

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
104315/FO/2013/N2	25th Nov 2013	13th Feb 2014	Bradford Ward

**Proposal** Alterations to the Etihad Stadium, including increasing the overall height of the South and North stands and associated elevational alterations, to allow an increase each stand capacity by up to 6,250 seats respectively and up to 2,000 additional pitch side seats creating a total match day capacity of up to 62,170 seats (from 47,670), expansions of concourse facilities, alteration to public realm including changes landscaping and boundary treatments and associated infrastructure works

**Location** Etihad Stadium, Etihad Campus, Manchester, M11 3FF

**Applicant** Manchester City Football Club Ltd, C/o Agent

**Agent** Mrs Michele Steel, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF

### **Description**

The application site is approximately 17.2 ha and comprises the Etihad stadium (formerly City of Manchester stadium) and its associated curtilage. The stadium was originally built in 2000 to host the 2002 Commonwealth games and became the home stadium of the applicant, Manchester City Football Club, in 2003. The stadium was renamed the "Etihad stadium" in 2011. The current match day capacity of the stadium is 47,670 seats.

The stadium site is bounded by Ashton New Road to the south, Alan Turing Way to the east, Rowsley Street to the west and Joe Mercer Way and Sportcity Way to the north. The stadium site consists of the main stadium building, with its distinctive shaped roof, along with associated surface car parking around the east and west sides. The National Squash Centre and the Regional Athletics Centre are situated to the north west of the football stadium. Immediately to the north of the stadium is the club store and 'City Square' leading to Joe Mercer Way and Sportscity Way.

The main vehicle access to the site is from Ashton New Road which leads to the City at Home offices (a two storey building) and the main 'day to day' surface car park.

The application site, and the wider area, is known as the Etihad campus (also known as Eastlands) and was formerly heavy industrial land. The campus is a cluster of national sports venues such as the regional tennis centre, regional athletic arena, velodrome, national squash centre and new BMX arena. The Manchester City Football Academy is also currently under construction along with the Beswick Community Hub, a 600 place sixth form college, with leisure and retail centre.

Beyond the Etihad campus, the area is of mixed character comprising commercial and residential uses. The neighbourhoods of Beswick, Clayton, Openshaw and Miles Platting are all in close proximity to the application site. There is a relatively dense residential estate of two storey terrace properties to the southern side of Ashton New Road. The historic Philips Park is located to the north east of the

stadium and Eastlands District Centre, including Asda superstore, is located to the east. A car dealership is located immediately to the south west of the application site.

The site is considered to be relatively well served by public transport which provides good connections to other parts of East Manchester and the wider City. The recently constructed Metrolink line bounds the stadium site to the north and passes through the Etihad campus providing two stops "The Etihad Stadium" and the "Velo Park". The line has recently been extended from Droysden to Ashton-under-Lyne. There are bus and train links around the campus along with access to the arterial roads of Ashton New Road and Alan Turing Way.

The applicant is seeking planning permission for alterations to the Etihad Stadium, including increasing the overall height of the South and North stands and associated elevational alterations, to allow an increase of each stand capacity by up to 6,250 seats respectively and up to 2,000 additional pitch side seats creating a total match day capacity of up to 62,170 seats (from 47,670). The works also include expansions of concourse facilities, alteration to public realm, including changes to landscaping and boundary treatments and associated infrastructure works.

The infrastructure works include proposals to expand the parking controls in the area surrounding the stadium and means to encourage non car journeys. Additionally, the applicant is proposing a new community use plan to cater for stadium and outreach activity, a local labour agreement and means to assist with waste management in the area.

### **Consultations**

**Local residents/public opinion** - A total of 1928 addresses were notified about this planning application.

One letter of support has been received. The comments can be summarised as follows:

- The development will bring new jobs to an area of high unemployment including construction, catering and all the associated support staff that go into running a major venue;
- Hotels and transport will be amongst those that benefit;
- The number of skilled jobs to support the maintenance of the stadium will also increase;
- The transport network to the stadium is improving continuously and will be able to cope with the increased capacity;
- This is an opportunity to commence the creation of a corridor of business parks between the Etihad complex and the City centre with the developments that will arrive with the HS2 around Piccadilly;
- The City of Manchester should embrace this scheme.

Three comments have been received from members of the public who neither support nor object to the scheme but wish to make the following comments;

- The management of the stadium should let surrounding residents know about when and what times games and events will take place. This would mean that people would not get as frustrated with the traffic;
- The proposal is a good thing and will benefit the area;
- Concern about the space created around the south stand as a result of the expanded stadium, in particular that it will restrict movement and create conflicts between away fans;
- The space between the new fence line and the disabled ramp and steps seems narrow;
- Has the away fans first aid route been incorrectly identified.

**Friends of Philips Park Cemetery** - The friends group find the expansion of the stadium of great concern to residents and the surrounding area. There are issues from the existing use of the stadium in respect of rubbish, congestion of fans and traffic.

Rubbish is left behind following events and match days which will only worsen with the expanded stadium. The rubbish often blows into the cemetery and the friends group often have to spend time cleaning the area. In addition, football fans cut through the cemetery and urinate on the headstones which is disrespectful. This also happens in nearby streets around the stadium.

**East Manchester Neighbourhood Regeneration Team (NRT)**- East Manchester NRT welcomes the proposed investment and in particular the potential 160 construction and 110 match day job opportunities that could be created by the expansion of the stands within the stadium. The Football Club's commitment to local recruitment for these opportunities and supporting local business within the supply chain has the capacity to increase employment, skills and benefits for the local community.

In addition to these benefits, the intention to review the community use strategy for the Etihad campus can bring additional benefits in terms of education, health and community cohesion.

Local residents experience a number of issues in relation to the use of the stadium currently related to the quality of the environment before and after matches and events with car parking in particular. Work with the football club to address these issues should be addressed during the planning process.

**Highway Services** – The location is well served by public transport and is accessible from Manchester's strategic road network. The proposal seeks to minimise the impact on the existing highway network by making better use of the existing public transport infrastructure and improving the provision for other sustainable modes of travel, such as walking and cycling.

The application proposes to increase the capacity from 47,670 to 62,170 for football matches and potentially up to 63,834 for other events, such as concerts. The increase in capacity could occur in phases with the South Stand taking place first. Current levels of parking demand in the area of the stadium will be retained. As

such, the demands created by the additional capacity will be met through a modal shift to more sustainable modes such as the tram, train, walking, bus and cycling.

To achieve the modal shift required a number of interventions are proposed:

- Promoting recently completed sections of the Metrolink infrastructure, such as the line out to Ashton-Under-Lyne and the available park and ride facilities.
- Improving pedestrian access, including improvements to the 'City Walk', which links the stadium to the City Centre. This will have stewards along the route and a controlled pedestrian crossing across Great Ancoats Street.
- Enhanced bus facilities, which will provide additional capacity on the buses to the City Centre.
- Promoting the use of existing infrastructure such as Ashburys station and the Metrolink stop at Central Park.
- Provision for 200 more secure cycle parking stands.

The success of these measures will require a robust Stadium Transport Strategy, which is actively monitored and regularly updated. These documents will inform future interventions, such as additional cycle parking. This strategy would need to include a staff travel plan.

In addition, it will also be necessary to ensure that any on street parking is carefully controlled to minimise the impact on residential areas. Although there are a number of existing controlled Parking Zones already in place within the vicinity of the stadium, it will be necessary to expand certain areas of the existing Controlled Parking Zone (CPZ) to safeguard residential amenity and to enhance the appeal of the more sustainable modes of travel to the stadium. In addition a review is required of the existing parking restrictions on principle routes in the area to improve access for buses and taxis.

By maximising the use of public transport infrastructure, within a 20 to 25 minutes walk of the stadium, combined with parking controls within this same area, it is considered that modal shift targets are achievable. The modal share will need to be subject to on going monitoring to determine if further interventions are to be considered to achieve the modal shift and therefore maintain the existing levels of demand for parking.

Given the increased numbers attending events. following the expansion of the stadium, this will necessitate a review of the event management strategy and the associated traffic management plan for both matches and other events. A condition of the planning approval shall be that such a strategy is agreed by condition. The LHA recommend that this requirement should be controlled by means of a condition.

Based on the above, there is no objection to this proposal.

**Environmental Health** – An acoustic report has been submitted with this application. The noise data included in this report has been assessed.

In terms of plant equipment, further details are required in respect of the type of plant equipment required along with the number of units. A report will be required to

confirm that the equipment used will meet the identified noise limits across the octave band frequencies.

The noise generated from the stadium has also been considered in the noise report. In terms of concerts, the limits for amplified music associated with concerts events will need to be set inside the stadium to ensure that the concert noise egress criterion of  $L_{Aeq, 15min}$  75 d B is not exceed outside the nearest noise sensitive property.

The initial report only confirmed the additional noise from the increased spectator capacity will be negligible. Further information has been considered in this regard and the information is considered to be acceptable in respect of the associated d B levels.

In terms of the PA system, the limit for noise egress from the PA/VA system serving the stadium expansion shall be set to  $L_{A eq}$  44 d B, outside the nearby sensitive premises.

Waste will also need to be considered as part of an expanded stadium.

The ground conditions and site investigation works at the site are incomplete. However, initial findings have not revealed any significant levels of contamination at the site. On that basis, a watching brief should be maintained on commencement until this further information is received. Appropriate remediation should be incorporate where necessary and a verification report should be submitted on completion.

**Neighbourhood Services (Trees)** - No objection to the tree removal at the site provided appropriate mitigation are agreed.

**Flood Risk Management Team** - Surface water run off from the site will not increase as a result of the development proposals and therefore it is accepted that the site can continue to discharge on a like for like basis to the River Medlock. A 50% reduction, as per the requirements of the Manchester SFRA (due to its location within the conurbation core critical drainage area) is not required. Agreement to maintain existing run off rates into the River Medlock has been provided by the Environment Agency.

**Transport for Greater Manchester (TfGM)** – TfGM welcomes the proposal and wishes to support the undertaking and work to develop he associated transport assessment.

**Sport England** - The site forms part of, or constitutes, a playing field. Sport England has therefore considered the application in light of its playing fields policy. The aim of this policy is to ensure that there is an adequate supply of quality pitches to satisfy the current and estimated future demand for pitch sports within the area. The policy seeks to protect all parts of the playing field from development and not just those which are laid out as pitches. The proposal is to provide additional spectator seating to the football ground. This being the case, Sport England does not wish to raise an objection to this application.

**Greater Manchester Ecology Unit (GMEU)** - The ecological report submitted with the application identifies two possible impacts of the development on local ecology. These both relate to birds – little ringed plover and breeding birds in general. It is therefore recommended that the measures outlined in the report are secured by planning condition.

**Design for Security at Greater Manchester Police** - A Crime Impact Statement has been prepared in support of this planning application. This concludes that a review of the public realm should be undertaken to ensure that policing continues to be effective along with retention of a secure fence around the perimeter of the stadium. There are also recommendations to review signage to an from the stadium.

**The Coal Authority** – The geotechnical information which accompanied the application has been submitted and there is no objection to this information. To the east of the stadium there are a number of mine entries, with the stadium originally positioned to avoid these entries. The proposed development will not encompass the area of former mine entries and therefore the Coal Authority does not raise any concern in respect of the planning application.

With regards to coal seams beneath the site and previous shallow workings, an extensive programme of remediation comprising drilling and grouting was undertaken as part of the original stadium construction works. Verification work will need to review that the previous mining stability was undertaken to a suitable standard.

**Environment Agency** - There is no objection, in principle, to the proposed development. The proposal works should, however, be carried out in accordance with the submitted Flood Risk Assessment (FRA) including the measures details within the report. The implementation of these measures should be secured by planning condition.

In addition, the geo-environmental report submitted with the application details that there a little likelihood any significant risks to ground contamination from the proposed works. However, should this change then this matter should be reviewed.

**Greater Manchester Archaeological Advisory Service (GMAAS)**- This application has been submitted with an archaeological desk based assessment which has identified 15 heritage assets within the boundary of the application area. Of these, a number are considered to be of local importance and to potentially merit preservation by record in the event that they should be damaged or destroyed by future development. In particular, buried remains of mid 19<sup>th</sup> Century back to back dwellings may survive in the area adjacent to the north stand and these would potentially be of archaeological interest. Other sites that could potentially survive as buried remains include small elements of the mid 19<sup>th</sup> Century Bradford Iron Works and part of a former reservoir that formed an early component of the infrastructure developed by the Manchester and Salford Water Works Company.

The applicant should undertake a watching brief as part of any planning permission to observe development ground works (including agreeing a written scheme of investigation prior to commencement). Where features or deposits of archaeological

interest are exposed by such works, the appointed archaeological contractors should be afforded sufficient time to investigate and record the exposed remains. The written scheme of investigation to facilitate the watching brief is considered to be acceptable.

**Aerodrome Safeguarding Officer at Manchester Airport** - The proposed development has been examined from an aerodrome safeguarding aspect and does not conflict with any safeguarding criteria. Accordingly, Manchester Airport has no safeguarding objections to the proposal.

However, should any crane operations be required during the construction process, the applicant should note the code of conduct in this regard. An informative of any planning permission should be that should a crane be required in line with the code of conduct, a licence should be obtained from Manchester Airport.

**Canal and River Trust** - The Canal and River Trust has no objection to the proposed development. An informative of the permission should be that the applicant obtains all the relevant consents and complies with the code of conducts affecting canals.

**Natural England** - The proposal is unlikely to affect any statutorily protected sites or landscapes. The proposal, however, does provide the opportunity to provide for enhancements to the local green infrastructure and biodiversity of the area.

**English Heritage** - No comments to make.

### **Other matters**

**Landownership** - Members of the Committee are advised that the City Council has an interest in this application as land owner. However, the Committee must disregard these interests and exercise its duty as Local Planning Authority only.

**Major Development** - The proposal, by virtue of the size of the site and floor space created, has been classified as a large scale major development. In addition, the planning application has been accompanied by an Environmental Statement (ES). As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development accompanied by an environmental impact assessment. Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to an extensive area of local residents and businesses.

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

Due to the nature of the proposal ("Urban Development Projects"), the size of the application site (over 0.5 ha), and the characteristics of the development site (as identified within Schedule 2), the proposal was the subject of a screening opinion to determine if an assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that this level of assessment was necessary and the applicant has accompanied their planning application with an Environmental Statement (ES). This statement considers the following issues:

- Landscape and visual impact;
- Transportation;
- Noise and vibration;
- Air quality;
- Telecommunications;
- Socio-economic impacts;
- Lighting; and
- Cumulative impacts.

The application has been advertised accordingly and the environmental impact of the development has been considered and set out below.

## **Policy**

### **The Development Plan**

The Development Plan consists of:

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

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

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

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

The relevant policies within the Core Strategy are as follows:

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

All development should have regard to the character, issues and strategy for each regeneration area – in this case East Manchester. In addition, new development will



be encouraged that maximises the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.

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

- Make a positive contribution to neighbourhoods of choice including;
  - Creating well designed places that enhance or create character.
  - Making a positive contribution to the health, safety and well being of residents;
  - Considering the needs of all members of the community;
  - Protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EC1 '*Employment and economic growth in Manchester*' outlines the priorities for ensuring continued economic growth in the City. Eastlands is included as a key location for major employment growth (as part of the regional centre). The priorities for such developments include:

- Improving access to jobs for all via public transport, walking and cycling;
- Demonstrating that employment generating development has fully considered opportunities to provide jobs for local people, through construction or use;
- Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
- Ensuring the continued social, economic and environmental regeneration of the City;
- Creating business destinations by enhancing the primary business use with ancillary commercial facilities.

Development proposals should have regard to:

- Climate change resilience demonstrating how CO2 emissions will be minimised with an aim of zero carbon emissions, through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure;
- Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impact on adjacent uses, considers the needs of users/employers of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design.

Policy EC3 '*The Regional Centre*' states that within the regional centre development for employment generating uses, including offices and other commercial development, will be encouraged. The application site is located in the regional centre and therefore this is considered to be an appropriate location for large scale leisure uses, for which City Centre sites are unsuitable.

Policy EC5 '*East Manchester*' outlines areas for specific employment growth, including Eastlands, which is identified as a major leisure visitors destination with ancillary retail and offices. The Council will promote development which:

- Ensures major employment opportunities are connected via non – car modes to residential neighbourhood within East Manchester and North Manchester, these include the City Centre, Central Park, Eastlands and railway stations in the City Centre;
- Take advantage of key transport infrastructure such as the arterial roads and public transport networks, such as bus routes, and the proposed extension to Metrolink including two new lines and the new stops;
- Creates links to the Rochdale and Ashton Canals and links to the open space network including the Rochdale and Ashton canals and the Medlock Valley, providing opportunities for walking and cycling to economic development opportunities.

Policy EC7 '*Eastland Strategic employment location*' states that Eastlands, which the Etihad stadium is at the heart of, is suitable for a major sports and leisure visitor destination with complementary commercial, retail and hotels. Proposals will be expected to show how development of the area will:

- Support the continued social, economic and physical regeneration of East Manchester;
- Place design at the heart of any scheme delivering flagship design;
- Consider wider design and layout objectives, taking advantage of important frontages such as Alan Turing Way and Ashton New Road;
- Set out the scale of land uses proposed as part of the comprehensive development of the proposal;
- Ensure the site is accessible to the East/North Manchester communities by a choice of sustainable and public transport provision;
- Taking advantage of the existing infrastructure on site and proposed improvements such as Metrolink and digital infrastructure;
- Ensure opportunities to employ residents from the local community are established with key partners;
- Have regard to flood risk and support sense of place on the canal system.

Developments which support the overall vision for this major regeneration initiative on sites within the general environs of Eastlands will be appropriate provided they do not prejudice other policies within the plan. In addition, proposal will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure in the regional centre as set out in the energy policies.

Policy T1 '*Sustainable Transport*' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The Council will support proposals that:

- Improve choice by developing alternatives to the car;
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
- Improve pedestrian routes and the pedestrian environment;
- Improve and develop further Manchester's cycle network;
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting facilities, better priority and information provision,
- Would reduce the negative impacts of road traffic.

Policy T2 '*Accessible areas of opportunity and needs*' states that the Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections;
- Is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including – links with East Manchester to employment locations such as Eastlands.

Applications should include appropriate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy EN1 '*Design principles and strategic character areas*' states that all development in Manchester will be expected to follow the seven principles of urban design. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Proposals for new development must clearly detail how the proposed development addresses the design principle, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategic objectives.

The application site falls within the Medlock Valley (outside of the City Centre) Character area. Developments in this location need to respond to the particular attributes of the valley's changing character. In addition, developments adjacent to the valley side must not diminish the degree of openness or accessibility in any particular sub area.

Policy EN3 '*Heritage*' states that the Council will encourage development that complements and take advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed so as to support the Council in preserving or, where possible, enhancing, the historic environment, the character, setting and accessibility of areas and buildings (including Conservation Areas).

EN4 '*Reducing CO<sub>2</sub> emissions by enabling low and zero carbon development*' states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO<sub>2</sub> emissions and rising fossil fuel prices, through the following actions:

All development must follow the principles of the energy hierarchy being designed to:

- Reduce the need for energy through design features that provide passive heating, natural lighting and cooling;
- To reduce the need for energy through energy efficient features such as improved insulation and glazing;
- To meet residual energy requirements through the use of low or zero carbon energy generating technologies

Policy EN5 '*Strategic areas for low and zero carbon decentralised energy infrastructure*' states that with the regional centre (which includes Easlands) will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 '*Target framework for CO<sub>2</sub> reductions from low or zero carbon energy supplies*' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

Policy EN9 '*Green Infrastructure*' states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The Council will encourage developers to enhance the quantity and quality of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy EN10 '*Safeguarding open space, sport and recreation facilities*' states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to an appropriate standards. Proposals will be supported that:

- Improve the quantity and quality of accessible open space, sport and recreation in the local area.

Policy EN12 '*Area priorities for open space, sport and recreation*' states that in East Manchester the priority will be to enhance existing facilities and provide new spaces and facilities in accessible locations.

Policy EN14 '*Flood Risk*' states that all new development should minimise surface water run off. In addition, an appropriate Flood Risk Assessment (FRA) will also be required for all development proposals on sites greater than 0.5ha within critical drainage areas.

Policy EN15, '*Biodiversity and Geological Conservation*', states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Policy EN16 '*Air Quality*' states that the Council will seek to improve the air quality within Manchester.

Policy EN17 '*water Quality*' states that developments should minimise surface water run off and minimise ground contamination into the watercourse.

Policy EN18, '*Contaminated Land*', states that any proposal for development of contaminated land must be accompanied by a health risk assessment.

EN19 '*Waste*' states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

Policy PA1 '*Developer Contributions*' states that where needs arise as a result of development, the Council will seek to secure planning obligations. Such measures include, community facilities, training and employment initiatives and highway improvements and traffic management. The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied.

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

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include

proposals which would be sensitive to existing environmental conditions, such as noise;

- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

Policy DM2 '*Aerodrome Safeguarding*' states that development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

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

#### The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning applications. The relevant policies are as follows:

Saved policy E3.3 states that the council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises, encouraging new development of the highest quality and ensuring that landscape scheme are designed to minimise litter problems.

Saved policy EM11 relates to Sportcity with the area being a major focus for regeneration activity on previously developed land. It is located in a strategic position at the heart of East Manchester with excellent infrastructure. One of the main developments which can take place in this area includes:

- I. International sports facilities and mixed use development along Alan Turing Way;
- II. Further commercial development to complement the nature and scale of facilities and their accessibility;

- III. Provision of pedestrian and cycle links to adjacent residential neighbourhood, the Ashton Canal, Phillips Park and Medlock Valley.

Saved policy DC20 '*Archaeology*' states that the Council will give careful consideration to development proposals which affect sites of archaeological interest to ensure their preservation in place. In particular:

- Applications should be accompanied by an appropriate evaluation;
- Regard to preservation of sites of archaeological interest and their setting in place;
- Where remains cannot be kept in place proper recording shall be made of the site.

Saved policy DC26, *Development and Noise*, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

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

### **Other material policy considerations**

#### **The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)**

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to,

and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

#### East Manchester Strategic Regeneration Framework (2008-2018)

The Eastlands Strategic Regeneration Framework (SRF) was revised in November 2007. It identified the progress made in East Manchester since 2001 but also sets out the strategic direction for the next 10 years in order to continue the holistic regeneration of the area.

#### Eastlands Regeneration Framework SRF (July 2011)

This document is intended to supplement the 2008–2018 East Manchester Strategic Regeneration Framework, particularly in relation to Eastlands and its immediate environs. Following consultation, the revised final version of this document was considered for endorsement by Manchester City Council as a material consideration for development control purposes.

It represents guidance for the next generation of private and public investment that will realise the following overall ambitions for Eastlands and the wider East Manchester area:

- To confirm and expand the area's role as a national and international destination.
- To strengthen the area's focus on sports and recreation.
- To increase community access to sports facilities.



- To develop the area's accompanying leisure and entertainment provision.
- To build on opportunities presented by the opening of Metrolink in 2012 and its further expansion across the conurbation that will expand the local catchment area and linkages to employment.
- To strengthen the pedestrian and cycle connections of the area with the rest of the city.
- To undertake the regeneration in a way that supports Manchester's Green City programme.
- Deliver improved social and economic outcomes.

### National Planning Policy Framework

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

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

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

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

Section 4 outlines the Government's objectives in respect of promoting sustainable transport, in particular developments should be supported that exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

Section 7 'Requiring Good Design' outlines the Government's expectations in respect of new developments:

*"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (paragraph 56)*

Paragraph 58 states that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. In particular, planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;

- Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 59 goes on to state that:

*“Local planning authorities should...concentrate in guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally”*

Paragraph 63 of the NPPF also states that great weight should be given to outstanding or innovative design which helps raise the standard of design more generally in the area.

Paragraph 65 goes onto to state that buildings which are incompatible with an existing townscape but are of high level of sustainability in general can be supported if mitigated by good design.

Promoting healthy communities is an integral part of delivering the Government sustainable vision, this includes creating safe and accessible environments where crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces.

Meeting the challenge of climate change is also important part of the NPPF. This includes supporting energy efficient developments as part of a low carbon future. In addition, areas at risk of flooding should be avoided. Conserving and enhancing the natural environment is also a key consideration and efforts should be made to increase biodiversity at development sites.

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

## **Issues**

### **Principle**

The application site is located within the ‘*regional centre*’ (policy EC3) and the ‘*Eastland strategic employment location*’ (policy EC7) as allocated on the Proposal Map contained within the adopted Manchester Core Strategy. This location is a major focus for larger scale commercial developments, particularly leisure. In particular, policies EC5 ‘*East Manchester*’ and EC7 seek to secure developments which support the continued social, economic and physical regeneration of East

Manchester, particularly around Eastlands. This is supported by saved policy EM11 of the UDP which seeks to ensure that the area remains at the heart of regeneration activity, particularly in terms of the creation of international sports facilities.

The East Manchester SRF and the Eastlands Regeneration Framework also support this potential for growth, in particular to expand the areas role as a national and international destination for sport and recreation and deliver improved social and economic outcomes.

This application seeks to expand the stadiums capacity from 47,670 to 62,170. The applicant is seeking to achieve this by extending the north and south stands and increase pitch side capacity. The north and south stands may be developed simultaneously or in phases with the south stand taking place first. Phasing the development is a key consideration for expanding the stadium as it will enable the club to respond to ticket demands and allow the existing operations of the club to carry on whilst the work is undertaken.

The applicant has identified a specific need to increase the capacity of the stadium as part of maintaining its position as one of the top football clubs in the Premier League, and in Europe. In addition to this, the applicant wishes to develop a stadium that can offer an unrivalled visitor experience anywhere in the world. During the 2012/13 football season, the stadium had an average occupancy of 99.1% for Premier League games. The applicant believes that an expanded stadium would allow more people to watch football supported by a range of new facilities and ticket prices.

The applicants supporting Environmental Statement (ES) provides an assessment of 'doing nothing', 'alternative sites' and 'alternative designs' as part of their consideration for the suitability of the proposed scheme.

The 'do nothing' approach would see the stadium remain at its current capacity without any investment. This approach was not considered a viable option by the applicant as it would result in a missed opportunity in terms of investment into the area along with the football falling behind other national and international teams in terms of stadium capacity and demand from supporters. In addition, this would fail to accord with the overriding objectives of the Core Strategy which is to utilise the stadium and the wider campus as a catalyst for investment and regeneration.

Alternative sites were not considered an option either by the applicant. When the stadium was built for the Commonwealth games in 2002, the structure became a landmark and icon for regeneration in East Manchester. When the football club took occupancy of the stadium they became a key partner in the sports led regeneration of East Manchester. Furthermore, significant infrastructure has been put in place around in and around the stadium to support the football club and the wider campus, including the Etihad Metrolink stop.

The loss of such a major occupier which has and continues to act as a catalyst for investment in the area would undermine the objectives of policies EC3, EC5 and EC7 of the Core Strategy and extant policy EM11 of the UDP.

Finally, alternative designs were considered. The chosen design works within the constraints of the existing structure which maintains the features of the original stadium design rather than a deviation which potentially could result in a roof profile below the cable line.

The principle of the proposal to expand the stadium is considered to be acceptable and accords with policies SP1, EC1, EC3, EC5, EC7, EN10 and EN12 of the Manchester Core Strategy along with extant policy EM11 of the UDP and the East Manchester SRF and Eastlands Regeneration Framework. These policies seek to continue the ongoing regeneration of the Etihad campus using sport and recreation facilities as a catalyst for social and economic regeneration by creating a sporting campus of regional, national and international importance. The improvement to the stadium will also support the objectives of policies EN10 and EN12 of the Core Strategy which seek to improve the existing sports and recreation facilities, particularly in East Manchester.

### Regeneration

Policies SP1 and EC1 seek to support developments in the City which consider the needs of all the community and their wellbeing. This includes demonstrating the employment generating potential of developments for local people and promoting good health and community cohesion. Eastlands is identified specifically within policy EC1 as a location for major employment growth. Such an approach is a key consideration within the NPPF which outlines the Government's desire to secure economic growth in order to create jobs and prosperity along with securing the wellbeing of communities.

The applicant has submitted a regeneration statement with their planning application. This details the benefits of the proposal in terms of its ability to create direct and indirect job creation from both construction and of the operations stadium following completion.

This statement indicates that the construction of both the north and south stands has the potential to create 160 temporary construction jobs. In addition, the completed expanded stadium will also seek to create 220 permanent match day jobs (110 per phase). The applicant has indicated that they are committed to using local labour and contractors where possible through its local procurement and employment policy. This will be formalised within a section 106 agreement which will require the applicant to encourage and facilitate access to employment for local people.

An expanded stadium also has the potential to bring additional local economic benefits from spectators purchasing food and drink outside of the stadium. The applicant has estimated this to be £96,250 per match. In addition, the applicant also has a proven record of sourcing and supporting local suppliers for goods and services where practical. In 2012/13, through its range of capital project work, the applicant achieved around 80% local procurement.

Finally, this planning application also provides an opportunity to revisit the community opportunity plan in terms of how the local community accesses and utilises the

facilities at the stadium including the stadium concourses, forecourts, lounge areas and learning centre. The plan will also set out the objectives and targets for achieving this along with mechanisms to promote and advertise the plan. The plan will also seek to expand upon the applicant's outreach work i.e. community use activities that will take place outside the stadium. This supports the key objective of the City Council that the stadium will act as a catalyst of regeneration and provides an opportunity to realise the potential benefits of the stadium site in terms of health, well being and community cohesion.

It is therefore considered that an expanded stadium has the potential to bring significant benefits to the local area as part of employment and health benefits as part of the continued regeneration of East Manchester. As part of the consolidation of the Club in East Manchester, which includes the new training facilities, the proposal provides a significant platform and catalysis for further investment in this part of the City.

### Material considerations

Whilst the principle of the development is consistent with planning policy framework, there are detailed matters that require particular attention. This report will therefore consider the following material considerations and determine whether any harm will arise as a consequence of the development:

- Siting/layout;
- Scale/massing;
- Appearance/Visual amenity;
- Landscaping/public realm;
- Transport/highways;
- Air Quality;
- Telecommunications;
- Noise vibrations;
- Ecology/habitats;
- Wind;
- Flood risk/surface water;
- Sustainability;
- Inclusive access;
- Designing out crime;
- Archaeology/heritage;
- Ground conditions;
- Lighting;
- Waste management;
- Construction management;
- Event management;
- Residential amenity;
- Aerodrome safeguarding; and
- Planning obligations.

The above matters will be considered in turn below.

### Siting/layout/capacity

Policies EN1 and EC7 of the Core Strategy requires that consideration be given to layout of new developments and that developments should take advantage of important frontages such as Alan Turing Way and Ashton New Road. Extant policy E3.3 of the UDP seeks to upgrade the appearance of the major radial road routes in the City and encourage developments of the highest quality.

The existing south stand abuts closely to Ashton New Road whilst the existing north stand is located directly opposite Joe Mercer Way and City Square. In addition, there are views of the north stand for those travelling north/south along Alan Turing Way. Both stands are considered to hold important positions in the street scene and wider area therefore any external alterations provide an opportunity to have a positive impact and enhance views of the stadium along these major roads.

The external alterations to the stands will also result in the reorganisation of the internal spaces and layout within the stadium along with alterations to the external concourse.

The external concourse ring is approximately 29,000 sqm and is currently larger than required for the capacity of the stadium which only needs an external concourse of 24,000 sqm. With both stands expanded, the size of the external concourse will increase to 30,500 sqm which will include alterations to the size of City Square and other ancillary features. Increasing the size of the concourse is considered to be acceptable in order that it continues to provide a safe environment for the proposed increase in capacity of the stadium.

Inside the stadium, there will be alterations at all levels with the exception of the mezzanine level.

The lower tier will accommodate an additional 2,000 pitch side seats which will consist of 3 extra rows. This will be achieved by re-profiling the pitch run off and stepping the new rows down below the current ground level.

At the main lower concourse, a new general admission internal concourse space will be created. The entry turnstiles and exit will be moved in line with the extended stands along with additional WC facilities. The current level of food and drink facilities at this level will accommodate the increase in capacity as a consequence of the proposed works.

There are limited alterations to the seating within the club tier. However, there will be an expansion of the club tier internal concourse offer in the form of the creation of the 911 and 330 clubs. These will be corporate spaces located within the north and south stands and will be accessed via the new stair cores. A sports bar environment will be created which are afforded views over City square from the north stand and the City training academy to the south. These new facilities will serve the 900

padded seats currently located in the east and west stands. New food, drink and WC facilities will be created.

At the box level, a new legends lounge will be created in the south stand to replace the existing facility. The new facility will be larger than the existing and will be a dual aspect space providing pitch and external views. The facility will also allow for 784 spectators to sit in the seating bowl directly in front of the lounge, plus 534 seats in the corners across the stadium. The similar space created within the north stand will not be fitted out immediately; however, access to additional seating within the bowl will be made available via the club level concourse.

Within the upper concourse a new upper tier will be created in the south and north stands creating 5,591 new seats within each stand. These will be for general admission offer. Access will be provided by the new stair cores built around the masts and new turnstiles will be introduced along with new lifts. An external balcony will connect the new upper internal concourse via the end ramps to the existing upper east and west concourses.

At the plant/roof level, there will be new plant rooms created within each stand to support the expanded stadium and new facilities.

In terms of away supporters, they will continue to be segregated in the south stand in the lower and mid tiers. For a fully expanded stadium, there will be 9325 seats available for away supporters – 2524 seats in the lower tier, 1990 split over the club and box tiers with the remainder in the upper tier. Should the south stand only be expanded, there will be 8088 seats provided, 2072 seats in the lower tier and 1572 split over the club and box tiers with the balance in the upper tier.

The increase in capacity at the stadium will allow the applicant to provide additional capacity for concerts which take place outside of the football season. The use of the pitch, plus the lower tier, provides a capacity of 37,740. Within the club tier 8,865 seats will be provided along with 1,055 in the box tier. There will be 16,174 in the upper tier which will be a total capacity of 63,834. However, this figure is likely to be slightly lower, by approximately 2,000, to take account of capacity losses for sound equipment etc.

Overall the expansion of the stadium will provide an opportunity for the north and south stands to maximise their relationship with the surrounding roads networks. The internal alterations will allow for enhanced viewing for spectators of the football pitch and at concerts. The internal reconfiguration of the spaces will provide new facilities improving the visitor experience to the stadium.

#### Scale/massing

The expansions of the north and south stands will increase the overall height of the roof at these ends. The raising of the height of these stands provides an opportunity to enhance the visual impact of the stadium from Ashton New Road and Alan Turning Way as desired by policies EN1 and EC7 of the Core Strategy and extant policy E3.3 of the UDP. The Guide to Development in Manchester advises that consideration

should be given to the scale of new development and ensure that they are informed by their context. The SPD goes on to say that large buildings, which are of different scale to their surroundings, should be of the highest quality and be of landmark status.

The existing low slung roof profile at the north and south stands measures 12 metres at its lowest point rising to 26 metres. The highest mast measures 35 metres. The proposal will see the raising of the height of both these stands increasing the height to 38.5 metres with the highest proposed mast reaching 57 metres.

The changes to the height of these stands will inevitably result in the loss of the sweeping roof profile, which is currently symmetrical, and increase the overall scale and massing of the stadium. Furthermore, the proposed alterations to these stands will result in a slight increase in height over the east and west stands (which measure 32 metres) by 6 metres.

However, this will not result in the stadium becoming overly bulky as the connections into the corners of the east and west stands will allow the geometry of the original and proposed stadium to blend into each other. This also reduces the overall bulk and massing of the proposed stadium as it will allow the retention of a curving effect.

Given the mixed character of the area, it is considered that the increase in the scale of north and south stands will not have a material impact on the other sporting venues in close proximity to the site. However, the increase in height of the stands will make the stadium more prominent.

This will be noticeable along Ashton New Road and the residential properties in the immediate vicinity. These dwellinghouses are two-storey in nature and therefore there will be an extreme difference in scale between these and the expanded south stand.

The height of the south stand will increase by 12.5 metres from the highest point and 26.5 metres from the existing lowest section of the roof. There is no doubt that the expanded south stand will therefore have a greater presence when viewed from these properties. However, it is considered that their separation from the stadium, as a result of Ashton New Road (by approximately 75 metres to the nearest property), provides a generous gap and space thus reducing any sense that the stadium is overbearing.

Furthermore, the stadium's position along Ashton New Road means any increase in scale can take advantage of this position and enhance the prominence of the stadium along this important road route in the City as desired by policies EC7 of the Core Strategy and E3.3 of the UDP.

The nearest residential properties to the North stand are over 200 metres away and therefore will only have distance views. Whilst the increase in height of the stand will increase its prominence, it will not overbear these properties in any way.



If the south stand is built only, the stadium may appear unbalanced as the heavier massing will be positioned at the south stand. However, it will only be distant views which will reveal the unbalance between the north and the south stand, which will be negated once the north stand is complete.

In order to ensure that there is no overshadowing from the changes to the stands, the applicant has undertaken a shading analysis of the proposed stadium.

During March, the assessment shows that there should not be any increase in shading from the expanded stadium along Rowsley Street during sun rise or Alan Turning Way during sun set than the effects of the current stadium. In June, there is no significant shading in the morning from the current stadium and this is not expected to change as a result of the development. During sun set, there is already shading towards the south east. Again this will not worsen as a result of the stadium expansion.

In September, currently shading is minimal during sun rise whilst during sun set, Alan Turning Way is largely in shade from the existing stadium. The analysis shows that there will be no major differences once the expanded stadium is complete.

During December, a small proportion of the athletics track is currently in shade during sun rise. As a result of the expanded north stand, a greater degree of City square and the Ashton Canal will be in shade during mid day. During sun set, there is currently shading across the north east of the site which affects the apartment blocks on Gibbon Street, however, this is not considered to worsen once the stadium work is complete.

The results of the assessment appear well reasoned in that there will be no significant changes as a result of the stadium expansion on shadowing on the local area. There will be some minor impacts on the residential properties along Gibbon Street with no real impact on the residential properties along Ashton New Road.

There is no doubt that the increase in the height of the stadium, particularly the south stand, will create a more imposing structure in the street scene. The expansion of the north stand will create a striking feature, particularly when viewed from Alan Turning Way and approaching the stadium along Joe Mercer Way. In terms of the south stand, its proximity to Ashton New Road will create a much taller structure. However, the roof design will reduce the bulk and mass of the stand, along with being separated by Ashton New Road, which will minimise any sense that the structure is overbearing on surrounding residential properties. In turn, the expanded stadium will create an enhanced landmark within East Manchester as part of the ongoing regeneration of the area as desired by policies EN1, EC7 and DM1 of the Core Strategy and E3.3 of the UDP.

#### Appearance and visual amenity

New developments in Eastlands should place '*design at the heart of any scheme, delivering flagship design...and take advantage of key frontages*' (Policy EC7). This

is further reiterated within policy EN1 which states that opportunities for good design to enhance the overall image of the City should be fully realised.

The original stadium design is unique and is distinguished by its twelve masts which are used to suspend its lightweight metallic roof. As detailed above, the changes to the stands will unavoidably affect the symmetry of the existing form of the stadium, including the low slung roof which can be seen in figure one.



*Figure one – existing stadium with the low slung roof at the south and north stands.*

The proposed development will see the introduction of a new Kalzip roof canopy that which will sit above the existing cable structure. The proposed roof will be lightweight and suspended from masts as per the original design. A thin edge will be used as existing and defined by lighting. The south stand will have a greater extent of translucent polycarbonate material to take advantage of the sun light which will aid defrosting of the pitches and allow sun light for pitch growth.

In order to complement the design of the original stadium, two new masts will be introduced at the north and south stands which will support 8 cables. These will be stabilised by a single line of backstay cables. These backstay cables will be anchored at the top of the seating bowl level. The position of the new masts has been chosen to reflect the position of the existing mast and cables. A new rainwater system will be installed allowing the new roof to drain forward to a gutter near the front edge and then down downpipes.

To take advantage of the surrounding strategic road network, careful consideration has been given to the design of the facades of the south and north stands. Overall,

these have been kept simple in order to act as backdrop to the main architectural elements such as the masts.

There will be no external ramps to the south and north stands, which are used at the east and west stands to facilitate movements of spectators, to the upper concourse. This marks a deviation from the current design. However, given these stands position along Ashton New Road and opposite Joe Mercer Way, it is considered that embedding the staircase within the stand is more appropriate way of keeping the external facades clutter free allowing the elevational treatment to have the maximum impact. A steel mesh is proposed for these stair cores up to the upper concourse to allow movement to be seen within the building on match and event days.

The remainder of the facades will be made up of a flush flat grey metal panels and transparent glazing. This glazing will be fritted to provide a transition between the solid and clear elements with louvers also being grey to match the panels. Figure two shows the design of the proposed stadium including the material composition and lighting.



*Figure two – elevations of the north and south stands*

In order to ensure that the appearance of the stadium is acceptable, materials for the façade will be considered in detail in order that they have the desired impact and provide for interesting elevations, particular to the residential properties along Ashton New Road. On that basis, prior to the erection of the above ground sub structure, final materials shall be agreed.

The applicant has an aspiration to use the expanded stadium for additional signage. The aspiration is that this will not be a fixed solution and that any new signage needs

to be coordinated. Consideration has been given to a digital system with the mesh sections of the building which would be effective during dusk. It is also anticipated that the stands will be named and consideration as to the manner which this should be undertaken is being considered. In order to ensure a coordinated approach to signage it is recommended that an informative of the planning approval is that the applicant is invited to discuss signage at the stadium further and that relevant advertisement consents are sought.

As part of the applicants Environmental Statement, the applicant has undertaken a review of the visual impact the proposed stadium will have on the surrounding area. Given the topography of the surrounding is relatively flat, close up views of the expanded stadium will be noticeable from Ashton New Road and Alan Turing Way. There will be distance views of the proposed stadium which will be clear from elevated positions such the train line to Manchester Piccadilly. The Environmental Statement has considered a total of 9 view points in and around the stadium in order to assess the visual impact of extending the south and north stands (both simultaneously and the south stand only).

These views are:

- View 1 - distant view north of the stadium from junction of Alan Turing Way and Briscoe Lane;
- View 2 – distant views from the south;
- View 3 – View from the Velopark footbridge
- View 4 – View from Grey Mare Lane;
- View 5 – view from eastern footpath along Alan Turing Way;
- View 6 – view from north of the junction of Ashton New Road and Alan Turing Way;
- View 7 – view from Joe Mercer Way crosses Ashton Canal;
- View 8 – view from Fairisle Close; and
- View 9 – view from Newcombe Walk.

The Environmental Statement concludes that the stadium will have, in most cases a negligible or beneficial impact on the surrounding street scene.

The report does acknowledge, however, the impact of the stadium expansion on the residential properties along and off Ashton New Road (views 8 and 9). The expansion of the south stand will make the building more visible to these properties increasing the amount of façade and roof of the structure that is visible. It is considered that whilst this is the case, the stadium will not overshadow or overbear these properties and to a certain degree the character of the view will not alter i.e. the view is currently dominated by the existing stadium. The appearance of the south stand will be enhanced as a result of the development and create a more active frontage to Ashton New Road. In addition, the landscaping and alterations to the concourse will help soften this view.

The extension to the south and north stands will create a striking feature that will be highly prominent in the street scene, particularly when illuminated, and will enhance

its landmark status. The retention of the distinctive mast arrangement has ensured the original design concept of the stadium is embedded in this scheme.

The proposal will have a beneficial impact on most views in the area and complement the character of Eastlands which is dominated by sports venues. However, there is no doubt that the visual amenity of the area will change as a consequence of the alterations. In this instance, the overriding regeneration benefits coupled with the high quality appearance of the expanded stadium outweigh and minor harm to the residential properties in and around Ashton New Road. Indeed, the view of the stadium from this view point will actually improve with the enhancements to the façade in this location contributing to its gateway position and landmark status in East Manchester.

#### Public realm/landscape strategy

The public realm around the stadium is a functional space and has been designed to provide a safe and secure environment for spectators to move around. The space has to cater for a large number of visitors who congregate in this space during match days and concerts.

As detailed above, the proposal will affect the external concourse. Where the existing surface is removed, the proposal will 'make good' any surface that will be affected with a new macadam surface. This will ensure the public realm remains durable to accommodate the large number of visitors to the area. Furthermore, it will ensure that level access is retained for wheelchair users.

The erection of the south stand will reduce the width of the existing external concourse area. In order to maintain sufficient space in this location, the existing weld mesh fence line in this location will be repositioned closer towards Ashton New Road. This arrangement is considered to be acceptable and it will provide a more generous concourse area and not restrict movement. Comments have been received for a member of the public in this regard stating that the arrangement is inadequate. It is not considered that this is the case as the proposed space will remain large enough to accommodate the required space for the away fans and safe movement around the external concourse area.

The alterations to the external concourse will also see the removal of 10 trees at the stadium – 9 to the southern part of the stadium and 1 near the northern stand. The trees are *Platanus x acerifolia* (London Plane) and are the trees which have been used in the avenues that surround the stadium. The trees have been examined by the applicant's landscape consultant and they have determined that these trees are in a poor condition due to a number of factors. In particular, there is evidence of soil contamination from heavy salt gritting on the concourse during the winter month which has resulted in saline leeching and soil contamination in the tree pits. This has led to limited growth of the trees.

In addition, there is restricted lateral root growth. This has come from unrestricted parking nearby which has resulted in the self binding gravel and tree soil becoming compacted over time restricting the root growth. There is also varying surface water

across the site which has resulted in some tree pits being flooded and some in drought. Finally, there is evidence of fungal disease which, left untreated could kill the trees at the site.

The City Arborist has raised no objection to the removal of the trees. In line with policies EN9 and EN15, where there is impact on the green infrastructure and biodiversity by a development, appropriate mitigation should be put in place.

The proposed replacements will be 11 *Pinus nigra Austriaca* (i.e. a 10% net gain) which are considered to be appropriate. The trees are to be planted in the same location as those which are to be removed in order to minimise any impact on surrounding visual amenity and maintain the strong tree line around the stadium grounds.

It is recommended that these trees are planted within 12 months of completion of the expanded stadium (or south stand) (or pending a time frame to be agreed following the completion of the expanded stadium). In addition, the existing trees should not be removed during bird nesting season unless there is no evidence of nesting birds. These should also be conditions of any approval.

There is currently an under provision of cycle parking at the stadium. As such, an additional 200 stands will be provided as part of the development proposals within the public realm. These will be distributed around the external concourse and will be sited so that they do not impede movement. These stands will be a 'Sheffield cycle stand' which will be stainless steel hoops secured in the surface. This is considered to be acceptable and will mitigate against a short fall in provision and support the modal shift objectives. It is recommended that a condition of the planning approval shall be that the cycle stands shall be in place prior to the first use of the expanded stadium (or south stand).

There will be several lighting columns which will need to be removed as part of the development. This provides an opportunity to de-clutter the external concourse. There will, however, not be a deficiency in provision as building mounted lighting will be introduced.

Overall, there will be minimal interventions to the public realm with areas being made good following the creation of the expanded north and south stands. Where there are impacts i.e. lighting and trees, mitigation will be secured. In addition, cycle stands will increase around the external concourse to satisfy a current under provision. The public realm works are therefore in accordance with policies SP1, EN9, EN15 and DM1 of the Manchester Core Strategy.

### Transport/Highways

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Eastland is identified as a key location where improved links will help access employment opportunities. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments.

A Transport Assessment has been prepared in support of this planning application. This has examined all access and movements within the curtilage of the stadium and adjacent areas.

The frequency of the matches and events at the stadium, and the time of day they take place, result in varying capacity levels. The result of this is that it is not easy to identify the likely impacts of the proposed development on the local highway network. In addition, the current management arrangements at the stadium see the closure of Ashton New Road which in itself brings significant change to the local highway network.

To this extent, survey results have revealed that match day traffic tends to be lower on Saturday match days than non Saturday match days with traffic avoiding the area. In addition, it is acknowledged that the impacts are temporary with the build up to a match or event and at the end when spectators leave albeit it is recognised that this still has the potential to impact on the area.

On that basis, it is not possible to predict and deliver alterations to the capacity of the highway network to cater for the infrequent demands of an expanded stadium. That said, there is no doubt that the current capacity of the stadium places particular pressure on street parking which is to the detriment of local residents.

This planning application therefore does not include additional parking provision, junction capacity improvements or other schemes that might encourage additional traffic. This is considered an appropriate approach particularly given the traffic demands at the stadium are only required on a less than weekly basis i.e. match days, and occasional concerts (which are less frequent), and such measures have the real potential to encourage additional traffic on non match days in the local area.

The 3,510 car parking spaces currently available on match and event days will remain available.

Table one shows the current travel patterns for supporters for a weekend and weekday match:

Mode	Weekend Match	Weekday match
Car	57.3%	68.2%
Dropped off	1.9%	4.0%
Motorbike	0.4%	0%
Cycle	0.3%	0.2%
Walk the whole journey	6.9%	1.6%
Taxi	6.0%	3.2%
Train	5.7%	5.4%
Bus	5.8%	4.0%
Metrolink	12.9%	11.3%
Coach	2.9%	2.0%

*Table one – Current travel patterns by mode*

In terms of events/concerts, there is no typical event at the stadium as the way people travel depends of the type of audience for examples teenagers are more likely to be dropped off than older audiences who will use public transport. Given that such events are no frequent, the applicant has bespoke management plans for each event.

As part of the transport assessment, survey work has been carried out to assess the capacity of existing modes of transport such as the Metrolink, bus, cycle, trains and walking. This demonstrated that there is capacity in more sustainable measures such as walking and public transport along with increasing the quantity and quality of cycle provision at the stadium.

As such, the applicant has determined that the optimum approach for dealing with the expanded stadium, from a transport and highways perspective, is to adopt a modal shift approach in which new trips that would be generated by an expanded stadium are absorbed by a variety of other modes other than the car. In addition it is considered that measures such as an increase in stewarding and promotion of trains and other routes would also make a difference in encouraging modal shifts. This is outlined with a transport strategy.

An important part of the overall transport strategy, and in order to secure the effectiveness of this approach, the applicant has considered the existing Controlled Parking Zone (CPZ) and whether these needs to be reviewed in light of the expanded stadium. The report concludes that revision to the CPZ area is required, including additional areas for restriction.

An enhanced CPZ will limit the availability of parking over a wider area around the stadium (within a 20-25 minute walk time). It should be noted that beyond 20-25 minutes, the applicant considers there to be adequate parking which will have less impact on residents as it will be dissipated over a wider area.

The CPZ proposal includes new parking zones, new waiting restrictions inventions and a review of existing waiting restrictions. The delivery of the CPZ will be funded through a S106 obligation. Figure three shows the extent of the CPZ



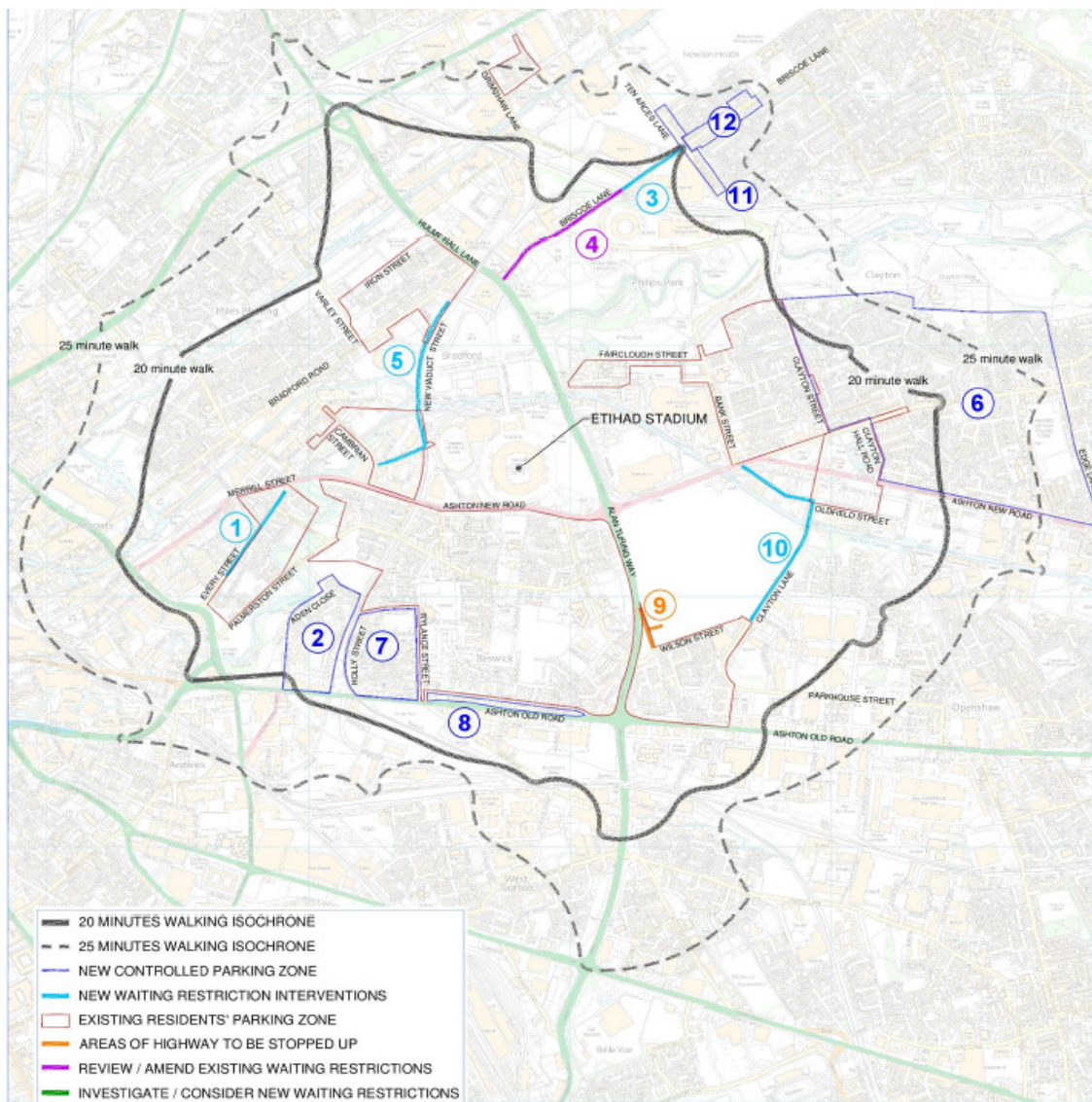


Figure three – Existing and proposed Car Parking Zone (CPZ)

Supporting the CPZ the transport strategy places an emphasis on reducing travel by the car in favour of more sustainable measures. Such a mechanism is supported to ensure the increase in capacity of the stadium is met by alternatives modes.

The measures are as follows:

- Improvements to walking routes to the stadium from the City centre, around the stadium and Grey Mare Lane and Ashbury Station;
- Signage and way finding from key transport and walking routes;
- Increase stewarding on the main walk route (City Centre to Etihad Campus);

- Two hundred (200) additional cycle stands around the external concourse of the stadium;
- Improvement to bus facilities on Ashton New Road; and
- Improvements to street taxi rank on Rowsley Street;
- Promotional work to advertise various measures within the transport strategy.

The above measures will be delivered by way of either a S106 contribution or a S278 agreement with the City Council, as Highway Authority. The S106 agreement includes a commitment for the applicants to enter into the necessary S278 agreements.

The Transport Assessment details the final modal split anticipated once the above measures have been implemented. Table two shows where the increase in capacity will be split between in comparison to current modes.

Mode	Weekend Match (current)	Final modal split with intervention measures	% difference
Car	57.3%	44.6%	12.7% decrease
Dropped off	1.9%	1.9%	No difference
Motorbike	0.4%	0.4%	No difference
Cycle	0.3%	1.0%	0.7% increase
Walk the whole journey	6.9%	7.7%	0.8% increase
Taxi	6.0%	6.1%	0.1% increase
Train	5.7%	7%	1.3 % increase
Bus	5.8%	7.9%	2.1% increase
Metrolink	12.9%	18.8%	5.9% increase
Coach	2.9%	4.4%	1.5 % increase

*Table two – Impact of modal shift measures*

Table two indicates that the modal shift measures and introduction of the enhance CPZ measures, will bring a reduction in those visiting the stadium in the car. The intervention measures will have the most impact on encouraging visitors to use the bus and Metrolink which will see a 2.1% and 5.9% uptake respectively. Walking will also increase by 0.8% following the upgrading of the City link. It should be noted that the applicants Transport Assessment indicates that the above modes could also accommodate further uptake in capacity should this be required.

The Local Highway Authority has considered, in detail, the CPZ and transport strategy and amendments have been made through the course of the applicant reflecting more detailed analysis of the schemes and deliverability. The view is that the schemes are deliverable within the time period for the expansion of the stadium. As such, it is considered that the successful implementation of the CPZ and transport strategy will ensure that the proposed expansion of the stadium will not have a

detrimental effect on the local highway network. The interventions will also build upon the sustainable transport links that are available in the area.

It is anticipated that the performance of these interventions should be monitored and reviewed. The legal agreement that has been prepared in support of this application reflects this and the applicant has an obligation to submit an annual monitoring review of the outcomes of the measures.

Overall the expansion of the stadium will have increased capacity for spectators on match days and concerts. It has been determined that the optimum manner within which to deal with this is by restricting further availability of on street parking in the local area in order to support a modal shift to more sustainable modes such as walking, cycling and public transport. A variety of measures within the transport strategy will help secure this, which will be delivered by a S106 and S278 agreements. This approach is in line with policies T1, T2, EC7 and DM1 of the Core Strategy and will help minimise the impact on surrounding residential amenity as well as not increasing the congestion on the local highway network.

The applicant has also submitted a staff travel plan with their application. This details measures to encourage those who work at the stadium to be less dependent on the car. A high percentage of employees (over 80%) travel to work using the car. Given the good links to public transport in the local area, these should be explored in more detail. The applicant has stated that staff have expressed interest in car sharing along with using the Metrolink services more frequently. It is recommended that a condition of the planning approval should be that the implemented of the travel plan should be monitored and reviewed to ensure it is being effective in reducing car dependency.

#### Air quality

Within the Environmental Statement submitted with the planning application consideration of the likely effects of the construction and operational phases of the development have been considered in terms of Air quality. Policy EN16 of the Core Strategy seeks, in general, to improve the air quality within Manchester.

In terms of the construction phase of the development, there is potential for air quality impacts as a result of fugitive dust emissions from the site. It is recommended that dust suppression measures are introduced during the construction phase to minimise the impact of the development on the surrounding area quality. This should be a condition of the planning approval.

It is noted that the construction phase of the development is only temporary and short term and therefore it is considered that there will be no longer term affect on air quality in the local area as a consequence of the construction phase.

Consideration has also been given to the operational effects of the expanded stadium on Air Quality. It has been determined that the main sources would generally be associated with road vehicle traffic and exhaust emissions. However,

as it will be anticipated the additional capacity at the stadium will be met through encouraging more sustainable methods of accessing the stadium.

As such, the overall impacts on air quality are considered to be negligible. The air quality assessment states that achieving this modal shift, there is likely to result in reduction of roadside concentrations of traffic related pollutant concentrations.

There is likely to be a 6 month overlap with the construction of the training facility and the Beswick hub, provided that appropriate mitigation is put in place there will be no long term impacts on air quality.

### Telecommunications

The NPPF states that consideration should be given to the possibility of the construction of new buildings or other structures interfering with broadcast and telecommunication services. Within the applicants Environmental Statement the applicant has considered the impact of the proposed development of the local telecommunication equipment.

As there is no analogue connection in Manchester there will be no impact on such services as a consequence of the development.

In terms of digital terrestrial television, there is already good reception conditions in the area and lack of sensitive receptors in the areas where radio shadowing could occur. As such, it is unlikely to cause any interference.

Consideration has been given to other telecommunication equipment in the area such as mobile phone masts. The development is unlikely to have any impact on these monopoles.

### Noise/vibrations

The Environmental Statement provides supporting documentation on the effects of the proposed development on noise and vibrations. The consideration of such matters is a key requirement for policy DM1 of the Core Strategy along within extant policy DC26 of the UDP. This approach is also outlined within the NPPF which seeks to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new developments.

The noise assessment details noise modelling that has been undertaken to determine the noise egress levels from the site. The modelling has take into account the changes in geometry proposed for the north and south stands, changes in the noise levels as a result of the increase in capacity of the stadium and the reduction in the sound absorption to the underside of the north and south stand roofs.

The report identifies that the nearest noise sensitive buildings are the residential properties to the south of the site along Ashton New Road. These properties lie 95 metres from the site. There are also residential apartment's located 220 metres to

the north east of the site along Gibbon Street. These are the properties which are most likely to be affected by the proposed development.

The main noise impacts from the development are from:

- Construction including construction traffic;
- Plant
- Football matches; and
- Concerts and events.

In terms of noise and disturbance from the construction process, clearly if both stands are built together the construction activity will be more intense.

The applicant has applied for the construction process to take place Monday to Saturday (7am to 7pm). There will be no construction on Sundays or on match days. It is considered that 7am is too early and this should be restricted to 07:30 to minimise impact on neighbouring properties.

Site deliveries will take place to the east of the stadium, off Alan Turning Way. This is approximately 80 metres away from the apartments at Gibbon Street and some 350 metres from the residential properties along Ashton New Road.

The noise report concludes that provided that deliveries are restricted, the impact on nearby noise sensitive premises should be negligible. In order to ensure the impact is minimised, it is recommended that this is a condition of the planning approval.

Consideration has also been given to construction vibration, particularly from piling. The report acknowledges that it is not possible to estimate the level of vibrations with any certainty. However, the predicted vibration levels based on other developments, and the distances to the surrounding properties, indicated that the development is likely to give rise to an impact of 'minor adverse' significance.

Although it is recognised that the construction process, particularly piling, will give rise to vibrations that are likely to have some impact on nearby residential properties, it is considered that these effects can be managed and monitored so that they do not reach harmful levels of disamenity. In addition, these impacts from the construction phase are temporary in nature. It is therefore concluded that provided appropriate monitoring is put in place to monitor the vibrations at the site, this should be an appropriate safeguard to the nearby sensitive properties. It is therefore recommended that this is a condition of the planning approval.

The proposed stadium will require additional plant equipment. The specific number of units required and their specification is still under consideration. Such details are therefore required prior to the first use of the stadium in order to confirm that such levels are to be achieved. The applicant has confirmed that the hours of use of the plant will be restricted to 07:00 to 23:00 Monday to Sunday to restrict noise impact on nearby properties. This should also be included in the recommended planning condition.

The main noise source from the operation of the stadium is during match days. On average, there is at least one football match on alternate weekends (starting between 12 and 17:00 finishing at 20:00 at the latest). There are also mid week cup matches, however, these vary depending on the progression of the club within the relevant cup competition. These matches are likely to take place in the evenings finishing at approximately 22:00.

During a non match day, background noise levels have been measured at a minimum of  $L_{Aeq, 15min}$  55 d B outside the nearest noise sensitive property along Ashton New Road (with a range of  $L_{Aeq, 15min}$  60 d B and  $L_{Aeq, 15min}$  63 d B) and Gibbon Street (average  $L_{Aeq, 15min}$  66 d B).

The sound measurements recorded during a match day with the current capacity of the stadium ranges between  $L_{Aeq, 15min}$  59 d B and  $L_{Aeq, 15min}$  62 d B with the main sources of noise coming from road traffic, crowd noise and PA announcements.

The modelling within the Environmental Statement indicates that noise egress during a match from the expanded stadium is not expected to increase the ambient noise levels outside of the nearest noise sensitive premises. This is due to the adsorption capacity of the new roof and its angle.

The  $L_{Aeq, 15min}$  d B levels are anticipated to be  $L_{Aeq, 15min}$  61 d B for the south stand and  $L_{Aeq, 15min}$  62 for the fully extended stadium. This is as per the current conditions at the stadium. As such, there will be a negligible impact from noise egress during football matches as a result of the south stand only and the extended stadium as a whole.

In order to ensure that noise output remains at current levels, the PA system is required to be controlled to limit noise to  $L_{Aeq, 15min}$  44 d B outside the nearby noise sensitive premises. It is therefore recommended that this is a condition of the planning approval in order that noise from the PA/VA system is negligible at the nearest noise sensitive location.

Noise is generated by road traffic, however, given that it is anticipated that the increase in capacity of the stadium will be met through modal shift measures, it is not considered that will be an overall increase in road traffic on the main roads around the site.

The stadium is also used for music events and concerts. It is noted that these are less frequent than football matches, however, these are more likely to take place in the later afternoon and evening, particularly when the background noise levels are lower.

There are currently limits to amplified music associated with concert events at the stadium. The music noise level (MNL) must not exceed  $L_{Aeq, 15min}$  75 d B outside the nearest noise sensitive premises.

Sound pressure measures were taken outside the Robbie Williams Concert (June 2013), Coldplay (June 2012) and Bon Jovi (June 2013). At the Robbie Williams

concert sound pressure levels ranged between  $L_{Aeq, 15min}$  67 d B,  $L_{Aeq, 15min}$  75 and  $L_{Aeq, 15min}$  73 d B. At Coldplay the sound pressures ranged between  $L_{Aeq, 15min}$  72 d B and  $L_{Aeq, 15min}$  73 d B whilst at Bon Jovi the levels ranged between  $L_{Aeq, 15min}$  66 d B and  $L_{Aeq, 15min}$  68 d B.

The environmental noise modelling for concerts shows a similar negligible result to football matches with the geometry of the new roof reducing noise egress levels during concerts by 4 dB to the residential properties across Ashton New Road.

In order to ensure that the noise egress from the stadium during events remains negligible, it is recommended that prior to the first use of the extended stadium (or the south stand) that sound checks take place to ensure that the  $L_{Aeq, 15min}$  75 d B is met.

Overall, the noise output from the operation of the stadium, for football and concerts, will be similar to existing conditions. Planning conditions will be used to control these conditions and ensure that they are not exceeded in order to protect the amenity of the surrounding residential properties.

There will be some short term, temporary impacts from the construction process primarily from piling works during the substructure phase which will lead to some minor adverse vibrations to the residential properties along Ashton New Road and Gibbon Street. In addition, there may be some minor cumulative impacts from the completion of the football training facility which is adjacent to the application. Once the work is complete there will be no longer term impacts on these properties.

In terms of the operations of the expanded stadium, provided that noise and vibrations not exceed current conditions, there will be no additional impact on residential properties as a consequence of the additional capacity. In addition, it should be noted that the frequency of football matches i.e. every other weekend and cup mates, and concerts, will mean that the stadium will not be in constant use.

On that basis, provided that equipment and concert noise is controlled by planning condition, the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

#### Impact on ecology/habitats

The planning application has been accompanied by a phase 2 habitat survey which assesses the potential impact of the development on local ecology and nature conservation. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats.

The report states that there are no international or national protected sites near to the application site, however, there are a number local nature reserves and 4 sites of biological importance, most notable the Ashton Canal West, which lies 120 metres to the north of the application site.

The report concludes that the development will have minimal impact on the local nature reserves and the sites of biological interest. The current stadium does cast a shadow on the Ashton Canal during the winter months and as a result of the proposal there will be a small increase in the period the canal is in shade. However, the report states that as this is only in winter, it is likely to only have a minimal impact on the vegetation including floating water plantain (which is dormant in winter).

In terms of existing habitats, the report states that the stadium has low potential for roosting bats because of its modern construction and lack of features commonly used for bats. In addition, all of the trees on site are young, semi-mature trees and therefore do not possess any features used by bats. The site also had low potential for badger activity.

The proposal will, however, result in the loss of a large area of undisturbed bare ground to the east of the site which provides suitable nesting habitats for little ringed plover. In addition, board leaved planted trees, building and areas of bare ground around the site provide suitable habitat for breeding birds during nesting season.

There is, however, likely to be limited opportunity for peregrine to nest at the stadium due to the scale of the stadium and noise from match days.

The report has been assessed by Greater Manchester Ecology Unit and Natural England who concur with the findings of the report. They recommend, however, that works should avoid bird nesting season to minimise the impact on nesting birds, in particular the little ringed plover. This is recommended as a condition of the planning approval. If work on the stadium cannot avoid bird nesting season then an appropriate ecologist should check the site prior to work commencing. This should assist in minimising any impact on local habitats in accordance with policies EN15 and DM1 of the Core Strategy.

### Wind

The extension to the stadium has been considered in terms of its impact on the wind microclimate through a wind assessment. This states that the extension of the north and south stands is likely to have a greater interaction with the wind because they will present a taller façade to both wind from the south and north. However, it is the extended façade of the south elevation, which will interact with the prevailing southerly wind, which is expected to have the greatest effect.

When measured against the current conditions of the stadium, the increase in height of the south elevation is expected to direct more wind to blow down and around the south elevation of the stadium. This will potentially increase the strength of the winds in the southwest and south east aspects of the stadium. That said, the report concludes that the wind environment in these areas is expected to remain suitable for walking.

In terms of the north stand, the increase in height will create similar conditions to the south stand. However, as the northerly winds are less frequent, the effects of the alterations to the north stand will not be as significant as the south.



The report concludes that despite the alterations to the stadium, and its effect the wind environment, it is unlikely to be harmful and prevent walking and standing around the stadium and entrances. On that basis, the report findings appear reasonable and accord with policy DM1 of the Core Strategy.

#### Flood risk/surface water/drainage

The application site is located in flood zone 1 '*low probability of flooding*'. However, in line with the guidance within the NPPF, and policy EN14 of the Core Strategy, a Flood Risk Assessment has been prepared in support of this planning application as the application site area is greater than 1 ha. This has assessed the flood risk to both the proposed development and existing adjacent development as a result of the proposal, including fluvial, tidal, pluvial, groundwater, sewers and flooding from artificial sources.

It should also be noted that the site lies within a critical drainage area and as such policy EN14 states that developments should minimise surface water run off. Current surface water is disposed of via the private surface drainage network into the River Medlock. The applicant's FRA states that the surface water run off will continue to discharge unrestricted and will be at least equal to existing with a slight reduction in peak discharge possible.

This will be achieved by a combination of existing and proposed private surface water drainage system which will also make allowance for future climate change. Where there are alterations to hardstanding to facilitate level changes, these will be engineered to provide positive drainage where required to prevent ponding and standing water. In addition, gradient of the hardstanding areas, where possible, will be designed to fall away from the stadium so that any overland flows during extreme events will be channelled away from entrances. In addition, downpipe funnels will be widened in order to cater for changes in climate change.

Consideration has been given to the use of a sustainable drainage system (SUDS). However, given that there is no increase in impermeable areas, and pre and post surface water run off rates will be equal, a SUDS system would have limited effect. In this instance, the most effective method will be to continue to discharge the surface water, unrestricted, into the River Medlock via the existing and proposed drainage network (as detailed above).

Given that surface water run off rates and volumes will be similar, the report concludes that there will be no increase in flood risk elsewhere.

The Environment Agency has considered the report along with the City Council's flood risk management team. No objection to the findings of the report have been made and they concur with the report in that as there will not be an increase in surface water run off from the site and therefore the development proposal can continue to discharge on a like for like basis into the River Medlock.

The management measures outlined within the applicant's FRA should be a condition of the planning approval and secured on first use of the development or its

phases. The development therefore accords with policy EN14 as surface water run off rates can be appropriately managed as a result of the development.

### Sustainability

Policy DM1 states that commercial developments will be expected to demonstrate good practice with BREEAM standards. Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments.

A bespoke BREEAM pre assessment has been undertaken for the proposed development. This indicates that a 'Very Good' rating is achievable for the development. The applicant has considered whether an 'Excellent' rating could be achieved, however, this was not considered feasible without significant investment in renewables. Whilst this is possible with extensive roof mounted photo voltaic panels, this was not considered suitable as it would have had a major impact on the complex roof design.

The BREEAM pre assessment has considered a number of points which will help achieve a 'Very Good' rating. These include water management through the introduction of measures to reduce water consumption, for example, low flow devices and dual flush. In addition, a passive infrared sensor will be introduced to WC blocks to identify leaks along with water metering to enable the monitoring of water use and identify irregularities.

Construction management, including construction waste and sourcing of materials, has also been carefully considered. It is intended that recycling facilities will be used along with sourcing materials, such as timber, from sustainable sources. In addition, adopting best practice in respect of pollution prevention will also be incorporated into the process.

In order that a very good rating is achieved as part of the development, it is recommended that a condition of the planning approval should be that a post construction certificate is submitted.

Policies EN4 to EN6 outline the City Council's aspirations in respect of reducing carbon emissions. As the application site is located in the regional centre, the development is expected to demonstrate its contribution to this objective (policy EN5).

According to policy EN6, the proposed development would fall within target 2 '*Electricity intense areas*' i.e. locations where the predominant building type has an all electric fit out. For Buildings in target 2, the requirement is for a 10% increase on Part L of the building regulations.

The applicant has provided an energy statement in support of their application. This details the energy efficient measures that will be used in the proposed development and their contribution to achieving the targets within policy EN6.

As this development is electricity driven (which has an associated carbon output), the systems and controls function in the building has been carefully considered and reviewed in order to put in place a system with as high a seasonal energy efficiency rating as possible.

The use of the building, which includes intensive usage of some key spaces, has led to a cooling led solution. The proposed cooling and heating system will be served by a reversible air source heat pump which will be capable of delivering heating or cooling to zoned areas allowing for each zone of be independently temperature controlled.

In terms of ventilation, low energy motors on air handling units and fans along with high thermal energy recovery will be used to minimise energy when areas are only partially occupied or unoccupied.

The building management system will not only have a control system but energy metering and monitoring (with an alarm system) which will help the applicant forecast carbon performance.

The energy statement has also discounted a number of initiatives due to feasibility. These include combined heat and power which due to the minimal heat demand of the stadium could not support such an installation. In addition, renewable energy considerations such as photovoltaic, wind turbines, solar thermal, biomass heating and ground source heat pumps have also been discounted either on the basis that they are not suitable for a stadium development and/or would be onerous in terms of maintenance and reliability.

In terms of the measures identified, and there contribution to the objectives of policy EN6, the overall energy performance of the stadium performs well. However, by the very nature of the stadium, including its function and design, it is inevitable that the stadium has higher energy consumption against auxiliary energy, lighting and hot water, all of which are electricity driven. This will mean that whilst the building does meet Part L of the Building Regulations there will be no 10% betterment as described in policy EN6. On balance it is considered there is broad compliance with this policy given the high quality building fabric and systems that are being incorporated including the use of reversible air source heat pumps.

### Inclusive access

Policy SP1 requires that the needs of all members of the community need to be considered in new development proposals. In giving effect to this, the Guide to Development in Manchester SPD highlights the importance of inclusive design.

The alterations to the north and south stand will provide an opportunity to increase wheelchair provision within the seating bowl. There are currently 220 wheelchair positions in the existing stadium at various levels. Within the expanded stadium this will increase to 252 positions. In addition, away supporters are to be provided with 13 positions for league matches and 38 positions for cup matches.

The alterations to the north and south stand will see the introduction of a 3 new general access lifts (two at the north stands and one at the south). In addition, there will be two new corporate lifts at the south and north stands. Finally, there will be an away fans lift access within the south stand. All the lifts are large enough to accommodate a wheelchair user.

Disabled parking will not be affected by the expansion to the stadium and the alterations to the external concourse will ensure that level access is retained.

### Designing out crime

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention. The planning application is supported by a Crime Impact Statement, prepared by Design for Security at Greater Manchester Police, which assess the proposal in terms of crime prevention and safety.

The statement highlights that the open nature of the stadium forecourt and circulation areas for the proposed stadium will allow for ease of supervision and surveillance. In addition, retention of the secure perimeter fence and internal layout are all consistent with existing arrangements. In addition, the plans show the retention of the 'away' support seating at the south end of the stadium.

The report highlights that the expansion of the southern stand may create congestion. In response to this, the fencing in this location is to be repositioned towards Ashton New Road to allow for greater circulation. A weld mesh fence will be used to ensure that this boundary remains robust.

Also within the report there are recommendations about improvement to pedestrian movements to and from the city centre and improvements to signage to assist this movement. As part of the wider measures to encourage less car travel to the site, improvement to walking routes is a key consideration as well as how these will be branded and signed. Measures are to be agreed and provided through the section 106 agreement.

Finally, the statement details that careful consideration should be given on how the development of the south and north stands will take place whilst the stadium is in use. Specifically, the construction area should be carefully secured to prevent misuse and control pedestrian and vehicular access in to and out of the curtilage. The construction areas should also be tidy and cleared of debris on match days to allow safe movements of spectators. It is recommended that an informative of the planning approval is that the works should take place in consultation with the Safety Advisory Group (SAG), which the Police is a part of, in order to ensure a safe environment for spectators.

It is recommended that a condition of the planning approval is that the Crime Impact Statement is implemented and that measures are incorporated into the build.

### Archaeology/heritage

An archaeology desk based assessment has been undertaken in support of this planning application. This report has identified that there are 15 heritage assets within the application site. However, none has been given statutory designation and therefore not considered to be of national importance.

Most of the heritage assets are considered to be of low level archaeological importance, reflecting probable extent of previous damage or disturbance. However, a few sites are considered to be of local, or even borough importance, which may merit preservation by record, should they be damaged or destroyed by future development. These relate specifically to the buried remains of the mid 19<sup>th</sup> Century back to back dwellings situated adjacent to the north stand as they represent late examples of this type of domestic building in the Manchester area.

Other sites of interest are the mid 19<sup>th</sup> Century Bradford Iron works, and part of a former reservoir that formed an early component of the infrastructure development by the Manchester and Salford Water Works Company.

Policies EN3 and DM1 of the Core Strategy requires that the new developments should take account of heritage assets and possible preservation. Extant policy DC20 of the UDP states that where remains cannot be kept in place proper recording shall be made.

The Greater Manchester Archaeological Advisory Service has considered the findings of the report and agrees within its content. It is recommend that a watching brief be undertaken during the ground works should significant remains be found that would be damaged or destroyed by this development. A condition of the planning approval should therefore be that a watching brief is adopted and an agreed schedule of investigation agreed before hand. This will ensure that the development has the least harm of the identified assets and appropriate record made has been with the requirements of policies EN3 and DM1 of the Core Strategy and extant policy DC20 of the UDP.

### Ground conditions

The site was formerly used for heavy industry and therefore possible presence of land contamination may be found at the application site. Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments.

The application site was the subject to significant remediation to facilitate the stadium for the Commonwealth games. The previous site investigations found a substantial thickness of Made Ground. This was removed as part of the remediation of the site and gas protection measures were installed in the stadium structure.

Initial site investigation work has been carried out by the applicant. This has revealed that the level of contamination in the soil is low. In addition, no significant groundwater bodies were found. The gas monitoring suggests that the additional gas protection measures may not be necessary.

With regards to coal seams beneath the site and previous shallow workings, an extensive programme of remediation comprising drilling and grouting was undertaken as part of the original stadium construction works. Verification work will need to review that the previous mining stability was undertaken to a suitable standard.

The initial site investigation report has been considered by Environmental Health and the Coal Authority. They have recommended that whilst further investigation works are required, and appropriate remediation devised where necessary, these initial results are adequate to allow the development to commence. However, in advance of the final report and remediation strategy, a watching brief shall be maintained at the development site in case any anomalies are discovered.

Once the remediation strategy has been approved this shall be implemented and a verification report submitted on completion of the development to verify that all the agreed remediation has been carried out. This approach along with the watching brief should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

### Lighting

Policy DM1 requires that consideration is given to the impact of lighting schemes as a result of new developments. In giving effect to this, the Guide to Development in Manchester SPD states that identity, character and level of usage of streets and spaces can be enhanced by good quality lighting.

The expansion of the stands will see the removal of 10 lighting columns at the north stands and 11 at the south – a total of 22 lighting columns. The applicant views this as an opportunity to de-clutter some of the external concourse without compromising the lighting environment and sense of safety that this creates.

The proposed development will see 4 new lighting columns installed at the expanded stands i.e. 8 in total. These will be the same height and design as the remaining lighting columns around the stadium i.e. single/double headed lanterns with a 15 Lux level.

Additional lighting will be provided within the stands themselves and at lower levels, around entrances, will provide spillage onto the external concourse. Again this follows the same effects which can currently be seen at the stadium which is blue LED luminaries on the ends of the roof structure, blue wash lighting to the façade, column lit LED floodlights and blue uplighting to the underside of the roof. It is also anticipated that the luminaries mounted on top of the masts will be relamped and/or replaced with a more maintainable solution.

Existing and proposed lighting at the site will be controlled by photocells will sense daylight; it will thus automatically switches on/off at dusk and dawn. Lighting directly related to the stadium e.g. façade lighting, effect lighting to the roof, will only be lit during an event and will be controlled according to levels of daylight.

In terms of any impacts from the lighting, it is considered that the residential properties that are most likely to be affected are those along Ashton New Road. With the increase in height and prominence of the south stand, residential properties which are windows overlooking the stadium are likely to experience a degree of sky glow from the stadium.

The lighting columns around the external concourse are likely to create the most harmful light spillage. However, the lighting to the stadium will cause less harm due to its LED nature which tend to be less intrusive. It is considered that residents of Gibbon Street and Ashton New Road will experience the lighting system functioning at the stadium when the systems are activated and the lighting coming on and being switched off.

In order to minimise the impact of the lighting in and around the stadium, the applicants lighting report make a series of recommendation. These include, switching the lights off when not required and directing light downwards where possible to illuminate the target. There are also specifics about the lighting heads including using flat glass diffusers to minimise sky glow with the diffusers positioned horizontally to the ground.

The alterations to the north and south stands will have an inevitable impact on the lighting environment at the north and south stands, particularly around the external concourse and the façade of the stadium. Whilst a degree of lighting clutter around the stands, particularly the south, will be reduced there is likely to be some sky glow from these columns along with those embedded in the architecture of the stadium. As such, final details of the lighting impact to assess this should be submitted for approval prior to the first occupation of the extended stadium.

Overall it is not considered that this will be significantly harmful to residents, particularly as they live in such close proximity to the existing façade of the stadium which is already lit. Provided that the mitigation measures outlined with the applicants lighting report are formalised with a planning condition and final modelling submitted for approval. This will ensure that the lighting at the stadium is designed appropriate to minimise any effects on residents and continue to provide a safe environment and enhance the landmark status of the stadium in line with policies SP1, EC7 and DM1 of the Manchester Core Strategy.

### Waste management

As a major sporting and event venue, there is the potential for a significant amount of waste production when football matches and events take place. In addition, there are also the day to day waste management generated by the operations of the football club. The expansion of the stadium, and its ability to attract a greater number of spectators, will inevitable increase the amount of waste generated. Policies EN19 and DM1 of the Core Strategy requires that applicants show consistency with the waste hierarchy which principally seeks applicant to re-use and recycle their waste.

In order to minimise the impact of waste on the surrounding area, a management agreement is in place for an identified area to be cleaned after matches.

This agreement sees additional bins put out on match days along with litter picking, collection of material for recycling and road sweeping. The areas in and around Ashton New Road and the north of Grey Mare Lane are particularly targeted to minimise the impact on surrounding residents. There is a target that all areas within the identified area are cleaned within two hours of the football match finishing (or until the streets are cleaned to the appropriate satisfaction).

The applicant has indicated that this agreement will remain in place as part of the expanded stadium and will also be contained within the obligations of the S106 legal agreement.

The Friends of Philips Park Cemetery have raised concern about the impact of the expanded stadium on the Cemetery. The applicant has confirmed that whilst the Cemetery is not currently cleaned by this agreement, the Friends group do attend meetings with the Club along with other groups and businesses. Further discussions with the group will therefore take place and if necessary an amendment will take place to the identified area.

In terms of the applicant's commitment to recycling, there is a strong commitment to the reduction at source of waste and management of waste that can be recycled. The applicant recycles all paper products and re-uses cardboard. In addition, the applicant works with its partners to reduce the amount of packaging that is brought into the club unless it is necessary.

All glass products are recycled where possible. In 2006/07 just under 1 million glass bottles were used and around 95% were recycled. This has consistently been maintained over subsequent years. Grass cuttings are also turned into high quality, affordable garden compost.

Plastic remains the biggest problem the applicant faces in terms of recycling due to the amount created on match and event days. This is likely to be the case when the stadium is expanded. The applicant is working with others to devise a solution to this issue by sending the plastic to companies who can re-use the waste.

Refuse is currently stored in bin stores in the internal concourse and then transported via the spiral ramps to a central stadium waste compound adjacent to gate 15 on Rowsley Street using electric carts. The expanded ends will operate in the same way in terms of waste and recycling. The waste compound is 2000 sqm and will adequately cope with the stadium expansion.

#### Construction management

A construction management plan has been submitted in respect of this planning application. This details how the construction process will be managed at the stadium, particularly in respect of the site compound, vehicle movements, operating hours, dust suppression, security and waste.

The management plan indicates that the site offices and compounds will be positioned to the east of the stadium. This compound will be secured by a 2.4 metre



high solid hoarding. This compound will contain all of the offices and welfare facilities required for the construction process. These buildings will be two storey blocks of 24 units.

The operating hours of the site will be Monday to Saturday 07:30 to 19:00. There will be no operations on Sundays and match days.

Given the scale of the proposed work, a workforce of approximately 180 construction staff will be required. As such, the site will be very busy and comings and goings will be frequent throughout the day.

If the south and north stands are to be phased, it is anticipated that at their peak, deliveries to and from site will be every 15 minutes during the working day. This will be doubled if both stands are to be constructed simultaneously. This is to allow the significant volumes of material needed for the construction process to be delivered, such as steelwork and pre cast concrete. On that basis, the construction activities are likely to be very intense if the construction of both stands is to take place at the same time.

All access to the site will be via gate 3 off Alan Turing Way. In terms of egress, for works to the north stand this will take place via gate 3 and for the south stand gate 7, onto Ashton New Road. Wheel washing will be used at each of these gates to prevent any debris onto the highway. In order to manage the impact of the deliveries, the applicant's contractor intends to use a delivery system which pre-books all deliveries to the site. This will help minimise the number of vehicles arriving on site at the same time and enable waiting vehicles to be managed within the curtilage of the site thus preventing any impact on Alan Turing Way.

The applicant's contractor's code of conduct indicates that measures will be used to reduce noise and nuisance from the construction process. This includes working within the agreed hours, using silencers/vibration dampers on all equipment and ensuring appropriate maintenance of plant. In addition, the contractors take the opportunity to inform surrounding neighbours of the works and keep them informed during the project. The code of conduct also indicates that they aim to respond to complaints within 24 hours and initiate actions where appropriate.

In terms of waste management, the overall objective is to minimise waste generation and recycle as much material as possible. Materials used on the build will be cut to size to reduce waste material. In terms of general waste, a specialised waste contractor will be used who can achieve a good level of recycling and recovery off site.

The application site is situated within an area where there is already a large amount of existing construction activity. The applicant's Environmental Statement has given consideration to the cumulative impacts of the development in the context of other permitted development proposals.

The applicant has indicated that the development of the Manchester City Football Academy will have progressed to past its peak delivery level by the anticipated

commencement of the development. As such, there should be no conflict with this development.

The construction of the bridge element, linking the application site with the training academy (approved under planning permission 097342) has yet to fully commence and the construction of the bridge will be required to share the same access (gate 3) as the construction works for the south stand. As with the delivery activities of the stadium development, the same logistics system will be used to ensure a coordinated delivery system to the site to avoid congestion on the local highway network and a large amount of waiting vehicles within the site.

The Beswick hub is located to the south of the application site and is therefore unlikely to impact on this development proposal.

Whilst this proposal is a large scale project in terms of construction, the available land around the stadium will allow much of the welfare and construction activities to minimise any impact on the surrounding road network, through careful logistic preparation. The proposal will, however, generate noise and disturbance for the period of the build. Whilst there are no immediately adjacent residential properties to the east and north of the stadium (indeed these are separated by Alan Turning Way), there are properties to the south side of Ashton New Road which will experience some disamenity for the duration of the build.

It is recommended that compliance with the applicants construction management plan is a condition of the planning approval in order to minimise any impacts on residential properties and the surrounding road network. In addition, the operation hours should be strictly adhered too to prevent noise levels continuing beyond into more noise sensitive parts of the day when the background noise levels are lower. Accordingly, the construction activities are considered to be in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

### Event management

When the stadium hosts concerts careful consideration is given to accommodating the spectators safely, exit width within the lower tier and with controlling the speeds at which they can leave the stadium, particularly in an emergency. When the stadium was originally designed, the exit strategy was based on a 16 minute evacuation time.

Guidance has changed since the stadium was built and the proposed increase in the capacity of the stadium provides an opportunity to increase the amount of exit width in the lower tier which in turn reduces the evacuation time in an emergency to 8 minutes. Gangways will be alerted at the stadium during concerts to achieve the evacuation time.

As detailed earlier in the report, the events can have individual traffic and transport demands. As such, it is recommended that a condition of the planning approval is that an event management plan is agreed to minimise impacts of larger scale events.

### Residential amenity

Policy DM1 of the Core Strategy requires that the effect of new developments on amenity (including privacy, light, noise, vibration, air quality, litter and traffic) should be a key consideration of any planning application. Throughout the report consideration has been given to all potential impacts from the proposed development, including there associated harm to residents, and identified mitigation measures where necessary.

The Friends of Philips Park Cemetery have expressed their concern about the expansion of the stadium particularly as the area is already heavily congested before and after matches and litter will increase. In addition, the friends group have experience disrespectful behaviour in the cemetery from fans. The issue of litter and waste management as been discussed elsewhere within this report including the applicant's willingness to liaise with the friends group as part of the residents meetings. The effectiveness of the waste management will be considered by the S106.

Specific comments have been received from residents who have either made general comments or expressed their support for the proposal. The comments included where the club could better promote when matches and events take place. For football matches, the applicant's website is updated prior to every match to reflect the fixture list. In addition, there are quarterly residents meetings. Signage displayed in ad around the stadium, including the existing CPZ areas are also updated to reflect the next match. It is considered that the applicant promotes well the use of the stadium and therefore it is not necessary to put in place any other provision.

The alterations to the external concourse have been considered earlier in this report. It is considered that there is sufficient room to accommodate the away fans through the re-positioned fence line. In order that there remains adequate space in the external concourse, particularly during the construction of the north and south stands, it is recommended that an informative of the planning approval is that the prior to the every match and event that takes place during the works the applicant shall secure the relevant approval for holding the match/events in close proximity to construction works with the Safety Advisory Group (SAG), or any other relevant body, who can consider the safe movement of the public visiting the stadium during this period.

Finally, concern about the first aid route was raised. It is considered that the provision of the first aid route is correct. However, the final location will be determined by the relevant health and safety guidelines.

### Aerodrome safeguarding

The stadium is located within Manchester Airport's statutory safeguarded area and therefore policy DM2 of the Core Strategy requires consideration of the development to determine if there are impacts on the operational safety of the airport and its radar. Aerodrome safeguarding have raised no objection to the proposed development. They have, however, requested that should cranes be required during the construction, consideration should be given to the relevant guidance note to

determine if a crane licence is required. It is recommended that this is an informative of the planning approval.

### Planning obligations

The applicant has agreed to enter into a section 106 legal agreement with the Council in relation to a number of matters already discussed in detail in this report. Policy PA1 of the Core Strategy states that where needs arise as a result of development, the Council will secure obligations.

Regulation 122 of the Community Infrastructure Levy Regulations 2010 provides that a S106 agreement may only constitute a reason for granting planning permission of the development if the obligations are:

- a) necessary to make the application acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

In summary, the obligations for this application include:

- I. Community use provision: the applicant has agreed as part of the development to allow parts of the stadium and ancillary facilities to be used by the community, including local clubs and schools, subject to the needs of the applicant. There will be a mechanism to annually review the Community Opportunity Plan. The policies within the Core Strategy, and extant policies within the UDP, seek to ensure that new developments are of benefit to local communities in order to achieve the socio-economic regeneration benefits. In order to sustain the sporting legacy of the commonwealth games, along with providing access to high quality sporting facilities for the local community, the intention of the applicants to providing such community use accords with policies SP1, EN10, EN12, EC7 and DM1 of the Manchester Core Strategy (2012) and extant policy EM11 of the Unitary Development Plan for the City of Manchester (1995) along with the Eastlands Regeneration Framework.
- II. Local labour agreement: a key aspect of the section 106 will be to ensure that the development supports local job creation opportunities in East Manchester. The characteristics of the area mean that there is high levels of unemployment and deprivation. As such, the socio economic benefits of having a local labour agreement will be a boost to the regeneration of the local area and accords with policies SP1, EC1, EC7, T2 and DM1 of the Manchester Core Strategy (2012).
- III. Controlled Parking Zone and transport strategy: the section 106 will provide for an expanded Controlled Parking Zone to be implemented. This will help secure the delivery and implementation of an enhanced car parking control zone to prevent on street parking on residential roads during match and event days which can cause considerable residential disamenity to residents. In addition, measures will be introduced which will help reduce car journeys from the increase in capacity at the stadium by modal shift measures being in place

as an alternative. This includes improving walking routes from the City centre, promotion of the modal shift measures and other specific measures around the stadium along with marshalling. This accords with policies SP1, EC1, EC5, EC7T1, T2 and DM1 of the Manchester Core Strategy (2012).

- IV. Waste management: the agreement shall ensure that there is a mechanism for waste collection, target areas and monitoring and review in order that no disamenity arises from litter and rubbish in and around the stadium as a result of football matches and events. This accords with policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

**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 Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation Approve subject to conditions**

### **Article 31 Declaration**

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the scope of the work and impact on the existing landscaping. The proposal is considered to be acceptable and therefore determined within a timely manner.

### **Reason for recommendation**

The continued social, economic and physical growth and regeneration of East Manchester, and the Etihad Campus, is a key objective of the Manchester Core Strategy. The expansion of the stadium will provide enhanced facilities which will help to create a stadium of national and international profile and improve the visitor experience. The appearance of the south and north stands and create a more prominent landmark feature at the centre of the Etihad Campus and East

Manchester. The proposal will create job opportunities, some of which will be available for local residents and business, during the construction and operation of the expanded stadium. In addition, there is an opportunity to provide improved access to the facilities at the stadium for local residents as part of improvements to wellbeing and health.

Notwithstanding this, it is noted that any increase in capacity of the stadium will create additional noise and disturbance on match and event days along with additional uptake in walking, cycling and use of public transport within the local area and potential impact on on-street parking. It is considered that matters of noise can be successfully mitigated against and that it has been demonstrated that the impact on the local highway network can be minimised through modal shift measures which will seek to improve alternative methods of accessing the stadium other than along the highway network and an enhanced car parking controlled zone to minimise the impacts of on street parking.

Whilst there will be some impact arising from the development it is considered that the aspects of the proposal have been designed to minimise the impact on nearby residential properties, for example, design of the roof to avoid overshadowing, consideration of the lighting to avoid sky glow and glare, construction management and management of deliveries and operating hours and surface water run off by an enhanced drainage system. Following careful consideration of these aspects, and those mentioned above, it is believed that the proposal, along with the inclusion of the proposed mitigation measures, will not give rise to unacceptable impacts on adjacent properties for the reasons set out in the report.

It is recommended that the Planning and Highways Committee approve planning application 104315/FO/2013/N2 relating to the alterations to the Etihad Stadium, including increasing the overall height of the South and North stands and associated elevational alterations, to allow an increase each stand capacity by up to 6,250 seats respectively and up to 2,000 additional pitch side seats creating a total match day capacity of up to 62,170 seats (from 47,670), expansions of concourse facilities, alteration to public realm including changes to car parking layout, landscaping and boundary treatments and associated infrastructure works subject to a S106 agreement and the conditions set out below, on the basis that the City Council has taken the environmental information in the Environmental Statement (as defined in the Town and County (Environmental Impact Assessment) Regulations 2011) into consideration and the proposal is considered to accord with the following policies which are summarised in the main body of the report: SP1, EC1, EC3, EC5, EC7, T1, T2, EN1, EN9, EN14, EN15, EN16, EN17 and DM1 in the Manchester Core Strategy (2012) Development Plan Document: -

Policy SP1 – as the proposal is located within a key regeneration area where growth should be supported that takes advantage of key public transport corridors. The proposal also provides opportunities to play a positive role in improving the needs of the community through access to jobs and sport recreation.

Policy EC1 – as the proposal will provide access to jobs in an area that has good links within public transport. In addition, consideration has been given in the design of the stadium in order to reduce the energy efficiency of the building.

Policy EC3 – the development supports the growth of the ‘regional centre’ by providing an enhanced leisure use.

Policy EC5 – the proposal supports the vision of Eastland being a major visitor destination by creating a stadium of national and international significance. The public transport links in the area help link and provide access to the stadium from a variety of areas.

Policy EC7 – as the proposal will help support and enhance the sport offer at the Etihad campus along with creating a stadium that is landmark in status as part of the on going regeneration of east Manchester (particularly along the main routes of Ashton New Road and Alan Turing Way).

Policy T1 – the proposal will enhance walking route from the City centre to the stadium along with encouraging use of public transport and cycling in order to reduce the negative impacts on road traffic.

Policy T2 – the development will help improve accessibility in and around the stadium through enhanced walking routes.

Policy EN1 – the proposal will create a stadium that has prominence in the street scene and the introduction of appropriate material and lighting will enhance this landmark feature in the street scene.

Policy EN9 – the development will mitigate against the loss of the trees and provide additional planting around the stadium.

Policy EN14 – an enhanced drainage system will accommodate the surface water run off from the site.

Policy EN15 – the development will minimise the impact on the presence of habitats at the site and will increase biodiversity through additional tree planting.

Policy EN16 – the proposal will have a negligible impact air quality which will be managed through appropriate dust suppression measures and contribution of modal shift measures to reduce car journeys to the site.

Policy EN17 – an enhanced drainage system will help manage surface water run off and prevent any risk to the water course.

Policy DM1 – the proposal in terms of siting, scale, design along with noise impacts and lighting have been designed to minimise the impact to local residents. Mitigation measures will be introduced to manage the operations of the stadium on surrounding residents.

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

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) In these conditions, the following phrases shall have the meanings set out below:

Additional capacity – shall mean the capacity of the Etihad Stadium in excess of 47,670 seats which is provided by the development hereby approved and references to the use of the additional capacity shall include the sale of any ticket for the use of any seat within the Etihad Stadium located within either the south or north stand or pitch side seating as expanded by the development hereby approved.

Phase 1 – Shall mean the construction of the south stand and its associated public realm works;

Phase 2 – Shall mean the construction of the north stand and its associated public realm works.

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

### Drawings

-0118- Rev P00, -02B0 – Rev P00, -02B1- Rev P00, -0111 – Rev P00, - 112 – Rev P00, - 113- Rev P00, -114- Rev P00, -115 - Rev P00, -0116 – Rev P00, - 0117 – Rev P00, - 0217- Rev P00, -218 – Rev P00, - 219 – Rev P00, - 0304 – Rev P00, - 0305 – Rev P00, - 0306 – Rev P00, - 0110 – Rev P00, - 0110 – Rev P02, -01B0 – Rev P00, -01B1 – Rev P00, - 0101 – Rev P03, - 0102 – Rev P03, -0103 – Rev P03, -0104 – Rev P03, - 0105 – Rev P03, -0106 – Rev P03, - 0107 – Rev P03, -0203 – Rev P03, - 0204 – Rev P03, -0205 – Rev P03, -0302 – Rev P03, - 0303 – Rev P03 and PL1313-GA-002 stamped as received by the City Council, as Local Planning Authority, on the 25 November 2013.

PL1313-GA-001 Rev A stamped as received by the City Council, as Local Planning Authority, on the 20 December 2013.

PL1313-GA-000 Rev C, PL1313-GA-004 Rev C and PL1313-GA-003 Rev C stamped as received by the City Council, as Local Planning Authority, on the 20 December 2013.

### Supporting Information

Planning statement prepared by Deloitte, design and access statement prepared by Populous, phasing schedule prepared by Deloitte, Transport statement prepared by



Mott MacDonald (Rev D), Travel Plan prepared by Mott MacDonald (Rev C), Safety Management Plan prepared by MCFC, Crime Impact Statement prepared by Design for Security (Version B 22.11.13), construction management plan prepared by Laing O'Rourke, Impact on Humans report prepared by Deloitte, Local Labour Agreement, Statement of Consultation prepared by Deloitte, Economic Development and regeneration statement prepared by Deloitte, Drainage strategy prepared by Buro Happold (ref. 031608 Rev 02), Archaeological Desk Based Assessment prepared by Oxford Archaeology (Issue number 2013-14/1461), Wind Assessment prepared by RWDI, Extended phase 1 habitat survey prepared by BDP, Environmental Standards Statement prepared by SKM (ref. UN1257-O-RP-001 Rev B, Energy Statement prepared by SKM (ref. UN12571-EMM-RP-0001 Rev C), Environmental Impact Assessment Volume 1 (Environmental Statement) prepared by Deloitte (including construction & phasing, consideration of alternative sites, landscape and visual impacts, transportation, noise and vibrations, air quality, telecommunications, socio economic impact, lighting and cumulative impacts), Environmental Impact Assessment Volume 2 (Appendices) prepared by Deloitte and Environmental Impact Assessment (Volume 3) Non technical summary prepared by Deloitte stamped as received by the City Council, as Local Planning Authority, on the 25 November 2013.

Flood Risk Assessment prepared by Building Design Partnership (ref. P2005921 (REP) COO1 Issue 3 Rev B) stamped as received by the City Council, as Local Planning Authority, on the 19 December 201

Planit note on the stadium podium trees stamped as received by the City Council, as Local Planning Authority, on the 4 December 2013.

Noise report update prepared by Sandy Brown Consultants in Acoustics, noise and vibration stamped as received by the City Council, as Local Planning Authority, on the 9 January 2014.

Written Scheme of Investigation (WSI) prepared by Oxford Archaeology North stamped as received by the City Council, as Local Planning Authority, on the 24 January 2014

Email from Jay Patel (Noise) received by the City Council, as Local Planning Authority, on the 20 December 2013.

Email from Michele Steel (Telecommunications) received by the City Council, as Local Planning Authority, on the 2 December 2013.

Email from Jay Patel (construction management) received by the City Council, as Local Planning Authority, on the 14 January 2014.

Email from Jay Patel (CIS update) received by the City Council, as Local Planning Authority, on the 15 January 2014.

Email from Jay Patel (Litter) received by the City Council, as Local Planning Authority, on the 20 January 2014.

Transport Assessment Addendum 1 Rev B stamped as received by the City Council, as Local Planning Authority, on the 29 January 2014.

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.

4) Notwithstanding the materials identified on drawing 4001 00 stamped as received by the City Council, as Local Planning Authority, on the 27 January 2014, final samples and specifications of all materials to be used on the external elevations of the development hereby permitted shall be submitted for approval in writing by the City Council, as Local Planning Authority prior to the erection of the above ground super structure. The approved materials shall then be used in the construction of the stadium and maintained in situ for so long as the development remains in use.

Reason – In the interest of visual amenity pursuant to policies SP1, EC1, EC7, EN1 and DM1 of the Manchester Core Strategy (2012).

5) No clearance of vegetation or trees from the site should be carried out during the bird nesting season (March to July inclusive).

Reason - To protect existing habitats for birds, pursuant policies EN15 and DM1 of the Manchester Core Strategy (July 2012).

6) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on drawings PL1313-GA-002 stamped as received by the City Council, as Local Planning Authority, on the 25 November 2013 and PL1313-GA-001 Rev A stamped as received by the City Council, as Local Planning Authority, on the 20 December 2013 and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those

areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

7) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

8) Tree replacement shall be carried out in accordance with drawings PL1313-GA-003/Landscape Masterplan – South Rev C, PL1313-GA-004/Landscape Masterplan – North Rev C and PL1313-GA-000/ Site wide Masterplan – Rev C stamped as received by the City Council, as Local Planning Authority, on the 20 December 2013.

Tree replacement in accordance with the specified documents shall be implemented not later than 12 months from the substantial completion of the expanded stadium (or phase 1 which ever is the sooner), or within such other time as may be approved in writing by the City Council, as Local Planning Authority. If within a period of 5 years from the date of the planting of any tree, that tree or any tree 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 and within 2 months from the date of the City Council's written notification to this effect.

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.

9) Prior to the first use of the additional capacity (or prior to the first use of phases 1 and 2 if the development is to be implemented on a phased basis) the land around the external concourse, where this has been the subject of ground breaking, shall be reinstated in accordance with drawings PL1313-GA-003/Landscape Masterplan – South Rev C (in respect of phase 1) and PL1313-GA-000/ Site wide Masterplan – Rev C (in respect of phases 1 and 2) stamped as received by the City Council, as Local Planning Authority, on the 20 December 2013. This shall include back filling operations followed by surface reinstatement (macadam) to enable the area to be used for public use and repositioning of the weld mesh. The fence and macadam shall be retained and maintained thereafter.

Reason – To ensure appropriate reinstatement of the land around the stadium upon completion of the works pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

10) The development hereby approved shall be carried out in accordance with the construction management plan prepared by Laing O'Rourke and noise survey prepared by Sandy Brown stamped as received by the City Council, as Local Planning Authority, on the 25 November 2013 and the email from Jay Patel dated the 14 January 2014.

This shall include:

- The hours of working at the site shall be restricted to - Monday to Saturday 07:30 to 19:00, No operations on Sundays and match/concert days.
- Wheel Washing of contractors vehicles leaving the each egress gate and surrounding road networks swept and cleaned daily;
- No revving of engines;
- Dust suppression measures put in place;
- Monitoring of vibrations associated with piling

Reason - In the interest of pedestrian and highway safety and residential amenity, as specified in policies SP1 and DM1 of Core Strategy (2012) and extant policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

11) Prior to the first use of the additional capacity (or prior to the first use of phases 1 and 2 if the development is to be implemented on a phased basis), details of the plant equipment, associated noise survey and specification shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the additional capacity (or prior to the first use of phases 1 and 2 if the development is to be implemented on a phased basis) and shall be retained and maintained in accordance with the approved details for as long as the Etihad Stadium remains in use.

The operating time of the plant shall be restricted to the following times:

Monday to Sunday 07:00 to 23:00

Outside of these times the plant shall be switched off.

Reason – To secure a reduction in the level of noise emanating from the equipment pursuant to in policies SP1 and DM1 of Core Strategy (2012) and extant policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

12) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'very good' rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, prior to the first use of the additional capacity (or prior to the first use of phases 1 and 2 if the development is to be implemented on a phased basis).

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

13) The development hereby approved shall be carried out in accordance with the Energy Statement prepared by SKM(UN12571-EMM-RP-0001 Rev C) stamped as received by the City Council, as Local Planning Authority, on the 25 November 2013. Prior to the first use of the additional capacity (or prior to the first use of phases 1 and 2 if the development is to be implemented on a phased basis) written confirmation shall be submitted to the City Council, as Local Planning Authority, that the development has been carried out in accordance this document.

Reason – To ensure that the carbon reduction measures are incorporated in the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

14) The development hereby approved shall be carried out in accordance with the Crime Impact Statement (Version B 22.11.13). Prior to the first use of the additional capacity (or prior to the first use of phases 1 and 2 if the development is to be implemented on a phased basis), written confirmation shall be submitted to the City Council, as Local Planning Authority, that all reasonable endeavours have been made to carry out the development in accordance with this document.

Reason – In the interests of community safe and crime prevention pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012), the Guide to Development in Manchester SPD and the National Planning Policy Framework.

15) Notwithstanding drawings PL1313-GA-003/Landscape Masterplan – South Rev C and PL1313-GA-000/ Site wide Masterplan – South Rev C stamped as received by the City Council, as Local Planning Authority, on the 20 December 2013 and the mitigation measures outlined with the External Lighting Strategy (ref. UN1257-NS-EEE-RP-0002 Rev A) prepared by SKM stamped as received by the City Council, as Local Planning Authority, on the 19 December 2013 and section 13 of the Environmental Impact Assessment Volume 1 prepared by Deloitte stamped as received by the City Council, as Local Planning Authority, on the 25 November 2013, prior to the first use of the additional capacity (or prior to the first use of phases 1 and 2 if the development is to be implemented on a phased basis), details of the external concourse and stadium lighting shall be submitted for approval in writing by the City Council, as Local Planning Authority. Such details shall include the amount, location and lighting impact (including any necessary lighting modelling). The lighting scheme shall then be installed in accordance with the approved details and thereafter retained and maintained.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

16) (a) Prior to the submission of a detailed preliminary risk assessment and remediation strategy, a watching brief shall be maintained on commencement of the development. Any indications of contamination or visual staining, discoloration or potential anomalies during this time should be reported in writing to the City Council, as Local Planning Authority, for consideration and possible further investigation and remediation.

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

(c) In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) shall be submitted to and approved in writing by the City Council as local planning authority.

(d) On approval of risk assessment and remediation strategy, the development shall be carried out in accordance with the agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

(e) 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.

17) Prior to the first use of the additional capacity (or prior to the first use of phase 1 if the development is to be implemented on a phased basis), an Events Management Strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The Events Management Strategy shall set out the arrangements for sporting and non sporting events including:

- A car parking strategy and particulars of the implementation of the strategy, monitoring of its effectiveness and a review mechanism;
- A strategy for the management and control of vehicles entering and exiting the development prior to, and following events, at the Stadium,

- A scheme for the collection, storage and disposal of litter.

The management of events at the site shall be fully implemented in accordance with the approved Events Management Strategy.

Reason – In order to minimise the peak traffic demand and to ensure the availability of adequate car parks within the area, to ensure that suitable arrangements are in place to facilitate the safe movement of pedestrians and motor vehicles, and to ensure adequate arrangements are in place for the collection of litter and waste following events at the development pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

18) The development hereby approved shall be carried out in accordance with the Written Scheme of Investigation (WSI) prepared by Oxford Archaeology North stamped as received by the City Council, as Local Planning Authority, on the 24 January 2014, in relation to a programme of archaeological works in relation to the expanded stadium. The WSI includes:

- An archaeological watching brief during ground works for the development;
- A programme of post investigation assessment to include:
  - Analysis of the site investigation records and finds;
  - Production of a final report on the significance of the archaeological and historical interest represented.
- Provision of dissemination of the result of the site investigations, commensurate with their significance;
- Provision for archive deposition or persons/organisation to undertake the works set out within the approved WSI.

Prior to the first use of the expanded stadium (or phases 1 and 2), the final report of significance shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Reason - To record and advance understanding of the significance of the heritage assets pursuant to policy EN3 of the Manchester Core Strategy (2012), extant policy DC20 of the Unitary Development Plan for the City of Manchester (1995) and the National Planning Policy Framework.

19) The development hereby approved shall be carried out in accordance with the Flood Risk Assessment prepared by Building Design Partnership (ref. P2005921 (REP) COO1 Issue 3 Rev B) stamped as received by the City Council, as Local Planning Authority, on the 19 December 2013, including the proposed mitigation measures which shall be implemented prior to the first use of the expanded stadium (or phase 1 or 2). These mitigation measures include:

-That surface water run off from the site will not increase as a result of the development and will continue to discharge on a 'like for like' basis to the River Medlock;

Reason – In the interest of flood risk in order to ensure satisfactory disposal of surface water pursuant to policies EC7, EN14 and DM1 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

20) Prior to the first use of the additional capacity (or prior to the first use of phase 1 if the development is to be implemented on a phased basis) the noise egress levels from the PA system at the Etihad Stadium shall be agreed in writing by the City Council, as Local Planning Authority. The noise egress levels from the PA system shall then be implemented prior to the first use of the additional capacity (or prior to the first use of phase 1 if the development is to be implemented on a phased basis) and shall thereafter be maintained at this level for as long as the PA system at the Etihad Stadium is in use.

Reason – To ensure that the PA system at the stadium operates at an acceptable level in the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy and extant policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

21) Prior to the first use of the additional capacity (or prior to the first use of phase 1 if the development is to be implemented on a phased basis) the noise egress levels from amplified music at the Etihad Stadium shall be agreed in writing by the City Council, as Local Planning Authority. The noise egress levels from amplified music shall then be implemented prior to the first use of the additional capacity (or prior to the first use of phase 1 if the development is to be implemented on a phased basis) and shall thereafter be maintained at this level for as long as the Etihad Stadium is in use.

Reason – To ensure that amplified music at the stadium operates at an acceptable level in the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy and extant policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

22) Prior to the first use of the additional capacity (or prior to the first use of phase 1 if the development is to be implemented on a phased basis), 200 cycle stands shall be implemented in accordance with the drawings PL1313-GA-003/Landscape Masterplan – South Rev C and PL1313-GA-000/ Site wide Masterplan –Rev C stamped as received by the City Council, as Local Planning Authority, on the 20 December 2013 and the design and access statement prepared by Populous stamped as received by the City Council, as Local Planning Authority, on the 25 November 2013. The cycle stands shall be retained and maintained in situ for as long as the Etihad Stadium remains in use.

Reason – To ensure there is sufficient cycles stand provision at the stadium in order to support modal shift measures for visitors to the stadium pursuant to policies SP1, EC1, T1, T2, EC7 and DM1 of the Manchester Core Strategy (2012).

23) The development hereby approved shall be carried out in accordance with the travel plan prepared by Mott McDonalds, stamped as received by the City Council, as



Local Planning Authority, on the 25 November 2012. 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 Etihad Stadium;
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the additional capacity (or prior to the first use of phases 1 and 2 if the development is to be implemented on a phased basis) 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

Within six months of the first use of the additional capacity (or prior to the first use of phase 1 if the development is to be implemented on a phased basis), 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 for the staff working at the stadium, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

24) The details of an emergency telephone contact number for the site contractor shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete for the additional capacity (for both phase 1, 2 and 3).

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

25) Prior to the commencement of work associated with the additional pitch side seating, as indicated on drawing -01B0-P00 stamped as received by the City Council, as Local Planning Authority, on the 25 November 2013, detailed elevations and sections shall be submitted for approval in writing by the City Council, as Local Planning Authority. The additional seating shall then be implemented in accordance with the previously approved details and thereafter retained and maintained in situ.

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

#### Informatives

1. Should any cranes or tall construction equipment be required during the construction process, a crane permit will need to be obtained from Manchester Airport and a separate assessment of crane operations will be necessary. The developer or crane operator must notify Manchester Airport Airfield operations at least 1 month in advance of requiring, erecting or using a crane of tall construction equipment
2. The Canal and Rivers Trust should be contacted in order to ensure that all necessary consents are obtained when working in close proximity to the canal network.
3. Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the stadium and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. Discussions should be held with the City Council, as Local Planning Authority, in this regard at the earliest opportunity.
4. During the works to expand the stadium, which are subject to this planning permission, prior to the every match and event that takes place during the works the applicant shall secure the relevant approval for holding the match/events in close proximity to construction works with the Safety Advisory Group (SAG), or any other relevant body, who can consider the safe movement of the public visiting the stadium during this period.
5. This planning permission shall be carried out in accordance with the accompanying S106 agreement which deal with specific matters in mitigation of transport and traffic and waste management.

### **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: 104315/FO/2013/N2 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.

### **Residents and business notified**



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

31 Blakemore Walk, Beswick, Manchester M12 6PH  
10, Summers Way, Knutsford, WA16 9AQ  
1a Fitzherbert Street Warrington WA2 7QG  
Flat 335 3 Stillwater Drive M11 4TE  
Friends of Philips Park Cemetery

Greater Manchester Police  
English Heritage (NW Region)

Environment Agency  
Greater Manchester Archaeological Advisory Service  
United Utilities Water PLC  
Canal & River Trust  
Greater Manchester Ecology Unit  
Natural England  
The Coal Authority  
Sport England (NW Region)  
Manchester Airport Safeguarding Officer  
TfGM  
Aerodrome Safeguarding

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