relate to the erection of a single storey building to form sports changing rooms, function room, cafe facilities and meeting room following demolition of existing changing facilities building. The proposals also include the extension of car parking on the site and creation of new vehicular and pedestrian access off Mersey Crescent.

The proposed single storey building accommodates a 25-cover cafe, a community hall, a meeting room and changing facilities for teams and officials. The building is split with the community centre to the west, cafe in the centre and changing facilities to the east. The applicants supporting information indicates that this allows the facility to be locked and access controlled per user group.



Proposed ground floor plan

The scheme is broken into three forms; two mono-pitch wings and a centrally positioned glazed lobby and cafe. The community hall is the tallest element of the scheme, justified by its use as a badminton court, the size of which is based on guidance from Sport England. The tallest element of the building would be 8.4 metres at its highest point of the community hall element dropping to 3.7 metres at the central entrance. The changing room element of the building ranges in height from 6.6 metres dropping to 4.8 metres. The building would accommodate 4 changing rooms, officials changing, kitchen café, meeting room and community hall. The proposed materials for the building are a brown brick, with centrally glazed elements and a profiled metal cladding.



Proposed south elevation facing River Mersey



Proposed north elevation facing towards Waterford Avenue

The changes to the car parking would allow for the provision of a further 43 car parking spaces including 4 accessible spaces and the creation of a new vehicular and pedestrian access from Mersey Crescent to replace the current access onto Waterford Avenue.

Following the identification of water mains running underneath the application site the applicant revised the proposals to re-site the proposed building away from this infrastructure. This alteration was subject to renotification of consultees and local residents.

Consultations

The application was subject to notification of local residents, site notice and advertisement in the Manchester Evening News. As the application was revised during consideration of the proposals a further notification of local residents and statutory consultees was undertaken between the 9th and 30th of April.

Following comments by local residents the applicant undertook further engagement with local residents and stakeholders throughout June and July 2019. The applicant requested that this process be concluded prior to the application being taken forward.

Local residents – Following the first period of notification 12 representations objecting to the proposals and 3 in support were received. Following the renotification process a further 5 representations from 4 residents were received. The concerns raised are summarised below:

- The size of the new building is out of proportion to the club's needs, the new size is around three times the size of the existing building.
- The proposed height of the building would be significantly increased and would not be consistent with the aim to conserve the greenbelt area.
- The new building includes a proposed café/bar. The club sits within a residential area not at all suited to a bar.
- On busy Saturday mornings many residents surrounding the club are inconvenienced by the number of cars that park inconsiderately in front of their properties. The club currently has around 60 spaces in the current car park which are often not fully utilised during this time. The club should look to use this existing hardstanding rather than convert green space within the greenbelt into car parking. The extra spaces are disproportionate to the need given how little time the car park is occupied for each week.
- The club should provide stewards to manage traffic during peak times and should encourage greater use of public transport, car shares, cycling and pedestrian access to football matches and training.
- The new access road would involve the removal of a silver birch tree adjacent to Mersey Crescent, there is no need to remove the tree just as there is no need for the access road.
- The only reason for the new access being proposed is to conform to standard junction spacing in residential areas according to the traffic assessment. There have been no issues or accidents with the current access point that I am aware of, the existing junction could be widened if necessary rather than creating a new road that would involve the removal of the tree.

- MCC should look beyond this application at the wider strategy and long term plan for Mersey Bank playing fields. The fields used to have much greater usage but areas such as the tennis courts have fallen into disrepair and have become hotspots for drug use and antisocial behaviour.
- There has been no consultation with local residents up to the recent meeting held at Southway Housing Trust and this has resulted in a flawed application.
- If permission is granted for this new complex heavy equipment would have to be brought onto the estate. As all roads on the estate are already in disrepair would it not be advantageous to both club and residents to budget for the resurfacing of the roads before the complex is opened.
- The submitted planning statement recognises that the local community very rarely uses the playing fields or facilities except for the purposes of dog walking. It also recognises that in excess of 32,000 people use the Mersey Valley section of the Trans Pennine Trail and suggests these users as potential users of the upgraded facilities, however there is no evidence to back this up.
- Whilst being supportive of the replacement of the existing pavilion building, however, the replacement facilities are beyond that required and the enlarged facilities will impact on the character of the greenbelt. The application presents the building being single storey when the reality is that much of the building would be equivalent to a two storey building in height.
- There is no firm evidence or justification for the additional car parking and new access road. The construction of both would replace the existing green space with hardstanding and involve the removal of a silver birch tree.
- The results of the submitted transport assessment echo my own experiences in that there is generally no issue with car parking in the area. On busy match days there is less on street car parking available but there is never an issue finding a car parking space in the vicinity of residential properties. The proposed increased car parking provision is therefore disproportionate to the need. It is irresponsible to encourage car travel by providing extra spaces in the context of Manchester's poor air quality and that greater car sharing could be encouraged.
- The planning application is a missed opportunity to increase wider usage of Mersey Bank. To truly enhance the open space as a recreational space, improve community cohesion and maximise the potential of the space the Council should consider the wider benefits of enhancing the environment local to Mersey bank, additional landscaping and habitat creation should be considered.
- I assume licensing would be an issue and I would expect any licence given should end at a reasonable time for a family estate.

Comments received in support of the application proposals are summarised below:

- More parking and easier access would benefit local residents as there's a lot of congestion for pedestrians twice weekly to contend with so I welcome any improvements to the parking and access.
- Welcome improvements to the building itself and new club house and function room which could provide the community with a hub if the football club were willing to open it up to local activities/groups.

- If done with sensitivity and regular consultation with residents I see the plans as positive. The club is a warm and positive place where children thrive and the more the club are supported the better the impact they can have on the well-being of youngsters in and around the area.
- I do not object to the rebuilding of the changing rooms and the café for match days I do object to the function room as it is not necessary.
- To cope with extra traffic the council must improve the roads and put speed bumps in, there needs to be signs to encourage people to only park in the designated area.
- Concerns regarding the function room being used as a social venue for hire and the potential for a licensed bar within the building.
- The height and size of the proposed building is out of keeping with the continuous undeveloped riverside. It will be seen from quite a distance.
- The creation of a 'livelier environment' through the day will disturb residents as it is a quiet residential area.
- Not convinced that the extra car parking provision is sufficient.
- Trees along the fence with Waterford Avenue should be retained.

Councillor Richard Kilpatrick – Contacted the Planning Service as a result of the renotification process undertaken as part of the planning application and the separate consultation undertaken with residents. It is his view that the application should not be heard until that consultation process is completed.

Environmental Health: Have considered the application and recommend that conditions are attached to any approval relating to delivery hours; extraction of fumes and odours; construction management plan to include construction hours of working; external lighting; acoustic insulation of the function suite; external ancillary plant and equipment; waste management; and, contaminated land.

GMEU – Have reviewed the submitted information and it is confirmed that no significant ecological issues were identified by the developer's ecological consultant. Issues relating to bats, nesting birds and proximity to the River Mersey can be resolved via condition and or informative.

Due to the proximity to the River Mersey there is a risk during demolition and construction of accidental impacts on the ecological potential of the River. It is recommended that a condition be attached to any approval to request a method statement for works be submitted and approved prior to works commencing on site.

Greater Manchester Policy (Crime Prevention Team) – Recommend that a condition to reflect the physical security specifications set out in the consultation should be added, if the application is to be approved.

Highway Services – Are satisfied with the revised proposals they confirm that the dimensions of the proposed access way are acceptable and the provided visibility splay of the proposed access road onto Mersey Crescent indicate no issues with this arrangement.

The location of the existing access road is not preferred as vehicles access/egress directly onto the Waterford Avenue/Mersey Crescent junction. The relocation of the access is therefore a favourable proposal from a Highways perspective.

Mersey Crescent is subject to some on-street parking, particularly during peak times at the club, as highlighted within the parking survey results in the Transport Assessment. It is assumed that this could be due to the existing sub-standard car park and access road. Some neighbouring properties benefit from driveway parking/garages however there are demands from residents requiring on-street car parking.

The new vehicle access from Mersey Crescent should be constructed in accordance with MCC standards and under a Section 278 Agreement. Highways also recommend that additional traffic regulation orders are provided to protect the new entrance location and the south side of Mersey Crescent, to be addressed under the wider Section 278 Agreement. This will require discussion and agreement with the council's Highways Applications and Network Resilience teams.

Should the access road be gated, these should be inwardly opening in order to prevent obstruction to passing footway users. It is also recommended that stacking space of one car length is provided to accommodate queuing vehicles off the highway.

Cycle parking for 10 cycles has been accommodated this should be secure and sheltered.

It is recommended that all servicing requirements are undertaken outside of peak club hours to avoid unnecessary congestion within the car park.

A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

It is assumed that there is an existing Travel Plan associated with the club. An amendment should be made respective of this development

Environment Agency - Have no objection in principle to the proposed development but made the following recommendations: consideration be given to the incorporation into the design and construction of the development of flood proofing measures. These include barriers on ground floor doors, windows and access points and bringing in electrical services into the building at a high level so that plugs are located above possible flood levels.

Cadent Gas – As part of the original application proposals identified that the original location of the proposed building was in close proximity to gas pipelines.

United Utilities – Objected to the original proposals on the basis of the location of the building in close proximity to two large diameter trunk mains that cross the proposed site. However, are satisfied that the revised siting of the building is not located above United Utilities' water mains and therefore have removed their objection. They request that a condition be attached to any approval to ensure protection of the

water mains both during and after construction and that the applicant provides to them the precise location of the water main surveyed and required access strip.

Flood Risk Management Team – Recommend a condition be attached to any approval for the submission and approval of a surface water drainage scheme for the development.

Sport England - Having assessed the application, Sport England is satisfied that the proposed changing facilities and car parking meets Exception 2 of their playing fields policy, in that:

'The proposed development is for ancillary facilities supporting the principal use of the site as a playing field, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.'

Sport England has consulted with the Football Foundation and they confirm the design complies with the Football Associations design standards for community sport. It is also noted the two mini pitches that are affected by the car park are to be relocated within the site.

This being the case, Sport England does not wish to raise an objection to this application.

MCC Sports and Leisure Services - The facilities currently comprise of two adult natural turf football pitches, two youth natural turf football pitches and four mini soccer pitches, all standard quality and with some peak time capacity. The ancillary changing facilities are in a poor condition and not appropriate for mixed or girls' teams. This is a publicly accessible site, part of which previously accommodated a softball diamond approximately eight years ago. The Playing Pitch Strategy Action Plan highlights the need to improve the quality of changing facilities to meet National Governing Body specifications and to cater for male and female players. The plan also recommends the consideration of multi-sport provision from the site.

The City Council's Sport & Leisure Service are therefore fully supportive of this application to provide much needed ancillary facilities to service the local community. The plans are subject to a viable business case, 5 year business plan and club development plan signed off by the Councils' leisure and estates team to demonstrate a sustainable operating model. The Council's Sport & Leisure service are currently working with the club to develop plans to bring forward the scheme.

Policy

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

Relevant local and national planning policies to the consideration of the application proposals is set out below.

Core Strategy Development Plan Document

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Relevant policies in the Core Strategy are:

Policy SP1, *Spatial Principles* – 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 and protect and enhance the built and natural environment. The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved.

Core Development Principles of policy SP1 state development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-
creating well designed places that enhance or create character.
making a positive contribution to the health, safety and wellbeing of residents

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy EN10, *Safeguarding Open Space, Sport and Recreation Facilities* -

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

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

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

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;

Or

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

Or

- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

Policy EN12, *Area priorities for Open Space, Sport and Recreation* –

The priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas

include the following:-

South area: enhance the quality of existing provision and using opportunities to address deficiencies.

Policy EN13, *Green Belt* - The extent of Green Belt in Manchester will be amended in the vicinity of Manchester Airport, in accordance with policy MA1. Otherwise, there are no amendments to the Green Belt boundary to be effected through the Core Strategy. This does not preclude further consideration of sites currently within the Green Belt through subsequent Development Plan Documents.

Policy EN14, *Flood Risk* – Development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.

Policy EN17, *Water Quality* - Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological. Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses; Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, 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.

- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques

Saved Unitary Development Plan policies

The below saved Unitary Development Plan policies are considered of relevance in this instance.

Saved Mersey Valley Recreation policies:

CB15 - Existing land will be conserved and improved and will, for the most part, continue in recreation use.

CB16 - Throughout the Valley further sites for outdoor recreation will be developed, and existing sites improved, to cater for a wide range of mainly informal recreation activities. Where 'urban' recreation facilities (such as local play spaces, formal parks and allotments) are needed, provision will be made on suitable sites, generally within and adjoining the built-up areas.

CB23 - The Council will protect, conserve and improve the landscape quality and natural history of the Valley, encourage the development of a variety of attractive landscape types and, where appropriate, will seek to re-establish a countryside character in the Valley.

CB33 - Where appropriate, car parks will be provided to serve areas of recreation. Any new car parks shall be of a scale and type in keeping with the character of the area; have a minimal impact on residential areas; and normally be located:-

- a) near the edge of the Valley or;
- b) on the fringe of major recreation areas or;
- c) adjacent to main access routes into the Valley.

CB43 - Within the area defined for this purpose on the Proposals Map, new urban development will not normally be permitted. The only exceptions considered will be where the development would not lead to the division of the open parts of the Valley into sections and falls within the terms of (a) or (b) below: -

- a) Where the area forms part of the green belt, the established green belt policies apply.
- b) Where the area does not form part of the green belt, at Least one of the following circumstances is met: -
 - i) that the development represents limited infilling to an established Valley settlement or industrial area;
 - ii) that it is an extension to or renewal of an established industry where the economic and employment factors are of overriding importance;
 - iii) that the development is required in association with an outdoor recreation or appropriate tourist facility;
 - iv) that the development would be appropriate in a green belt;
 - v) that the development is necessary to meet an exceptional need which cannot reasonably be met elsewhere.

CB44 - Any new development permitted within the Valley shall be of a high standard and by careful attention to siting, design, layout materials and landscape design shall not have a harmful effect on the character of the Valley. Any new development which by reason of its nature, scale or location cannot meet these criteria will not be permitted unless there is an overriding need for the proposed development to be in that particular Location.

CB47 - Any development which is permitted within or close to the Valley's river, streams and canals shall have regard to their setting and potential value for recreation.

The National Planning Policy Framework (February 2019)

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 96 indicates that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities.

Paragraph 97 states existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Section 13 deals with protecting Green Belt land. Paragraph 133 confirms that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Paragraph 134 sets out that the Green Belt serves five purposes which are:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraphs 143 to 147 set out consideration of planning proposals affecting the green belt.

It is stated that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

The NPPF confirms that the construction of new buildings is inappropriate in the Green Belt. Exceptions to this are:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Full consideration of the application proposals against national Green Belt policy is set out below within the issues section of this report.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) –

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow. Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Manchester Playing Pitch Strategy 2017

The MPPS was approved by Executive Committee in December 2017, the strategy provides the strategic rationale for future investment into a range of playing pitches and associated facilities across the city.

It identifies that Playing Pitches and their associated facilities, including changing rooms, play a significant role in delivering on a range of Our Manchester priorities. These facilities for example contribute to tackling inactivity and increasing participation in sport and physical activity. They are a resource required by community groups and individuals to enable their activity, either informally / socially – going for a jog with a group of friends, or more formally activity such as playing a football match in a structured league.

The vision outlined in the MPPS is:

“Manchester will provide a network of high quality outdoor sports facilities that are conducive to increasing and sustaining participation in sport and consequently contributing to making sport a habit for life”

As part of the strategy a number of recommendations, actions and strategic priorities were listed and approved this includes:

In relation to Football there is a need to improve, provide and increase access to changing facilities which serve grass football pitches. Ensure any works ensure suitability for female and disability access to facilitate increased formats of football.

In terms of actions identified for the 18 months after the approval of the MPPS Merseybank Playing Fields is identified for development of a sustainable model for asset transfer with Fletcher Moss Rangers FC with a key need to improve changing facilities for more than one sport.

Issues

Principle – The principle of enhanced changing and community facilities to support existing outdoor sports pitches is considered to be generally acceptable subject, in this instance, to consideration in more detail of the impacts on: the green belt, visual amenity and character of the area, residential amenity, highways, flood risk, and the need for the facilities.

Green Belt – The application site is located within the Greater Manchester Green Belt which was established through the approval of the Greater Manchester Green Belt Local Plan adopted in 1984, the boundaries of which were subsumed into the Unitary Development Plan and more recently the Core Strategy – although with some amendments. The defined area of Green Belt within this part of Manchester remains unchanged since 1984.

National Planning Policy within the NPPF sets out the importance of the Green Belt’s permanence and openness and the five purposes which are set out within the policy section of this report. The NPPF indicates that construction of new buildings within the Green Belt is inappropriate but does indicate that there are exceptions to this which include ‘the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it’. The provision of the changing facilities and other facilities directly connected with the existing use of the adjacent sports pitches and open space would fall within this exceptions test as appropriate facilities as set out within the NPPF. However, an assessment is required as directed by the NPPF that the proposals would preserve the openness of the Green Belt and do not conflict with the purposes of the land being included within the Green Belt.

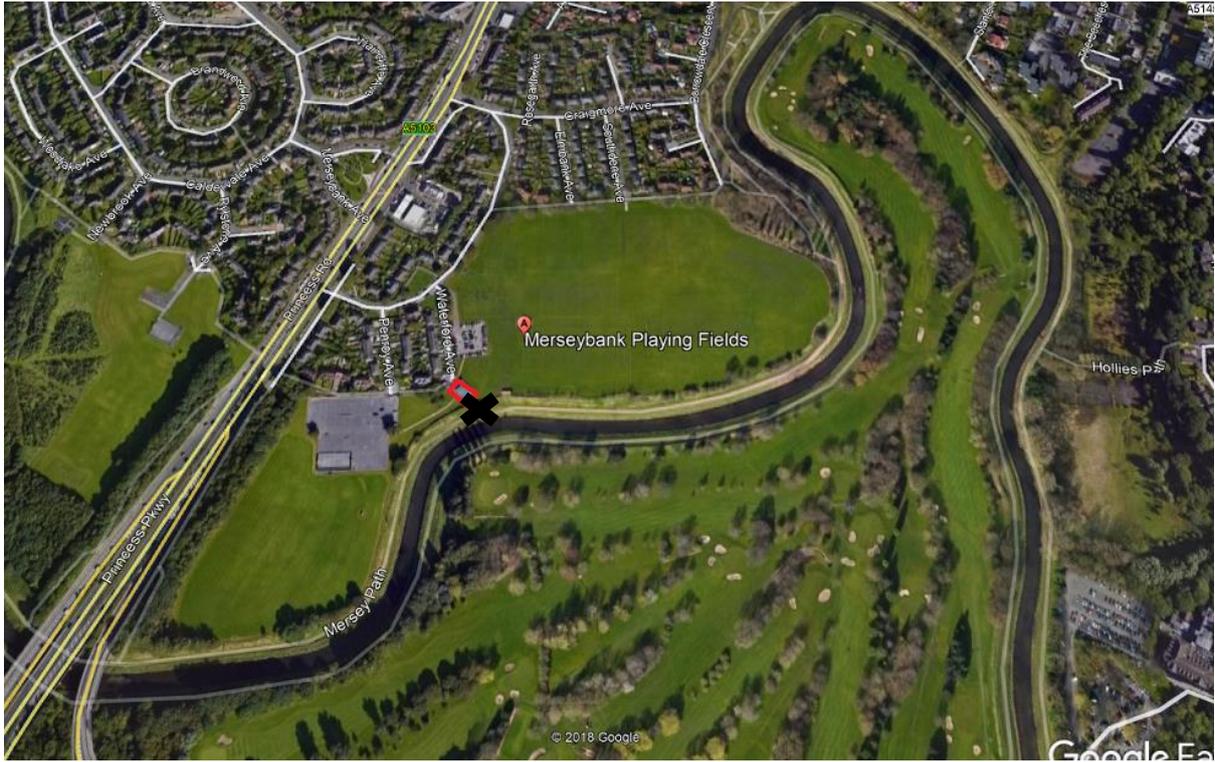
The applicant has provided a Green Belt Impact Statement alongside the application proposals.

Openness – The National Planning Practice Guidance advises in assessing the impact of a proposal on the openness of the Green Belt this requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment. These include, but are not limited to:

- openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;
- the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and
- the degree of activity likely to be generated, such as traffic generation.

In this instance the application site contains an existing changing room building and associated car parking area located at a point where there is narrowing of land within the Green Belt between the two storey residential properties to the north and the River Mersey to the south. The existing changing room building sits within this narrowed part of land. However, the site sits within a larger overall expanse of Green Belt which stretches south, east and west generally following the Mersey Valley. The enlargement of the car parking area from 60 spaces to 103 spaces, would give over a larger area over to car parking. The current area of car parking equates to approximately 1,300 sqm, the enlargement of the car park would add approximately 700 sqm in car parking space. This car parking is directly related to the use of the changing facilities and the continued recreational use of the Playing Fields as such it is a component part of the proposals and is an appropriate use within the Green Belt. It is not considered that the car parking would impact on the overall openness of the site and the inclusion of landscaped planting around the car parking would further assist in softening the visual impact of this element of the proposals.

The series of photographs below set out: the position of the existing building in relation to the Mersey Valley and wider Green Belt land; the existing building on site; long range views across the playing fields towards the existing changing rooms; a view south down Waterford Avenue towards the changing rooms; and a visualisation of the proposed building. Whilst the proposed changing room building has a larger foot print and volume than the existing building it is not considered that it would impact on the openness of the Green Belt in this location in terms of the spatial aspects of the Green Belt or visually.



Aerial photograph showing location of the existing changing room (marked with a X) the green space to the north and south of the River Mersey is all located within the Green Belt



The existing changing room building – The head of Waterford Avenue is located to the left and River Mersey to the right off the picture



View south west across the playing fields from Southdene Avenue



View south down Waterford Avenue towards the existing building



CGI View looking south down Waterford Avenue towards the proposed building

Conflict with the purposes of the Green Belt – The five purposes of the Green Belt are long established and are:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The proposals are locationally specific and relate directly to the use of the existing open space and outdoor pitches for sports. The site currently contains an existing changing room building that is not fit for purpose and in a poor state of repair. It is not considered that the proposals would conflict with the five purposes of the Green Belt.

The proposals are considered to meet the exceptions for buildings being constructed within the Green Belt and accord with national Green Belt policy in this instance.

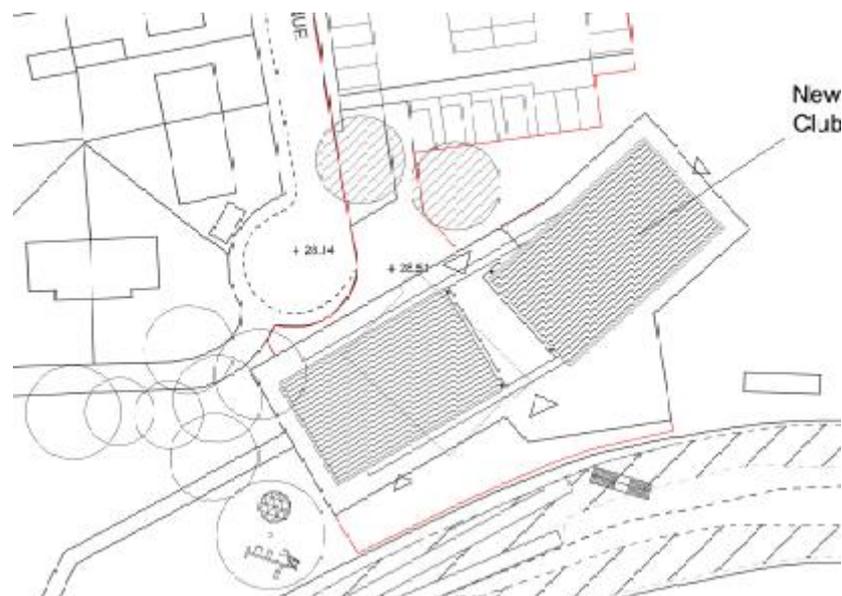
Visual amenity – The proposals would remove a building in a poor state of repair and unsuited to modern standards for changing and associated facilities. The proposed building would be constructed of brick, glazing and metal cladding materials. The building has been designed to provide a high quality addition to the area but reflecting the needs of the space requirements for changing facilities and guidance from Sport England.

It is acknowledged that the building is of a height similar to a two storey dwellinghouse (8.4 metres at its highest point on its western side) dropping to 6 metres towards the central entrance element of the building. The tallest element is approximately 18 metres from the corner of the nearest residential property to the north and west on Northbank Walk and 21 metres to the south of the end property on Waterford Avenue. Given these distances and the orientation of the existing properties and the proposed building it is not considered that the proposals would give rise to unacceptable visual impacts on existing residential properties.

Concerns have been raised with regards to views from properties on Waterford Avenue being impacted by the location of the proposed building. The front east facing windows to the closest property on Waterford Avenue would be approximately 47 metres from the most eastern corner of the proposed buildings. It is considered that this distance is acceptable and would not give rise to unacceptable impacts on existing residential properties.

Residential Amenity – The sports pitches and existing changing facilities are currently in use, however the introduction of modern changing facilities and additional parking provision would generate some additional activity albeit this is likely to correlate with the peak use of the pitches at the weekends.

The entrance to the proposed building is located centrally on the north facing elevation approximately 27 metres from the front of the nearest residential property on Waterford Avenue which is slightly further away than one of the entrances into the existing building (20 metres). It is not considered that the proposed building would give rise to unacceptable impacts on residential amenity as a result of activity such as comings and goings from the proposed building to warrant refusal of the application.



Layout plan showing relationship to residential properties on Waterford Avenue and Northbank Walk to the north and west

The majority of the additional car parking is located on the northern edge of the existing car parking area further away from residential properties on Waterford Avenue although some additional accessible spaces are to be provided to the front of the properties at the head of the cul-de-sac separated by proposed tree planting and landscaping.

The new vehicular access into the site has been amended to avoid the loss of any trees on this part of the site. The existing access to the car parking would not be required in the future and would be incorporated into additional landscaping to be secured by way of appropriately worded condition attached to any approval. The new vehicular access would be located opposite residential properties on Mersey

Crescent although not directly facing these. Given the peak demand periods for the use of the car park it is not considered that the new vehicular access would give rise to impacts on residential amenity that would warrant refusal of the proposals.

The existing playing fields can be used throughout the year and are not currently floodlit. The application proposals would not alter or amend the number of pitches in use and does not include for floodlighting of the pitches. It is acknowledged that the provision of the changing facilities may facilitate greater use of the playing fields than is currently the case, however, this use is restricted by the extent and type of pitches that are present on the playing fields. It is therefore considered that any impacts through greater participation on the existing playing fields is considered acceptable.

Concerns have been raised with regards to the proposed ancillary café and community room within the building and the potential for this to be used for social events. The applicant has indicated that it is not the intention for the premises to be licensed although a café use (A3) would allow for the sale of food and drink for the consumption on the premises, there is no restriction in planning terms on the types of food and drink that could be sold. The proposed hours of opening for the café are 0800 to 2100hrs Monday to Saturday and 0900 -1800hrs on Sundays, these hours are considered to be reasonable in this location and are not considered to give rise to unacceptable impacts, conditions as recommended by Environmental Health are proposed to be attached to any approval to ensure that the building is acoustically insulated to reduce noise breakout and a suitably worded condition is proposed to cover the hours of opening. The wider facilities in the building could be used for further community events and the applicants intention is that this space could be used for a wide range of activities.

Highways and car parking – The application has been supported by a transport statement which has been fully assessed by the Council's Highway Services. The current vehicular access is understood to be substandard, the access meets at the junction between Waterford Avenue and Mersey Crescent, does not have sufficient width to allow two-way vehicle movement and the position of the existing entrance has the potential to cause driver confusion. MCC Highway Services support the provision of an upgraded access into the site and indicate that the current arrangement may result in less patronage of the existing car park. This is supported by the responses received by residents to the notification process who indicate that the existing car park is not always full and cars choose to park on-street instead.

Following concerns with regards to the proposed new vehicular access from Mersey Crescent and impacts on existing trees the proposed location of the access has been amended to avoid the need to remove trees. The access road has been designed to ensure that there is an adequate width of the road (5 metres) with a 2 metre footway to allow direct pedestrian access into the site. MCC Highway Services have reviewed the proposals and proposed access and raise no objections on highway or pedestrian safety grounds. The provision of the access together with dropped kerb would need to be secured by way of a section 278 agreement and a suitably worded condition is proposed to secure this.

The proposals include for the enlargement of the existing car park to increase the number of spaces from 67 to 103 including 4 accessible spaces. Highway Services have confirmed that the number of spaces proposed is acceptable.

The applicant has indicated that cycle parking for 10 cycles is to be provided on the site, there is no objection to this level of provision and the final details of the siting of this cycle parking to ensure it is both covered and secured is to be sought by way of appropriately worded condition. In addition to this provision Highway Services recommend that the site be subject of a Travel Plan to promote access of the site and facilities by sustainable modes of transport and to encourage car sharing.

The level of car parking proposed is considered to be acceptable, the improved access would enable greater use of the car parking on the site and reduce the burden on neighbouring residential streets. It is noted that residents presented a range of views with regards to car parking generated by the use of the playing fields with some indicating it was adequate whilst other suggesting more was required. On the basis of the supporting transport statement accompanying the application it is considered that the application proposals provide a suitable balance of on-site provision whilst through appropriately worded conditions (Travel Plan and Cycle Parking) seek to encourage a shift from single occupancy car travel to and from the site.

Flood Risk – The application site is located within flood zone 2 (Low Risk – between a 1 in 100 and 1 in 1000 annual probability of river flooding) and is potentially vulnerable from fluvial flooding from the adjacent River Mersey.

The application was accompanied by a Flood Risk Assessment and both the Environment Agency and the Council's Flood Risk Management Team were notified of the proposals, no objections were raised based upon the application proposals.

The Environment Agency have recommended that the applicant seek to incorporate into the design and construction flood proofing measures such as barriers to ground floor door, windows and access point and bringing in electrical services into the building at high level so that plugs are located above possible flood levels. The applicant has been made aware of these recommendations. As the proposals would result in additional hard surfacing the Flood Risk Management Team have recommended that a condition for the submission of a surface water drainage scheme be attached to any approval.

The need for the facilities – The current changing facilities are in a poor state of repair and do not meet modern standards. As set out in the response from the Council's Sports and Leisure Service the facilities are not appropriate for mixed or girl's teams. The Council's Playing Pitch Strategy highlights the need to improve the quality of changing facilities to meet National Governing Body Specifications and to cater for male and female players.

Some concerns have been raised about the scale of the proposals and the proposed building. The scale of the proposals has been guided by the modern standards and requirements for changing facilities and indoor space provided by the National Sporting Bodies and Sport England in particular. In this instance Sport England have confirmed within their written representation that the scale and size of the changing

rooms meet the relevant guidelines of the Football Association. The size of the changing rooms is, therefore considered to be appropriate and essential in ensuring that the outdoor pitches are supported by modern facilities that support a widening use of these pitches and to ensure that both boys and girls can access the facilities. In terms of the supporting space within the proposals in the community room this has been designed again to meet Sport England guidance and the aspirations are that this space would be used for the wider community and activities to broaden the use of the playing fields which also encompass hard courts to the south and west of the proposed building.

It is considered that there is an identified need for the proposed facilities in this area to support the ongoing use of the outdoor pitches and ensure that a broader range of sports and participants can access these and the scale of the proposals are proportionate to these needs.

Climate change – The proposals include the replacement of changing facilities in a poor state of repair that do not conform to modern day building standards or equipment. The provision of modern changing facilities would enable the provision of more fuel efficient systems for heating the building and water, modern internal lighting, whilst utilising modern building fabric techniques to improve the overall energy efficiency of the building. The scheme provides for cycle parking and by way of appropriate planning condition measures to encourage access to the site by sustainable modes of transport and reduction in the use of single occupancy car.

Air Quality – The proposals would provide modern changing facilities to serve the existing playing fields that are already in use. Whilst the proposals include for additional car parking on site this is anticipated to reduce on street car parking that currently occurs in the wider area when the pitches are in use. It is not anticipated that the proposals would give rise to significant impacts in terms of air quality than the existing use of the pitches on the wider site. Conditions are proposed in relation to cycle parking and travel plans for the development to facilitate greater access to the site by sustainable modes of transport.

Crime and security – The application is supported by a report prepared by GMP Design for Security which identifies risks associated with the type of building proposed and the general crime profile of the wider area. GMP raise no objections to the proposals but make a series of recommendations for physical security measures to be incorporated into the building design such as types of doors, locks and glazing. It is proposed to attach a condition to any approval for the incorporation of these measures within the building.

Trees and landscaping – The submitted amended drawings of the vehicular access and car parking indicate that no trees fronting on Mersey Crescent would need to be removed to facilitate the new vehicular access. In addition, the line of three trees that front onto Waterford Avenue would also be retained.

The application drawings indicate that there would be further additional tree planting (3 in total) within the site and it is considered reasonable that a condition be attached to any approval that the details of the species and size of these trees together with other soft landscaping around the car parking area as indicated on the submitted

visualisations of the proposals be submitted for approval. This would provide an enhancement of the site and provide opportunities for enhancements to biodiversity in this area.

Green and Blue Infrastructure – The proposals would enhance access to existing playing fields through the provision of modern facilities to support their use and meeting the objectives of the Green and Blue Infrastructure Strategy. In addition, the proposals have been designed to allow future connectivity with the River Mersey and Trans-Pennine trail that runs alongside it. Whilst not part of the current proposals the applicant has indicated the potential for access ramp and steps to be provided linking to the building and its facilities directly from the river path

Manchester Playing Pitch Strategy – The provision of the application proposals would enhance the provision of changing facilities serving the Merseybank Playing Fields an identified priority within the approved MPPS Action Plan. The proposals would support a widening base of participants to not only football but other sports and provide a community facility for this part of the City.

Resident's comments - Concerns were raised by residents with regards to the scale of the proposed building. As set out above the scale of the facilities have been designed to meet modern standards and the relevant national sporting bodies guidance. Whilst the proposed building is larger than the one it replaces it would provide up to date modern facilities to allow greater range of participants to use the playing fields. Given the siting of the building and distances from residential properties the scale of the proposed building is considered to be acceptable.

Concerns were also raised about the potential use of the café as a bar and the disamenity and anti-social behaviour this could cause to residents. Whilst the applicant has indicated it is not the intention to pursue a license to operate as a bar, in planning terms a café use (A3) could be used to sell food and drinks both alcoholic and non-alcoholic for consumption on the premises. Given the size of the café proposed (25 covers), the hours of opening proposed and that the proposals are not solely for a bar use it is not considered that the proposals would give rise to unacceptable impacts.

Residents raised a variety of concerns with regards to car parking with some concerns that the proposals provided too much and others not enough. It is considered that an appropriate balance has been struck in this instance to reduce the demand for on –street car parking and the inconvenience this causes residents and through appropriate conditions more access to the site by other more sustainable modes of transport such as on foot and by bicycle.

The revised vehicular access does not require the removal of a tree adjacent Mersey Crescent which was a concern raised on the originally submitted proposals.

Comments were made that the Council should look beyond this application at the wider strategy and long term plan for Mersey Bank playing fields. As set out in the above sections and the response received to the proposals by the Council's Sports and Leisure Services, the application proposals would facilitate a broader range of

sports to take place at the Merseybank Playing Fields and to support the local community.

Residents questioned the amount of consultation undertaken with residents by the applicant prior to the submission of the planning application. As set out within the consultation section of this report the applicant has undertaken further consultation with residents on the proposals since the planning application was submitted. The applicant requested that the City Council as local planning authority not process the planning application until that process was undertaken in June and July of this year. As a result of that process one further comment was received by a resident concerning that the building would come across the front of their property. As set out in this report it is considered that there are appropriate separation distances between the proposed building and existing residential properties.

Some concerns were raised by residents on the construction impacts of the proposals. It is proposed that a condition be attached to any approval that prior to the commencement of works on site a construction management plan be submitted and approved by the Council to ensure that arrangements are in place to manage and reduce impacts on nearby residents.

Conclusion – The application proposals would enhance the facilities to support the use of the Merseybank Playing Fields. The provision of changing rooms to cater for both male and females would broaden the appeal of the playing fields for outdoor sports.

It is considered that the provision of the facilities meets the exceptions set out in national Green Belt policy and would preserve the openness of the Green Belt and not conflict with the purposes of the land being included within it.

As set out within the issues section of this report the proposals are not considered to give rise to impacts on residential amenity that would warrant refusal of the application and the recommendation of the Director of Planning, Building Control and Licensing is to approve the application.

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 policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits

of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

The application has been considered in a positive and proactive manner as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015 and any problems arising in relation to dealing with the application have been communicated to the applicant.

Condition(s) to be attached to decision for approval

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

AFL-Z1-GF-DR-A-20101 REV P02 Ground floor plan;

AFL-Z1-RF-DR-A-20101 REV P02 Roof Plan

AFL-Z1-XX-DR-A-20201 REV P02 South Elevation

AFL-Z1-XX-DR-A-20203 REV P02 North Elevation

AFL-Z1-XX-DR-A-20204 REV P02 West Elevation

AFL-Z1-XX-DR-A-20202 REV P02 East Elevation

AFL-00-00-DR-A-00105 REV P03

Design and Access Statement prepared by AFL

All received by the City Council as local planning authority on the 9th April 2019

SK21868 003 REV A Access Plan prepared by SK transport received by the City Council as local planning authority on the 7th May 2019

CIS Prepared by GMP Design for Security dated 12th December 2018 ref 2018/0918/CLT/01

Bat Survey Report prepared by Kingdom Ecology Ltd Dated 22 October 2018

Flood Risk Assessment and Outline Drainage Strategy prepared by LK Group dated October 2018 ref: FRA 18 1056

All received by the City Council as local planning authority on the 4th January 2019

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

3) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

4) Prior to the commencement of any development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the agreed Construction Management Plan and shall include:

- The routing of construction traffic; o Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- Identify measures to control dust (based on British Standard 5228) and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete; o Identify advisory routes to and from the site for staff and HGVs;

- A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy Development Plan Document.

5) No construction shall commence until details of the means of ensuring the water mains that are laid within the site boundary are protected from damage as a result of the development have been submitted to and approved by the local planning authority in writing. The details shall outline the potential impacts on the water mains from construction activities and the impacts post completion of the development on the water main infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to the water mains both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details.

Reason: In the interest of public health and to ensure protection of the public water supply.

6) No development, site clearance, earth moving shall take place or material or machinery brought to site until a method statement to protect the River Mersey from accidental spillages, dust and debris has been supplied to and agreed in writing by the City Council as local planning authority. All approved measures shall be implemented and maintained for the duration of the construction period in accordance with approved details.

Reason - To ensure that works do not impact on the ecology of the nearby River Mersey pursuant to policy EN9 of the Core Strategy.

7) No development, site clearance, earth moving shall take place or material or machinery brought to site until a method statement for the protection of the retained trees on site as identified on the approved plans including details and locations of fencing for the protection of any retained tree on site has been submitted to and approved in writing by the City Council as local planning authority.

Paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the use or occupation of the phase of development within which the retained tree is located for its permitted use.

8) (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. Evidence of the installation of fencing shall be supplied in writing to the City Council as local planning authority prior to any works commencing on 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 and DM1 of the Core Strategy

9) Prior to the installation of any surface water drainage system on the site full details including drawings of a surface water drainage scheme based upon sustainable drainage principles shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

The submitted scheme shall include:-

- Surface water drainage layout including discharge points and proposed overland flow routes for extreme events (up to a 1 in 100 year including climate change allowance).
- Results of a ground investigation carried out in under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes is required.
- Hydraulic calculations to support the drainage proposal.
- Details of how the scheme shall be maintained and managed after completion.

Reason: To prevent the risk of flooding, to improve water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

10) Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

11) Within three months of the commencement of development full technical details including drawings and cross sections of the vehicular access onto Mersey Crescent

shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details prior to the first use of the building hereby approved.

Reasons – In the interests of highway and pedestrian safety pursuant to policy DM1 of the Core Strategy.

12) Within three months of the commencement of development a scheme for the storage (including segregated waste recycling) and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health pursuant to policy DM1 of the Core Strategy.

13) Within three months of the commencement of development a hard and soft landscaping treatment scheme shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

14) Within three months of the commencement of development a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with policies SP1 and DM1 of the Core Strategy.

15) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the premises is occupied.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Core Strategy and saved policy DC26.

16) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties pursuant to policy DM1 of the Core Strategy and saved policy DC26.

17) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

18) Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City

Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

19) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. 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 and DM1 of the Core Strategy.

20) The car parking as set out on the approved drawings shall be surfaced and demarcated prior to the first use of the building hereby approved and shall be retained thereafter.

Reason – To ensure that there is adequate provision for the parking of vehicles on the site pursuant to policy DM1 and T2 of the adopted Core Strategy.

21) The development shall be carried out in accordance with the relevant physical security measures as outlined in section 5 of the GMP Design for Security report dated 12th December 2018 (ref 2018/0918/CLT/01). Prior to the first use of the premises a report detailing the security measures installed within the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

21) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 0730 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason – To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 of the Core Strategy.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy

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: 122300/FO/2019 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:

**Highway Services
Environmental Health
Corporate Property
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Greater Manchester Ecology Unit
Sport England
Parks, Leisure & Events
Sport England
Corporate Property
Parks, Leisure & Events
Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Ecology Unit
Environment Agency
Greater Manchester Police
United Utilities Water PLC
Cadent Gas Ltd**

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:

Environmental Health
Greater Manchester Police
Greater Manchester Ecology Unit
Sport England

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : r.griffin@manchester.gov.uk



□ Application site boundary ● Neighbour notification
© Crown copyright and database rights 2019. Ordnance Survey 100019568