

| <b>Application Number</b> | <b>Date of Appln</b> | <b>Committee Date</b> | <b>Ward</b>            |
|---------------------------|----------------------|-----------------------|------------------------|
| 136763/FO/2023            | 18 Apr 2023          | 27 Jul 2023           | Ancoats & Beswick Ward |

**Proposal** Alterations to the Etihad Stadium North Stand and adjoining land to provide an overall increase in Stadium capacity, hospitality, and concourse facilities available for use both during and outside of event days, an ancillary TV Studio (Sui Generis), a Roof-Walk Attraction (Use Class F1(c)) together with the erection of a 9 storey, 391 bed hotel (Use Class C1) with a further 10 suites provided within the North Stand of the Etihad Stadium for hotel or hospitality space (Use Class C1 / Sui Generis); restaurant at Level 1 (Use Class C1 / Class E), erection of an 8-storey building comprising: a new Club Shop and Ticket Office (Use Class E) at Ground and Level 1, City Museum at Level 2, Leisure Attraction at Level 3 (Class F1(c)); and workspace (Class E) at Levels 4, 5, 6 and 7 and a new covered City Square fan zone and flexible event space with ground floor commercial, leisure, food and drink use (Use Class E and/ or drinking establishment (Sui Generis)) within each of the interrelated buildings adjoining the proposed square with associated landscaping and public realm works, servicing and access arrangements, and other associated works.

**Location** Etihad Stadium (North Stand), Etihad Campus, Manchester, M11 3FF

**Applicant** Manchester City Football Club Ltd

**Agent** Mr John Cooper, Deloitte LLP

## **EXECUTIVE SUMMARY**

The proposal is to increase the capacity of the stadium. It would extend the North Stand and include hospitality and concourse facilities which would also be available every day. Ancillary elements include a TV studio, roof walk attraction, 391 bed hotel, club shop and museum plus workspace for start ups and small businesses linked to the other users at the Campus. There would be a covered square forming an enhanced fan zone which would be supported by new food and beverage outlets. New public realm is proposed.

Lucy Powell MP (Manchester Central) supports the proposal. There have been 3 individual letters of support and 5 objections.

## **Key Issues**

**Principle of the proposal and the schemes contribution to regeneration** The development accords with national and local planning policies, and would bring significant economic, social and environmental benefits. This is a brownfield site and there is an extant planning permission to expand the North Stand. The proposal includes additional facilities including a 391 bed hotel, 4,000 sqm workspace for small businesses and start ups and enhanced ancillary facilities, City Square and

food and beverage. This would make the stadium and campus a year round visitor destination complementing the facilities that are due to become operational at the COOP Live arena.

The Campus has excellent public transport, walking and cycling links. 240 cycle stands are proposed across the campus as part of the COOP Live arena. 200 more spaces are also proposed as part of this development.

Public realm and place making would provide an enhanced visitor experience within the fan zone and from Alan Turing Way.

**Economic** This proposal would mark a £300 million investment. The club is a major local employer. 23.8% of employees live in Manchester, 15.4% of which live in the immediate area to the Campus. 74.8% of employees live in Greater Manchester with only 1.4% living outside of Greater Manchester.

The operational phase would create 602 full time equivalent roles. This rises to 1,131 when part time and casual works are included. When all works to the stadium are complete and fully operational, there would be 2,288 full time equivalent including existing full time employment at the stadium and the COOP Live. This figure rises to 5000 when part time and casual workers are included.

The club would continue to support local employment and is exploring a service sector training and skills academy in partnership with the City Council to provide vocational routes into the hospitality industry.

**Social** A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. Public realm would improve connectivity and provide a pedestrian friendly environment.

The club is extensively involved in community, sport and health programmes in the local community. City in the Community, supports people across Greater Manchester by empowering healthier lives through football. Between 2018 and 2022, the charity has delivered 11,273 hours of programmes (7002 from the City Football Academy and 4,271 from the Etihad Stadium) to 78,488 participants, together with outreach activities in Greater Manchester schools.

**Environmental** This is a low carbon proposal which could meet net zero carbon objectives by 2028. Solar panels and air source heat pumps would provide renewable energy and the proposal would operate on an all electric system. The aim is to achieve zero single use plastic. Trees would be planted. BREEAM Very Good is being targeted.

There are no harmful impacts to traffic and local air quality and any impacts can be mitigated. There are known ground conditions and legacy from previous coal mining activity but the conditions are not complex or unusual and drainage aims to minimise surface water run off. The height, scale and appearance of the proposal would respect the Stadium which would remain the most prominent building at the heart of the Campus. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling in line with the existing

campus waste management strategy. Street cleaning after match and events would be prioritised through the legal agreement.

**Impact on the historic environment** The development would have a positive impact on the city scape. There are localised impacts on listed buildings which is considered in detail in this report. The impact would be a low level of less than substantial harm to their significance. In all cases they remain legible and understood in their context. The harm would be outweighed by the significant regeneration benefits.

**Impact on local residents and local businesses** The impact on sunlight and overlooking are considered to be acceptable. Construction impacts would not be significant and can be managed to minimise the effects on local businesses. Noise outbreak would meet relevant standards. Traffic impacts have been considered and are within the parameters set when the COOP Live arena was granted planning permission with the main aim of the stadium and other uses at the campus to promote the excellent public transport connections at the site.

A full report is attached below for Members consideration.

## **Description**

The site is approximately 3.5 ha and comprises the Etihad stadium and its curtilage. The stadium was built in 2000 to host the 2002 Commonwealth games and became the home of Manchester City in 2003. The current capacity is 54,048 following the expansion of the South Stand in 2014.

It is bounded by Ashton New Road, Alan Turing Way, Rowsley Street and Joe Mercer Way and Sportcity Way. The main stadium has a distinctive roof and there is car parking around the east and west sides. The National Squash Centre and the Regional Athletics Centre are to the north west. Immediately to the north of the stadium is the club store and 'City Square'.

The main vehicle access is from Ashton New Road which leads to the main 'day to day' surface car park. The club shop would be relocated to the former City at Home building at the site entrance.

The site and the Etihad campus was formerly heavy industrial land. The campus contains a cluster of national sports venues such as the regional tennis centre, regional athletic arena, velodrome, national squash centre and BMX arena. The Manchester City Football Academy along with the Beswick Community Hub, a 600 place sixth form college, with leisure and retail centre is also located in the surrounding area.

Planning permission was granted to expand the Etihad in 2014 (104315/FO/2013/N2) which would have increased the capacity of the stadium to 62,170 seats. Only the south stand was expanded under this permission but the permission, which would also see the north stand enlarged, remains extant.

The COOP Live Arena is under construction on an adjacent site on the opposite side of the Ashton Canal (126431/FO/2020). It is expected that the arena would be operational towards the beginning of 2024 and has a maximum capacity of 23,500.

The area beyond the Etihad campus has a mixed character with commercial uses and homes. The neighbourhoods of Beswick, Clayton, Openshaw and Miles Platting are close to the 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 to the north east of the stadium and Eastlands District Centre, including Asda superstore, is to the east. A car dealership is immediately to the south west.

The towpath and cycle path along the Ashton Canal link the site to city centre and beyond to the east. The site is well served by public transport which provides good connections to other parts of East Manchester and the wider City. The 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". 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 site is not in the Air Quality Management Area (AQMA) but Alan Turing Way which connects to the site is. The site is in flood zone one and Manchester's critical drainage area. There is a history of coal mining activity at the site. The site is not within a conservation area, however, there are listed buildings in the immediate area which could be affected by development including the listed Phillips Park.

## **Planning History**

104315/FO/2013/N2: Alterations to the Etihad Stadium, including increasing the overall height of the South and North stands and elevational alterations, to allow an increase each stand capacity by up to 6,250 seats and up to 2,000 additional pitch side seats increasing capacity from 47,670 to 62,170 seats, expansions of concourse facilities, alteration to public realm including changes landscaping and boundary treatments and associated infrastructure works Approved 2014

105367/JO/2014/N2: Variation of planning condition 10 of planning permission 104315/FO/2013/N2 to allow alteration to construction working hours for the construction of the south stand and additional pitch side seats only from Monday to Saturday 07:30 to 19:00 with no operations on Sundays and match/concert days to Monday to Thursday 07:00 to 23:00, Fridays and Saturdays 07:30 to 19:00 and Sundays 08:00 to 16:00 with no operations on match/concert days Approved 2014

135764/FO/2022: Site improvement works comprising site investigation and remediation activity in respect of historic coal mining activity, including trial piling and grouting of coal seams, demolition of the club shop, service and drainage diversions and associated temporary works to maintain safe access around the stadium Approved June 2023

## The Proposal

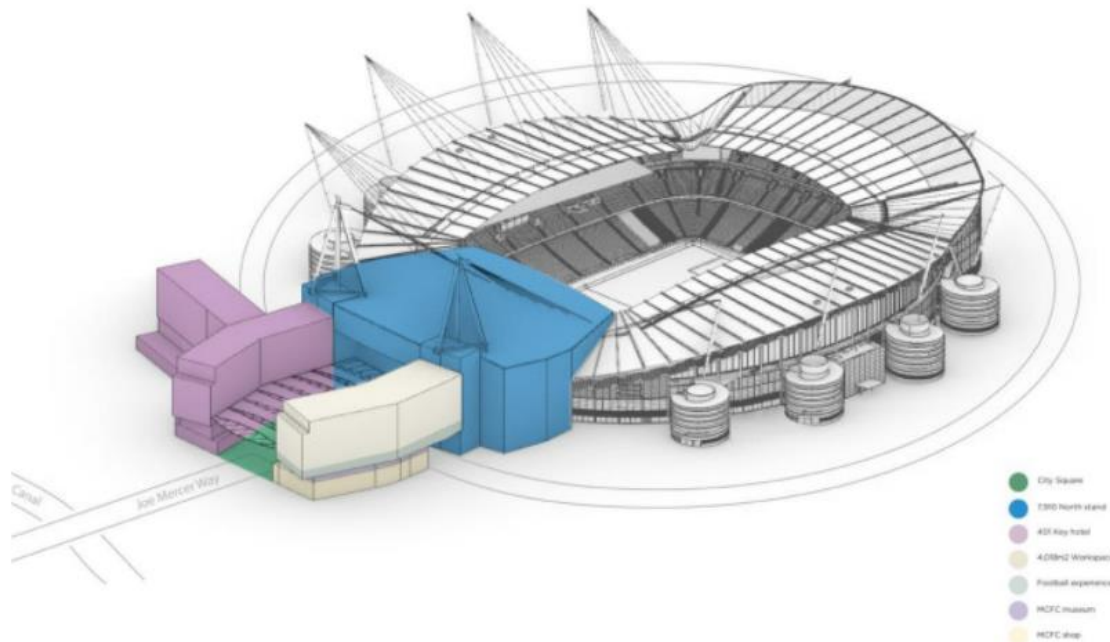
This application proposes to expand the north stand by 7,900 seats, increasing the stadium capacity to 61,958 with associated hospitality, concourse facilities and TV studio. A roof walk attraction would be created.

The proposal also includes a 9 storey, 391 bedroom hotel, with a restaurant at level 1, and 10 suites in the expanded north stand.

The club shop would be demolished and an 8 storey building would be erected for a new store. This would include the club shop and ticket office at ground and level 1. A museum would be created at level 2 which would link directly into the north stand. An interactive visitor experience venue would be created at level 3 together with 4,000 sqm of workspace at levels 4, 5, 6 and 7.

City Square would be re-freshed and covered to form an enhanced fan zone and flexible event space located between the hotel and the multi-use club shop building. There would be F and B facilities at the ground and first floor of the north stand.

The gable ends of the commercial and hotel buildings would include two large LED screens facing Joe Mercer Way. A third LED screen is proposed on the east elevation of the hotel. A further LED screen is also proposed to the lower elevation of the North Stand, facing City Square. These advertisements are being considered under a separate Advertisement Application 136764/AOH/2023.



***Layout of the new proposal – north stand (blue), hotel (purple), workspace/club shop (yellow) and City Square (Green)***

Public realm would be provided to enhance the setting of the stadium and new buildings including trees. There would also be a new trees which would line the

access road from Alan Turing Way and the pick up and drop off area from the new hotel.

The proposal represents £300 million of investment in the Etihad Campus. Works are expected to commence in November 2023 with the north stand expected to be completed for the beginning of August 2025. The hotel, workspace and public realm works, including City Square, should be complete by mid-2026.



***Image of the new north stand, hotel and covered City Square including LED screens***

## **The Planning Submission**

This planning and Listed Building applications have been supported by the following information:

- Design and Access Statement (Including Signage Strategy and Landscaping and Public Realm Strategy)
- Planning Statement Deloitte
- Archaeological Desktop Report
- Archaeological Watching Brief Statement of Consultation
- Crime Impact Statement
- Crowd Modelling Movement Strategies
- Daylight/Sunlight Assessment
- Ecology including the Preliminary Ecological Assessment
- Heritage Statement

- Operating Schedule / Event Management Strategy
- Sustainability Statement including the following technical appendices:
  1. Green and Blue Infrastructure Statement
  2. BREEAM Pre-Assessment
  3. Energy Statement
  4. Whole Life Carbon Assessment
  5. Local Labour Agreement
  6. Social Value Toolkit
  7. Economic Impact Assessment
- Topographical Survey Operations
- TV Reception Survey
- Ventilation, Extraction and Odour
- Waste Management Strategy

The application is also the subject of an Environmental Statement which includes the following chapters:

- Construction management and phasing;
- Air Quality;
- Climate Change;
- Water Quality, Drainage and Flood Risk;
- Ground Conditions;
- Human Health;
- Noise and Vibration;
- Townscape and Visual Impact;
- Traffic and Transport
- Wind Microclimate;
- Lighting;
- Socio economic;
- Cumulative effects.

**Land Interest** Members are advised that the City Council has an interest in this application as land owner and are reminded that they must disregard these interests and exercise their duty as Local Planning Authority only.

### **Consultations**

**Publicity** The proposal has been advertised as a major development, as being of public interest, as affecting the setting of Listed Buildings, conservation areas and being EIA development. A Site notice was displayed and a notice placed in the local press. Notification letters have been sent to an extensive area of residents and businesses.

3 letters of support have been received, summarised as follows:

- Manchester City and partners have consistently invested in East Manchester, with the area now known for having some of the greatest global sporting, leisure and entertainment offerings in the UK and beyond. Through this investment, the fortunes of an entire area of the city have been improved, and

it has created the impetus for more people to make Manchester their home, and catalysed regeneration momentum and economic activity in the surrounding area and broader region.

- This proposal would build on this success, with the proposed hotel, new entertainment spaces, visitor attractions and food and beverage opportunities within the expanded North Stand, as well as the new Co-Op Live Arena. The proposals will deliver meaningful long-term impact on jobs, skills development and business growth in East Manchester, and further improve what is already a successful offering in the area;
- The proposal is of value to the city and city region of the continued investment in the Etihad Campus and East Manchester, and now the North Stand expansion will strengthen Manchester's sports, leisure and entertainment offer;
- the positive impact on the jobs market and visitor economy from creating a year round destination on the Campus;
- the continued investment in East Manchester is expanding the city centre, and resulting opportunities for business

5 objections have been received, summarised as follows:

- The design of the Hotel - as it stands – is visually hideous and does not meet the high standards of architecture in Sportcity (the Stadium itself is very handsome and known for its design around the world);
- The Hotel look like a 1960's Polytechnic. Manchester City can do better than this and is visually a backwards step. It looks less inspiring than a Travelodge or Premier Inn. Even the Nearby Ibis Budget looks better than this;
- The overall design is so poorly planned and well below the standard expected. The stadium when 1st built was a landmark design with this proposal this will be lost. The stadium should be a stand alone structure and must be as symmetrical as possible;
- The square and buildings should be set back from the stadium;
- These proposals and others such as the previous expansion, and the music stadium, are literally putting people's health and even their very lives at greater risk, for example through the stress and sleeping problems from the lighting, noise, and antisocial behaviour, respiratory illnesses from the air pollution caused by the traffic, from the extreme delays including emergency services having with the hours-long virtual standstill traffic, and perhaps even for the council's own social workers and carers trying to see vulnerable residents;
- The applicants claims to have consulted extensively are not true;
- The artist's impression illustration of the site shows the place lit up like a Christmas tree, yet ignores the laws of physics as no light is cast on the area surrounding the site. It also doesn't show the large screen proposed for the Eastern elevation shining brightly through residents' bedroom windows at night. It doesn't show the huge crowds of people either on the site or outside on foot shouting loudly at midnight, or in queues of cars beeping their horns, or a solitary ambulance stuck in the middle of the traffic jam struggling to reach a man having a heart attack on the tram platform
- None of the extensive number of receptor locations appear to be from the nearby flats which are the closest and therefore most noise sensitive



residences, and especially from an elevated position where the sound carries unrestricted compared to being sited.

- There may be many other holes that could be picked in the acoustic report but as the Council doesn't employ its own acoustic engineer to interrogate
- The application states that the applicant has worked closely with the Council neither party has done anything to improve the East-West walking and cycle access to or across the site, and especially to the \*public\* Etihad Campus tram stop from Alan Turing Way.
- The existing walking route from Alan Turing Way at the East of the site to access the tram stop is extremely convoluted, laborious, and even dangerous, especially for more vulnerable people.
- A planning condition should create a new bridleway public right of way or adopted highway dedicated to pedestrians and cyclists connecting Alan Turing Way with the tram stop and onwards, connecting with the Eastern end of Rowsley Street.
- This should be built to a minimum standard specified by the Council to include an asphalt surface with street lighting and CCTV maintained and monitored as part of the overall site infrastructure.
- The Council could also include a condition that the eyesore wasteland car parks and 'temporary' hoarding wall at the east side of the site be replaced with properly specified, permanent facilities;
- There is one significant downside of living in this area. There is constant state of rubbish littering the street, and those of the surrounding areas. Every day rubbish is discarded in the local community, mostly from the local McDonald's and ASDA. Added to this constant littering from the 23,000 extra visitors every three days of the year;
- The current plans for preventing littering and cleaning it up are completely inadequate. Given that the businesses of the COOP Live Arena, McDonald's, ASDA and MCFC should profit from these extra thousands of visitors, can they be encouraged to put more back into the community with daily street cleans?
- If this is purely the responsibility of the Council, then what more can they be doing regarding prevention and the regular clean up of littering?
- It's in everyone's interests to make the area as welcoming as possible for visitors so they will have a positive experience, and want to return; at the same time the local community needs to be treated fairly.

**Lucy Powell MP for Manchester Central** wishes to support the principles of the application for the expansion of the North Stand on the basis the proposal would see significant improvements to the stadium campus and allow the site to support the sporting and leisure offer to grow on the site.

As well as being a leading football stadium, the site is increasingly a multi sport and multi entertainment site and this development will allow it to reach its potential. The provision of on site accommodation and an expanded food and drink offer will allow the site to cater to the range of users throughout the year leading to both an improved visitor experience but also an increase in jobs and opportunities for the local area.

The planning process will want to look at all of the aspects in detail, but the principle of the application is supported as it would bring these plans forward which will lead to improvements not just for the club but also the city more generally.

**Highway Services** advise that the transport assessment and addendum note is acceptable with the ancillary uses generating limited trips in their own right with the development as a whole consistent with the Etihad Movement and Transport Strategy. Vehicular access to the North Stand would be provided from the existing Gate 3 access opposite Gibbon Street with some servicing undertaken via other access routes into the Campus. The access from Gate should be upgraded with footways and dropped kerbs with tactile paving and integrate with the footways along Alan Turing Way.

The drop off facility to the hotel should be the subject of a swept-path assessment to demonstrate a coach can manoeuvre in this area.

No additional parking is proposed as part of the development and 150 car parking spaces would be allocated to hotel users. The revised RPZ is currently being implemented to extend existing zones. The scheme would restrict on street parking within an approximate 20 minute walk of the Etihad Campus and would operate on all days from midday to 11pm. The scheme would be operational prior to the North Stand being occupied.

All match day parking at the Campus is pre-booked and promoted public transport and walking to the site. On site parking has reduced in recent years. 4, 22kw charging points together with replacement of 4, 7 kw charging points (with the 7kw moved to the CFA) would be provided as part of the development to increase provision at the Campus. 200 new covered cycle stands would be provided as part of the development which would bring the overall number at the Campus to 700 spaces.

Servicing arrangements would largely remain as existing with the hotel servicing from Gate 3. An updated swept path should be provided. A servicing management plan should be a condition of the planning approval.

The continued monitoring and updating of the Campus travel plan is essential.

A construction management plan is to be agreed including swept paths. Contractor parking should not take place on match and event days together with a traffic management plan and dilapidation survey.

**Metrolink** advise that discussions have taken place with regards to the westbound corraling area for the temporary works associated with planning permission 135764/FO/2022. These discussions now need to consider the permanent arrangements as a result of the additional capacity at the stadium. CCTV, lighting, ticket validators and various other Metrolink assets will also need to be incorporated into the final arrangement to ensure Metrolink customers can be safely and adequately accommodated in accordance with Metrolink's current standards.

The Metrolink tracks are at a lower level to the stadium and the Metrolink corralling area, with retaining walls and earth embankments between the two. It is essential that these supporting structures and the lift shaft are not destabilised as a result of the works and it is therefore requested that a Metrolink specific construction method statement is agreed and appropriate monitoring of the structures and embankments are carried out throughout the works. An Asset Protection Agreement with TfGM maybe required.

Due to the proximity of the proposed development to the operational Metrolink line and the changes required to be carried out to Metrolink infrastructure it is essential that the development is undertaken safely, ensuring equally that not only Metrolink infrastructure and operations are not adversely impacted but also that the safety of the users of Metrolink and those working in the vicinity is protected on an ongoing basis. Conditions are required in this regard.

**Environmental Health** advise that conditions are required to agree fume extraction, lighting, plant and a construction management plan (particularly noise and dust control). Wheel washing should be employed at the site. The noise generated by the stadium is acceptable final details of the acoustic insulation of the ancillary uses is to be agreed. A condition would also be required for the operating hours of the various uses. The waste management strategy is acceptable. Matters relating to ground conditions are to be agreed including further gas monitoring.

**Works and Skills Team** recommend a condition requiring a local labour scheme.

**Neighbourhood Services (Trees)** advise that the landscaping scheme appears to be acceptable subject to further details relating to species and trees.

**Flood Risk Management** drainage works were recently approved as part of the enabling works package approved under planning application 135764/FO/2022. The drainage shall be carried out in accordance with these details.

**Environment Agency** have no objections subject to planning conditions relating to ground conditions, including remediation, and pilling.

**Coal Authority** a condition should be imposed on the approval relating to further ground investigations and remediation relating to previous coal mining activity.

**Sport England** no objection

**Network Rail** no objection

**Greater Manchester Archaeology Advisory Service (GMAAS)** the site could contain below ground remains of archaeological interest, specifically terraces of mid 19<sup>th</sup> century back to back workers cottages along the former Wood Street and Eldon Street adjacent to the North Stand. Any such remains would warrant recording. A condition should secure these works.

**Great Manchester Ecology Unit (GMEU)** no objection.

**Design for Security at Greater Manchester Police** the scheme should be carried out in accordance with the Crime Impact Statement which should be a condition.

**Aerodrome Safeguarding** no objection

**Canal and River Trust** advise that the proposal would bring the stadium close to the canal and would be clearly visible changing the existing character of the surrounding area. The findings of the heritage report and landscape and visual impact assessment are acceptable in terms of the potential impact on the canal corridor.

The construction management plan does not mention the canal in terms of specific protection measure to manage pollution and site containment. However, given the Metrolink is on the intervening land, this would act as a barrier to most type of pollution from the development reaching the canal. Windblown dust needs to be managed through a dust management plan to minimise the potential risk to the canal. Drainage would be attenuated on site and then discharged into the main sewer. The crowd modelling indicates a marginal uplift in towpath usage associated with the increased footfall. Improvements to the towpath should be secured as part of this application.

## **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 is the key document in Manchester's Local Development Framework 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 and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

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

The relevant policies within the Core Strategy are as follows:

The Development Plan consists of The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan (1995). The Core Strategy Development Plan Document 2012 -2027 is the key document in Manchester's Local Development Framework. It 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 and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

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

The relevant policies within the Core Strategy are as follows:

**SO1. Spatial Principles** – This is a strategic Regional Centre site and in the Eastlands Strategic Employment Location. The proposal would extend the north stand, bring a new hotel and leisure offer to the Campus alongside the existing cluster of sporting and entertainment facilities, including the new arena. Public transport infrastructure is in the form of tram, rail and buses. The development would support economic growth and job creation through the provision of a high quality entertainment building in a highly sustainable location.

**SO2. Economy** – A high quality sports offer in this sustainable location would support the economic growth of the city. It would support local employment during the construction and operational phases and offer the most up to date facilities in the sports industry within an area where change and growth is encouraged.

**SO6. Environment** – The proposal would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction of the building. Solar panels would create clean energy and landscaping would deliver air quality, biodiversity and drainage benefits. It is supported by a travel plan and cycle provision would be enhanced at the campus. No on site parking would be created other than access, on a pre-booked basis, to the existing car parks. Cycle parking has recently been extensively expanded under the arena planning permission.

**Policy SP1 ‘Spatial Principles** – The proposal would have a positive impact on economic growth and entertainment/cultural provision in a highly sustainable location. The building would provide a high quality addition to the Etihad Campus.

**Policy EC1 ‘Employment and Economic Growth in Manchester’** – This major sports facility, in an area designated as such in policies EC3 and EC7, would bring economic growth and jobs to a key regeneration area.

**Policy EC3 ‘The Regional Centre’** – - The proposal would enhance stadium capacity within the parameters of the previous permission to expand the stadium. This proposal would include a hotel and leisure offer to complement and grow the facilities at the Campus in line with this policy. This site is previously developed, well connected and would complement the Eastlands Strategic Employment allocation.

**Policy EC5 ‘East Manchester’** – The proposal would enhance a major sporting facility in East Manchester and align with the objectives of this policy. The proposal would bring economic growth and job creation. The site is well connected to

sustainable transport and recently improve links along the Ashton Canal as provided by the arena permission.

**Policy EC7 'Eastland's Strategic Employment Location'** – This site provides an opportunity for a major leisure, recreation and entertainment visitor attraction of national significance. The proposal would increase the capacity of the stadium to 61,958 and introduce a hotel, workspaces and enhanced leisure offer in the form of food and beverage, club shop and museum. The development would be highly sustainable, low carbon with a high quality design that would integrate successfully to the existing stadium.

The proposal would support the regeneration of Eastlands and provide significant investment and job creation during construction and in operation. Public realm would be enhanced at the entrance on Alan Turing Way with public realm in City Square.

**Policy CC5 Transport** – The site is highly sustainable and accessible within a 25 minute walk of the city centre, 8 minute tram ride to the city centre from the Etihad tram stop (and beyond) with access to a range of walking and cycle routes and bus corridors. Cycle parking was increased as part of the arena expansion and walking routes along the canal, City Link and Ashton New Road were improved. A travel plan would be prepared.

**Policy C1 'Centre Hierarchy'** – The proposal would promote a town centre use, in the form of a hotel, in an out of centre location. The application is identified as being suitable for a hotel under policy EC7. The proposal would be directly linked with the activities of the football club and cannot be reasonably located anywhere else.

**Policy C2 'District Centres'** – The development is located near to the Eastland's district centre. The district centre is likely to benefit from linked trips which would support the overall vitality of the centre.

**Policy C9 'Out of Centre Development'** - The proposal would promote a town centre use, in the form of a hotel, in an out of centre location. The application is identified as being suitable for a hotel under policy EC7. The proposal would be directly linked with the activities of the football club and cannot be reasonably located anywhere else. The development would therefore improve the environment of this out of centre site and is integral to the ongoing growth and regeneration of the Etihad Campus. This is considered in detail within the report.

**Policy T1 'Sustainable Transport'**- The site is close to sustainable transport infrastructure. A travel plan would encourage pedestrians from the city centre to use enhanced walking routes on Ashton New Road, Citylink and Ashton Canal. Cycling storage was enhanced at the Campus through the arena. The travel plan would consider how tram, rail and buses can be used to best effect, particularly on arena and stadium event days. The Parking Zone was expanded under the arena permission and no further mitigation is required. No onsite parking would be provided with the overall objective being to reduce car journeys to the campus.

**Policy T2 'Accessible Areas of Opportunity and Need'** – The Regional Centre and the Eastlands Strategic Employment Location have been identified for future

growth and development in part due to their sustainable transport nodes and connections to the city centre and main transport hubs. A travel plan would enhance connections and improve accessibility to infrastructure, the RPZ is being expanded and walking routes from the City Centre and along the Ashton Canal are being improved. This development would benefit from these enhancements. These interventions would minimise the use and reliance on the car and ensure visitors take advantage of the sustainable location and variety of transport measures available.

**Policy EN1 ‘Design Principle and Strategic Character Areas’** - The scheme would enhance the regeneration of the area. Landscaping and public realm would improve the setting of the new development and the Campus as a whole.

**Policy EN2 ‘Tall Buildings’** – The proposal is consistent with the existing and emerging context of the Campus. A townscape and visual impact assessment has considered the impact of the proposal on local and wider views.

**Policy EN3 ‘Heritage’** - The impact on the historic environment would be acceptable. There are 8 listed buildings and two registered parks (Philips Park and Philips Park Cemetery) nearby. These impacts are considered in the report.

**Policy EN4 ‘Reducing CO2 Emissions by Enabling Low and Zero Carbon Development’** –A highly efficient building envelope coupled with a predominately electric system, renewable energy sources and a long term commitment to reducing carbon (as technology improves and the grid decarbonises) would ensure that the building is acceptable.

**Policy EN5 ‘Strategic Areas for Low and Zero Carbon decentralised energy infrastructure’** - The building fabric would be highly efficiency with air source heat pumps and solar panels providing onsite renewable energy. The building can be adapted in the future as technology changes.

**Policy EN6 ‘Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies’** – Carbon saving measures have been incorporated into the building with air source heats pumps and solar panels. The proposal would exceed Part L 2010 with the North Stand achieving a 15.32% reduction on Part L 2021, 12.85% for the hotel and 41.48% for the workspace building. This is beyond the requirements of policy EN6.

**Policy EN8 ‘Adaptation to Climate Change’** –The building would be low carbon and predominately electric. As the grid decarbonises, the level of carbon produced would decrease over its lifetime. The building fabric would be highly efficient. Green infrastructure improvements, sustainable drainage, biodiversity improvements and green travel planning would ensure that the proposal is highly sustainable and low carbon with the ability to be adapted further as part of future technological advances.

**Policy EN9 ‘Green Infrastructure’** – Soft Landscaping, trees, and public realm would mitigate the loss of trees and other vegetation and enhance biodiversity.

**Policy EN14 'Flood Risk'** - A scheme to minimise surface water runoff has already been agreed under planning permission 135764/FO/2022 and the proposal would not increase flood risk at the site or elsewhere.

**Policy EN15 'Biodiversity and Geological Conservation'** – The site is low quality scrub land with limited quality vegetation. The tree planting and soft landscaping would improve biodiversity.

**Policy EN16 'Air Quality'** – The site is not located in the Air Quality Management Area (AQMA) but is close by along Alan Turing Way. The impacts from the construction can be managed through measures secured through the construction management plan. The operational effects would be negligible and the travel plan would encourage walking, cycling and the use of sustainable connections to the city centre and beyond through trams, bus and rail.

**Policy EN17 'Water Quality'** – The proposal would not lead to any flooding risks and a drainage scheme would deal with surface water run off whilst minimising any risks to the Ashton canal. The proposal includes water saving measures.

**Policy EN18 'Contaminated Land and Ground Stability'** - The ground conditions, and previous coal mining activity, are not unusual for the location given known previous land uses and can be adequately dealt with.

**Policy EN19 'Waste'** - Recycling principles are incorporated in a waste management strategy which would ensure that external areas and routes are cleaned after events.

**PA1 'Developer Contributions'** – Mitigation through, a legal agreement, would include a commitment to local labour, secure community benefits agreed as part of the legacy agreement for the Commonwealth Games, deal with waste management together with securing monies to enhance linkages across the Etihad Campus particularly between other venues.

**Policy DM1 'Development Management'** - Careful consideration has been given to the design, scale and layout of the building in order to minimise impacts on residential and visual amenity together with ensuring that the development meets overall sustainability objectives.

**Policy DM2 'Aerodrome Safeguarding'** – There are no aerodrome safeguarding implications as a result of this development.

For the reasons given above, and within the main body of this report, 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 application. The relevant policies are as follows:



**Saved Policy EM11 ‘Sportcity’** – The proposal would support the creation of a cluster of sporting and commercial activities within a world class sporting and leisure destination in East Manchester.

**Saved Policy E3.3 ‘Environmental Improvement and Protection’** – The proposal would provide a high quality and innovative development along Alan Turing Way. It would add to the cluster of iconic sporting and leisure buildings at the Etihad Campus.

**Saved Policy DC10 ‘Food and Drink’** – The proposal would be supported by ancillary food and drink offer which would principally be used in association with the arena. The offer would complement the facilities at the Etihad Campus, as directed by other policies within the development plan which seek to support ancillary facilities such as this at the campus. The proposal is sufficiently separated from nearby residential properties to prevent any impacts on amenity. Planning conditions would be used to control hours, fumes and waste management in line with this policy.

**Saved Policy DC19 ‘Listed Buildings’** – There are listed buildings nearby and the impact of the development on these heritage assets has been carefully considered.

**Saved Policy DC26 ‘Noise’** – An assessment of noise outbreak on nearby buildings has been undertaken. The building can be insulated to prevent harmful impacts on surrounding residential amenity. Noise external to the building would be commensurate with the activities of the campus.

For the reasons given above, and within the main body of the report, it is considered that the proposal is consistent with the remaining saved 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.

### **Manchester Green and Blue Infrastructure Strategy 2015**

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

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

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

Four objectives have been established to enable the vision to be achieved:

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

### **Eastlands Regeneration Framework – 2019 Update (Draft)**

The Eastlands Regeneration Framework (ERF) was originally endorsed by the City Council in 2011 and helped to guide development activities in East Manchester. The document was revised in 2017 and a further draft for consultation document was published in 2019.

The key aim of the documents has sought to outline the environmental, social, design and economic objectives for the regeneration of East Manchester as part of implementing the planning policies within the Core Strategy.

The ERF is not a planning policy document, has not been adopted and therefore carries little, if any, weight as a material consideration in determining this planning application.

However, it contains useful information in understanding how the area has changed together with current thinking and aspirations for the future of East Manchester as part of supporting economic growth, particularly at the Etihad Campus and its environs, in order to create a globally competitive sport, leisure and recreational destination for the city over the next decade and beyond.

The 2019 draft ERF was presented to the Council's Executive Committee in March 2019 for consultation. Whilst consultation took place in July 2019, with the Executive resolving to adopt the document subject to certain matters being addressed, the document has not, however, been adopted by the City Council and has no status as policy therefore.

Nevertheless, the 2019 draft ERF provides some key principles for consideration. In particular, the draft outlines the next phases of development activity including capturing the eastwards expansion of the city centre towards the Etihad Campus.

A series of zones have been identified and the application site falls within the 'Etihad Campus Commercial Zone'. The draft document outlines that the purpose of this zone is to maximise the destination role of the Etihad Campus and drive investment and job creation not only for East Manchester but the City as a whole.

The document also highlights, and underpins the requirements of policy EC3 and EC7 of the Core Strategy, the aspiration of diversifying the offer at the Etihad Campus by providing a leisure and recreational offer which would further drive

forward the regeneration of the area and create local employment opportunities in a highly sustainable location due to transport and pedestrian links.

As detailed above, on the basis the ERF update has not been adopted, it carries little, if any, weight as a material consideration in the determination of this planning application.

### **Manchester Strategy (January 2016)**

The strategy sets the long term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre.

The vision for Manchester to be in the top flight of world-class cities by 2025, when the city will:

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture and creative and digital business- cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be connected, internationally and within the UK;
- Play its full part in limiting the impacts of climate change; and
- Be clean, attractive, culturally rich, outward-looking and welcoming.

### **National Planning Policy Framework (2021)**

The revised NPPF re-issued in February 2021. The document states that the *'purpose of the planning system is to contribute to the achievement of sustainable development'*. The document clarifies that the *'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7).

Section 6 *'Building a strong and competitive economy'* states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 80). This major leisure, recreation and entertainment visitor attraction would integrate successfully with the buildings and uses at the Etihad Campus. It would support the regeneration of Eastlands and provide significant investment and job creation during construction and in operation.

Section 7 *'Ensuring the vitality of Town Centres'* states that planning decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation (paragraph 86).

A sequential test should be applied to planning applications for main town centre uses which are not in an existing centre. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered (paragraph 87).

When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Flexibility should be demonstrated on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored (paragraph 88).

When assessing applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500m<sup>2</sup> of gross floorspace). This should include assessment of:

- a) the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- b) the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme) (paragraph 87)

Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the considerations in paragraph 89, it should be refused (paragraph 91).

The hotel is a 'main town centre use' in an 'out of centre' location. The site is near to the Eastlands district centre and linked trips which would support the overall vitality of the centre. The Regional Centre and the Eastlands Strategic Employment Location outline scope for a hotel and ancillary uses in this area. A sequential test is not required in this instance as it relates to a specific allocation in the Core Strategy for a hotel

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 91).

The proposal has been carefully designed to be safe and secure. An operational management strategy would include crowd management measures, particularly when a stadium event is taking place. The arena would be fully accessible with a clear disabled parking and movement strategy.

Section 9 '*Promoting Sustainable Transport*' states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 104).

In assessing applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and

- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 110).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

The site is well connected to a range of public transport modes which would encourage sustainable travel to the campus. There would be no unduly harmful impacts on the traffic network with physical and operational measures put in place to promote alternative non car travel to the site. A travel plan and operational management would be secured as part of the conditions of the approval.

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 119).

Planning decisions should:

- a) encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation;
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;
- c) give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- d) promote and support the development of under-utilised land. (paragraph 120)

Decisions should support development that makes efficient use of land, taking into account: the identified need for different forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (Paragraph 124)

The site is close to sustainable transport infrastructure. A travel plan, together with enhancement measures, would encourage pedestrians to use walking routes from the city centre on Ashton New Road, Citylink and Ashton Canal. Cycling storage would be enhanced across the Etihad Campus. The travel plan would also consider how tram, rail and buses can be used to best effect, particularly on arena and stadium event days. The overall objective being to reduce car journeys to the arena and the campus.

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this*' (paragraph 126).

Planning decisions should 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; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The design would complement the existing architecture and cluster of sporting buildings at the Etihad Campus. The development would be designed to a high level of sustainability resulting in a low carbon building and biodiversity and water management measures included within the public realm.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 152).

The development would be highly efficient and it would predominately use electricity. The proposal would also include a photovoltaic array which would generate energy at the site from renewable sources. The landscaping scheme would include trees, planting. Efficient drainage systems would manage water at the site.

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

The site would be remediated and mitigated to deal previous coal mining activity. The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Landscaping and tree planting would provide new habitats and biodiversity improvements.

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 197)



In considering the impacts of proposals, paragraph 199 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 197).

The proposal would result in some low level harm to the surrounding historic environment. This low level harm is considered to be less than substantial and outweighed by the significant regeneration benefits associated with this development.

Paragraphs 10, 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.

### **Planning Policy Guidance (PPG)**

The PPG provides additional guidance to the NPPF and the following points are specifically highlighted.

*Town Centre and Retail* provides guidance on sequential tests and impact tests. Paragraph 11 provides a checklist with regards to the considerations that should be taken into account in determining whether a proposal complies with the sequential test. The checklist within the PPG is as follows:

- Due regard to the requirement to demonstrate flexibility, has the suitability of more central sites to accommodate the proposal been considered? Where the proposal would be located in an edge of centre or out of centre location, preference should be given to accessible sites that are well connected to the town centre. It is important to set out any associated reasoning clearly.
- Is there scope for flexibility in the format and/or scale of the proposal? It is not necessary to demonstrate that a potential town centre or edge of centre site can accommodate precisely the scale and form of development being

proposed, but rather to consider what contribution more central sites are able to make individually to accommodate the proposal.

- If there are no suitable sequentially preferable locations, the sequential test is passed.

In line with paragraph 86 of the National Planning Policy Framework, only if suitable sites in town centre or edge of centre locations are not available (or expected to become available within a reasonable period) should out of centre sites be considered. When considering what a reasonable period is for this purpose, the scale and complexity of the proposal and of potentially suitable town or edge of centre sites should be taken into account.

Compliance with the sequential and impact tests does not guarantee that permission will be granted – all material considerations will need to be considered in reaching a decision.

Paragraphs 17 and 18 provides details on the use of impact tests in decision making.

The impact test will need to be undertaken in a proportionate and locally appropriate way, drawing on existing information where possible. Details are provided on steps to consider when applying an impact test:

- Establish the state of existing centres and the nature of nature of patterns (base year);
- Determine the appropriate time frame for assessing impact, focusing on impact in the first five years, as this is when most of the impact will occur;
- Examine the 'no development' scenario;
- Assess the proposal's turnover and trade draw;
- Consider a range of plausible scenarios in assessing the impact of the proposal on existing centres and facilities
- Set out the likely impact of the proposal clearly, along with any associated assumptions or reasoning, including in respect of quantitative and qualitative issues
- Any conclusions should be proportionate: for example, it may be sufficient to give a broad indication of the proportion of the proposal's trade draw likely to be derived from different centres and facilities in the catchment area and the likely consequences for the vitality and viability of existing town centres

*Air Quality* provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

*Noise* states that local planning authorities should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

*Design* states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

*Health and wellbeing* states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

*Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:*

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

### **Other legislative requirements**

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

### **Environmental Impact Assessment**

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas:

- Construction management and phasing;
- Air Quality;
- Climate Change;
- Water Quality, Drainage and Flood Risk;
- Ground Conditions;
- Human Health;
- Noise and Vibrations;
- Townscape and Visual Impact;
- Traffic and Transport
- Wind Microclimate;
- Lighting;
- Socio economic;
- Cumulative effects.

The proposal is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 4.46 hectares and

exceeds the threshold of 1 hectares of development which is not a dwellinghouse. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current use of the site as a car park.

The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects.

In accordance with the EIA Regulations, this ES sets out the following information:

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation

## **Issues**

### **Principle of the redevelopment of the site and contribution to regeneration**

Regeneration is an important planning consideration. Major infrastructure projects have radically transformed this part of Manchester over the past 20 years creating a national and international sports, leisure and recreation destination. However, much remains to be done if the full potential of the area, and the economic, social, physical and environmental benefits this would bring, are to be delivered.

This £300 million of investment would expand the North Stand and provide a hotel, food and beverage, club shop and museum, and workspace. It would complement the expanded south stand, the arena which should open in early 2024 and the other sporting institutions at the campus and reinforce the status of the Campus as an international renowned sporting, leisure and entertainment destination.

The site is in the '*Regional Centre*' (policy EC3) and the '*Eastland strategic employment location*' (policy EC7), a major focus for larger scale commercial developments, particularly leisure. Policies EC5 '*East Manchester*' and EC7 support

developments which support the continued social, economic and physical regeneration of East Manchester, particularly around Eastlands. Saved policy EM11 of the UDP 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 support growth, in particular to expand the area's role as a national and international destination for sport and recreation and improving social and economic outcomes.

Planning permission was granted in 2014 to expand the North and South stands to increase capacity to 62,170. Only the South Stand was implemented but the permission remains extant and the principle of expanding the stadium within the permitted capacity identified in 2014 is acceptable.

The additional capacity and investment at the stadium would deliver significant public benefits for the community in East Manchester, Manchester, the Region and nationally. This would include local job creation during construction and in operation, expenditure in the local and regional economy and attract tourism and investment.

The proposal differs from the 2014 permission as it would also provide workspaces and amenities for leisure and visitors. Food and beverage would be created alongside a new club shop and museum. A roof walk visitor attraction would be created, space for conferences and events, a covered fan zone/entertainment area and a 391 bed hotel.

The workspaces would attract small scale start ups and incubator businesses who want to work with the Club, their sponsors and other Sport National Governing Bodies and their partners. This would create a quantum of creative, tech and digital businesses and would support economic objectives for the Regional Centre which is directly supported by policies EC1, EC3 and EC7 of the Core Strategy together with the saved policy EM11 of the UDP.

The hotel and ancillary uses are defined as main town centre uses and The Campus is an out of centre location in policy terms. Policy EC3 states that proposals for town centre uses will be assessed in accordance within policies C1 and C9, unless included in an allocation or the uses are ancillary to the main employment use.

Policy EC7, which is the strategic employment allocation for Eastlands, and the location for the Etihad Campus outlines that this *'location is suitable for a major sports and leisure visitor destination with complementary commercial, retail and hotels'*. It notes that there is a clear *'vision to broaden the activities in the area to ensure development opportunities secure the wider regeneration of the surrounding area and deliver maximum benefits for the community'*.

The land around the Etihad Stadium are specifically identified for future development which would be primarily tourism and leisure based. Hotels and food and drink are considered suitable uses around the stadium together with ancillary retail, as being required to support the principal uses.

Saved policy EM11 of the UDP also support complementary commercial development and mixed use development within this area.

A hotel would be acceptable as it is identified in policy EC7, supported by saved policy EM11. The hotel would be operated by the football club to support the use of the Stadium and other uses at the campus including the COOP live. The expanded stadium, and conference offer, approximately 1.93 visitors are expected (an increase of 270,000) generating £35.8m of visitor expenditure each year. The COOP live is expected to bring an extra 120 events and 1.3 million visitors to Manchester annually. The hotel provision is essential to meet these demands as well as the other sports headquarters which are located at the Etihad Campus.

The club shop is an essential component of the match day experience and would be enhanced. Ancillary food and beverage use would support the principal sports and entertainment uses. The museum would be a related sport led leisure use. These are directly associated with the football, sporting and leisure offer at the Campus and an essential element of the visitor experience. Their floorspace would be less than 1,000 sqm, and are not large scale in nature and do not warrant consideration beyond the local context.

The potential regeneration and economic benefits to the campus, the City and the region are significant. The campus is identified as a location for complementary commercial uses which help support the economic activities associated with the growth of the Club. The investment would bring jobs and social, economic and environmental regeneration benefits. The Eastland Framework reflects the adopted planning policies position with regards to the suitability of uses at the campus to support its continued growth and development to realise the regeneration benefits.

As planning policy specifically identifies that hotel and ancillary uses are an essential part of the future success of the Etihad Campus, it is not necessary to assess any other sequentially preferable sites. The proposal is necessary and intrinsically linked to the growth and development of the Campus and would support the activities of the club. No other sites would offer the connection to the Stadium and benefit from the connectivity to the city centre and wider region.

There are other social and environmental regeneration benefits from this development which would also be significant. The proposal would create 2,678 full time equivalent jobs during the 3 year construction period, albeit phased to allow the North Stand to be completed by August 2025 and the hotel, food and beverage and workspaces a year later. There would be £108.9m in local supply chain expenditure which would be created during construction.

The club is already a significant employer with approximately 2,776 people directly or indirectly employed on a variety of full time, parttime, casual and matchday basis. The operation of the stadium supports 1,100 full time equivalent jobs. The on site operations of the COOP live arena would be 856.

The North Stand, and other employment generating uses, would create 602 new full time equivalent roles, rising to 1,131 when part time and casual workers are included.

This is broken down into the variety of roles as follows: 223 full time roles at the workspace, 133 for the hotel, 92 in food and beverage, 85 in MCFC functions, 35 for catering, stewarding and security, 11 for the events space, 9 in new visitor attractions, 7 in the club shop and 4 in the museum.

When all works to the stadium is complete and fully operational, 2,288 full time equivalent jobs would be created, including all existing full time employment at the stadium and the COOP Live. This figure rises to 5000 when part time and casual workers are included.

Attendance at the stadium would increase from 1.66m to 1.91m. An additional 20,000 people are expected to attendance conference, functions and events. The additional visitors would generate £35.8m of off site visitor expenditure each year which would support an additional 550 full time equivalent jobs in the Greater Manchester visitor economy. When combined with the COOP Live the number of jobs rises to 2,710 full time equivalent jobs with 4,065 including part time roles.

The club is also directly involved in community, sport and health programmes in the local community. City in the Community, supports people across Greater Manchester by empowering healthier lives through football. Between 2018 and 2022, the charity has delivered 11,273 hours of programmes (7002 from the City Football Academy and 4,271 from the Etihad Stadium) to 78,488 participants, together with outreach activities in Greater Manchester schools.

The MIHP healthcare facility at Beswick Hub delivers a wide range of community outreach activities including Joint Pain Programme and Talk and Share and a mental health café. In addition, there is a major trauma rehab project.

The location of the club has had a direct impact on the lives of young people in the local area with young Manchester athletes from the area benefiting from the programmes and facilities at the various sites in Beswick.

The proposal would expand the north stand and provide ancillary uses. There would be environmental and biodiversity improvements through landscaping and tree planting and use the most advanced technologies to create a highly efficient building in terms of energy and water management. It would deliver significant benefits and provide a further catalyst for the ongoing regeneration of East Manchester. The site is in a highly sustainable area, well connected to public transport and enhanced walking and cycling routes.

Policy EC7 establishes the Etihad Campus a location is suitable for a major sports and leisure visitor destination with complementary commercial, retail and hotels. This must be given significant weight in the determination of this application. The importance of Eastlands as a destination is also reflected in policies EC1 and EC3 of the Core Strategy together with saved policy EM11 of the UDP.

The principle of the proposal is in accordance with policies SP1, EC1, EC3, EC5, EC7, EN10 and EN12 of the Manchester Core Strategy and extant policy EM11 of the UDP and the East Manchester SRF and Eastlands Regeneration Framework.



It would support the ongoing transformation of the Etihad Campus as a major sporting and leisure destination 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.

### **Climate change, sustainability and energy efficiency**

The development would be a low carbon, energy efficient building in a highly sustainable location with excellent access to public transport. The aim is to deliver a holistic sustainable development that aligns with the principles of making the Etihad Campus net zero carbon by 2038. The proposal would develop a contaminated brownfield site. Sustainability would be embedded into the design, construction and operations to create a sustainable development.

The construction process would use good practice to: source materials and labour locally where possible; reduce vehicle emissions and dust; manage water; improve biodiversity and social value, to minimise impacts on climate change.

The building would have a high performance fabric (with average U values over 15% better than part L 2021 for floors, walls and roof) and highly efficient building services. Low and zero carbon technologies would be used to reduce carbon emissions. The proposal includes air source heat pumps and solar panels. Air source heat pumps would be used for heating and cooling and there would be 250 sqm of solar panels on the roof of the North Stand, 250 sqm on the roof of the workspace and 500 sqm on the roof of the hotel to help to meet the energy demands.

The proposal would operate on a electric system to ensure the building, and its operations, benefit from long term grid decarbonisation and would be able to successfully transition to net zero carbon by 2038.

The development would use 40% less water than comparable buildings through water efficient sanitary ware and catering specifications. Rainwater harvesting would be used for toilet flushing.

The development would have an operational target to achieve zero single use plastic and zero waste to landfill. This would be achieved through a highly efficient ordering and waste management system which integrates with the wider Campus.

The public realm would be enhanced with trees and a newly planted corridor from Alan Turing Way. This would attract wildlife and create new habitats.

Policy EN6 requires development to achieve a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2021 which has more stringent energy requirements. An Environment standards statement states that the CO2 emissions would be reduced through intelligent energy efficient building services systems which would equate to 15.32% reduction against Part L 2021 for the North Stand, 12.85% for the hotel and 41.48% for the workspace building. The proposal is also targeting BREEAM Very Good.

The social value potential is significant and it is estimated that 2,678 full time equivalent jobs would be created during the construction phase. The club is a significant local employer. 23.8% of employees currently live in Manchester, 15.4% of which live within the immediate area to the Etihad Campus. 74.8% of employees live in Greater Manchester within only 1.4% living outside of Greater Manchester.

The operational phase would create 602 full time equivalent roles. This rises to 1,131 when part time and casual works are included. When all works to the stadium is complete and fully operational, there would be 2,288 full time equivalent jobs at the site including all existing full time employment at the stadium and the COOP Live. This figure rises to 5000 when part time and casual workers are included.

The club is committed to continuing to support local employment and is exploring a service sector training and skills academy in partnership with the Council to provide vocational routes into the hospitality industry.

£35.8m of off site visitor expenditure would be created per year as a result of this proposal and would support an additional 550 full time equivalent jobs in the Greater Manchester visitor economy.

The development would be fully inclusive and meet all relevant standards in relation to accessibility including provision for wheel chair users and those who require sight and hearing enhancements. There would be community access to the development facilities on non-match and event days in line with legacy arrangements from the Commonwealth Games which would be secured by the legal agreement.

There would be no additional on-site parking, actively discouraging car journeys and promoting the excellent public transport links to the site including recently enhanced walking routes as part of the COOP Live arena.

Tram, cycle, bus and walking routes all connect to a number of the city's rail stations. These measures would be promoted and communicated through the campus travel plan and operational management strategy which would be monitored and reviewed annually (as part of the legal agreement)

240 covered cycle spaces would be installed as part of the COOP Live development in addition to 284 existing spaces. There would be a further 200 covered spaces provided as part of this application along Howard Bernstein Way.

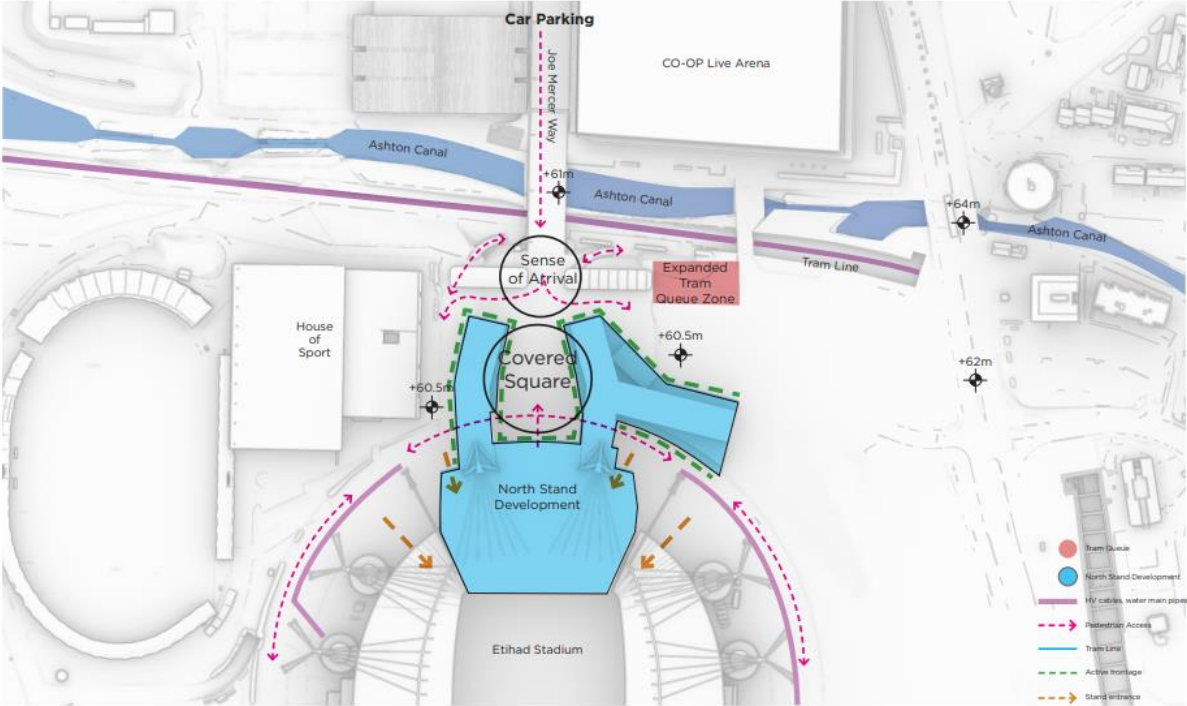
An enhanced residents parking zone would be introduced prior to the COOP Live arena becoming operational which will further minimise impacts on local communities and discourage car journeys to the site.

### **Layout, scale and appearance**

The Stadium was built for the Commonwealth Games in 2002 before being converted to a football stadium. The South Stand was expanded in 2015. A symmetrical extension was permitted to the North Stand which remains extant. The proposal for

the North Stand has been reviewed as part of creating all year round activities which would increase the North Stand capacity and provide enhanced facilities.

There four main components to the proposals: Enlarged North Stand; Hospitality and hotel block adjacent to the North Stand; Workspace block including ground and first floor retail and museum; and New City Square.

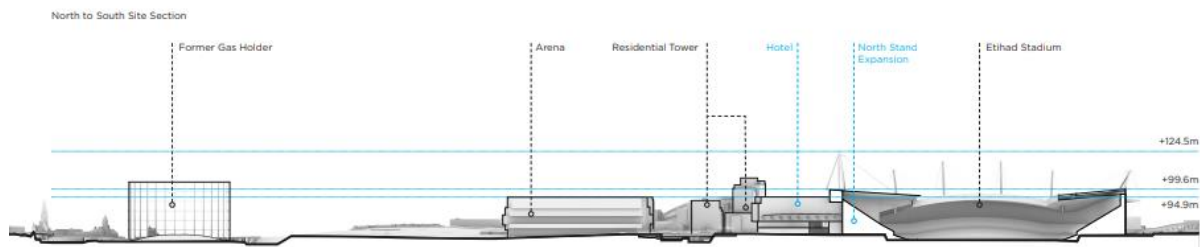


**Site layout**



***Image of the expanded North Stand including hotel and commercial block and new City Square***

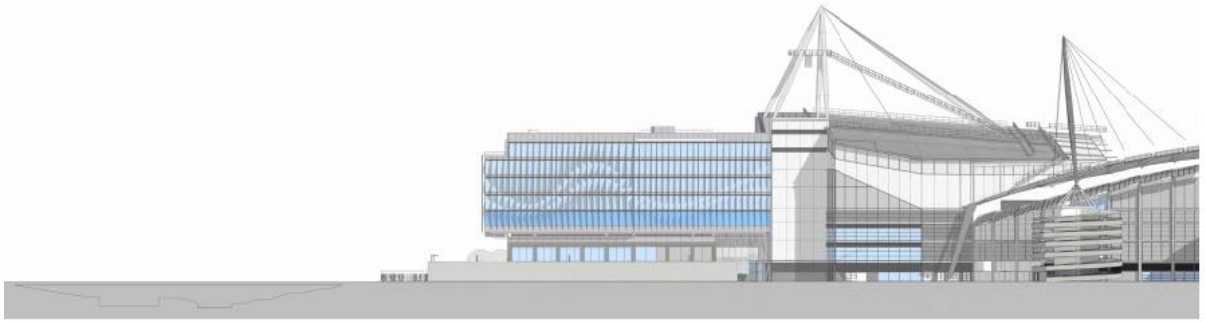
The four main elements aim to respect the Stadium and the scale of the surroundings, whilst providing an exciting addition to the Campus.



***Proposed development in section***

The roof of the North Stand is currently 94.5 m (AOD) at its tallest point, with the supporting architectural masts at 115 m (AOD). The extended North Stand would increase by 5.1m to 99.6 m and the supporting masts would rise to 124.5 m (AOD).

The extended North Stand would be flanked by buildings of 9 and 8 storeys which would form extended wings and connect directly with the stadium. Neither building would be higher than the North Stand.



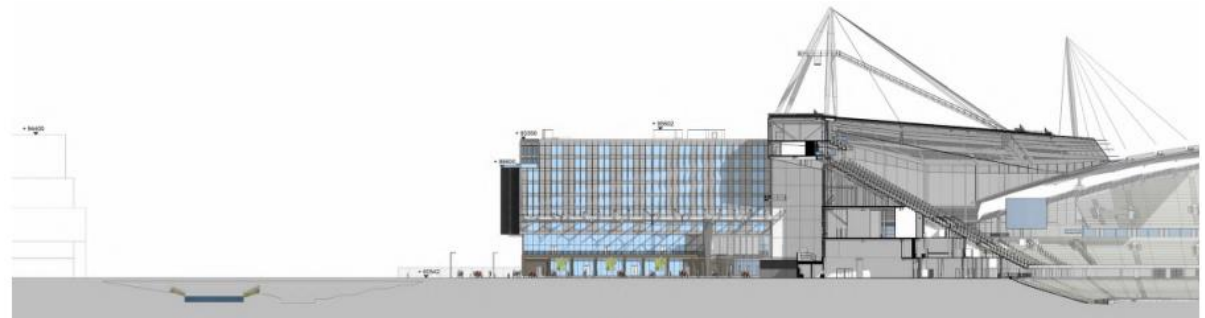
West Elevation



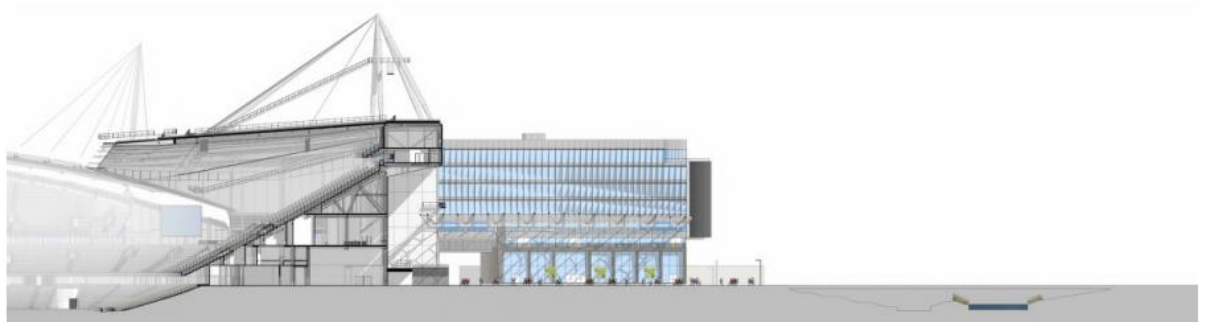
East Elevation



North Elevation



City Square - Hotel Elevation



City Square - Commercial Elevation



***Image of the extended North Stand and ancillary hotel and commercial building and enhanced City Square***

The four main elements are considered in detail below.

***Enlarged North Stand***

The North Stand forms the lower section of the sweeping roof of the stadium. Any proposal to alter the stand, provides an opportunity to impact positively and enhance the appearance and views of the stadium within the Campus and from the surrounding area.

One of the key drivers of the design is to maximise the atmosphere in the stadium. The proposal would create a larger upper tier, with a steeper gradient than the existing lower tier, ensuring that sight lines across the pitch and stadium are maximised and allowing fans to be closely grouped together to build atmosphere. Enclosed sides and the roof form would retain and maximise the noise from the stand, projecting it into the pitch.



### ***View of the North Stand roof from within the stadium***

The alterations would require the reorganisation of the internal spaces and concourse. City Hall would be created at the ground floor of the stand to provide facilities for match and non-match days. Supporters would access the area via turnstiles from City Square. There would be capacity for up to 1800 supporters with double fronted bars serving City Hall and City Square. It would become a 1200 capacity conferencing area, exhibition space or 800 capacity banqueting space on non-match days.

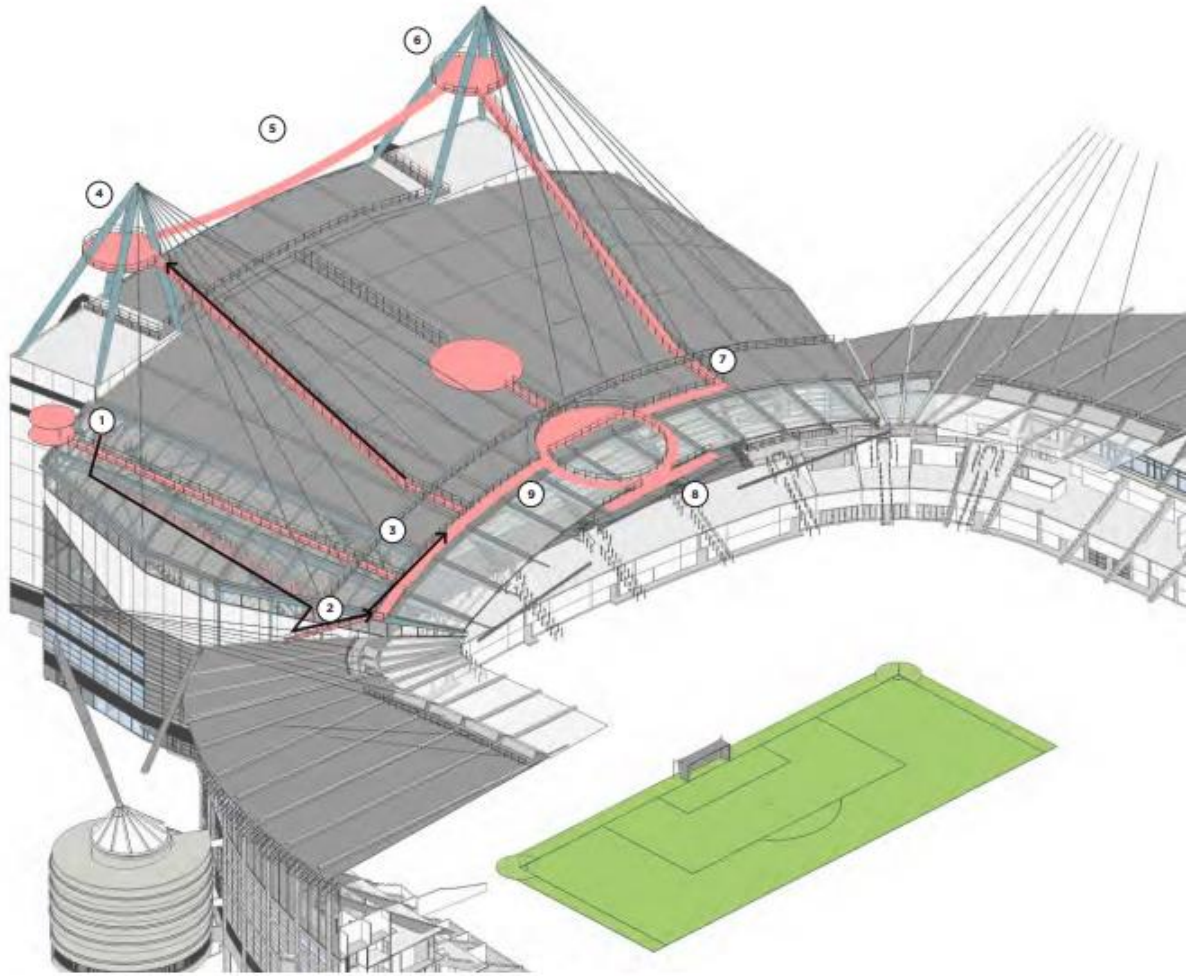
Enhanced welfare and hospitality spaces would be created at upper levels. At level 4, 10 suites could be used as hotel rooms on non-match days. These suites have dedicated seating on the terrace overlooking the pitch. A new TV studio would be created at this level. A sky bar would be created at Level 5 which has an occupancy of 452 plus 4 wheelchair positions.



***Views from within the Stadium of the North Stand with its enhanced hospitality offer***

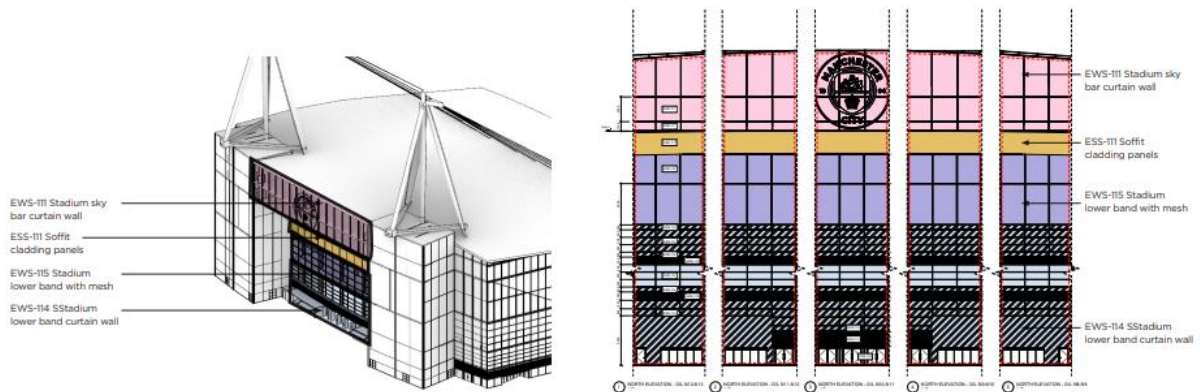
A roof top walk would allow visitors to walk on the top of the roof along with views over the pitch, across the Campus and beyond.





***Pink area denotes the route of the roof top walk***

The North Stand would be wrapped in the materials of the existing stadium.



### ***Materiality of the North Stand***

Curtain wall glazing is proposed to City Square with larger elements of glazing at the sky bar. Soffit panels and curtain wall louvres would break up the areas of glazing.

### ***Hospitality and hotel block adjacent to the North Stand***

The hotel would be linked to the North Stand in the eastern wing. It would be 9 storeys with 391 rooms including accessible rooms. 10 flexible suites would be provided in the North Stand for a match day experience. Three commercial units are proposed at the ground floor, including a larger unit facing onto City Square.

At level 1 there would be a restaurant for hotel and the public, with a terrace which overlooks City Square. Gym and fitness studio would be at this level for hotel guests. Levels 2 to 8 provide bedrooms.

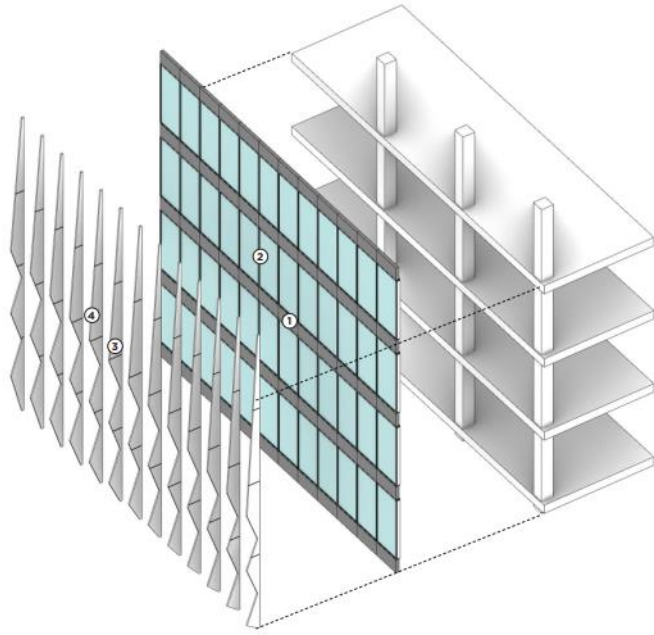
Enhanced public realm would be provided around the hotel including a dedicated pick up and drop off area from Alan Turing Way.

The hotel would have a modern appearance with glazed curtain walling and metal cladding. Projecting aluminium fins would provide a rippling effect across the façade.



### ***Northeastern view of the hotel including main entrance and drop-off area***





***Glazed Curtain Walling and adjacent projecting fins***

The north and east flank walls of the hotel are to be clad in LED displays which would mirror that on the commercial building. The lower levels would be red masonry.



***Image of the Hotel Building***

***Workspace block including ground and first floor retail and museum***

This commercial building would be linked to the North Stand in the west wing and would be 8 storeys. The club shop and ticket office would be on the ground and level 1, museum at level 2 (with direct access into the stadium), an interactive visitor experience at level 3 and workspaces at levels 4 to 7.

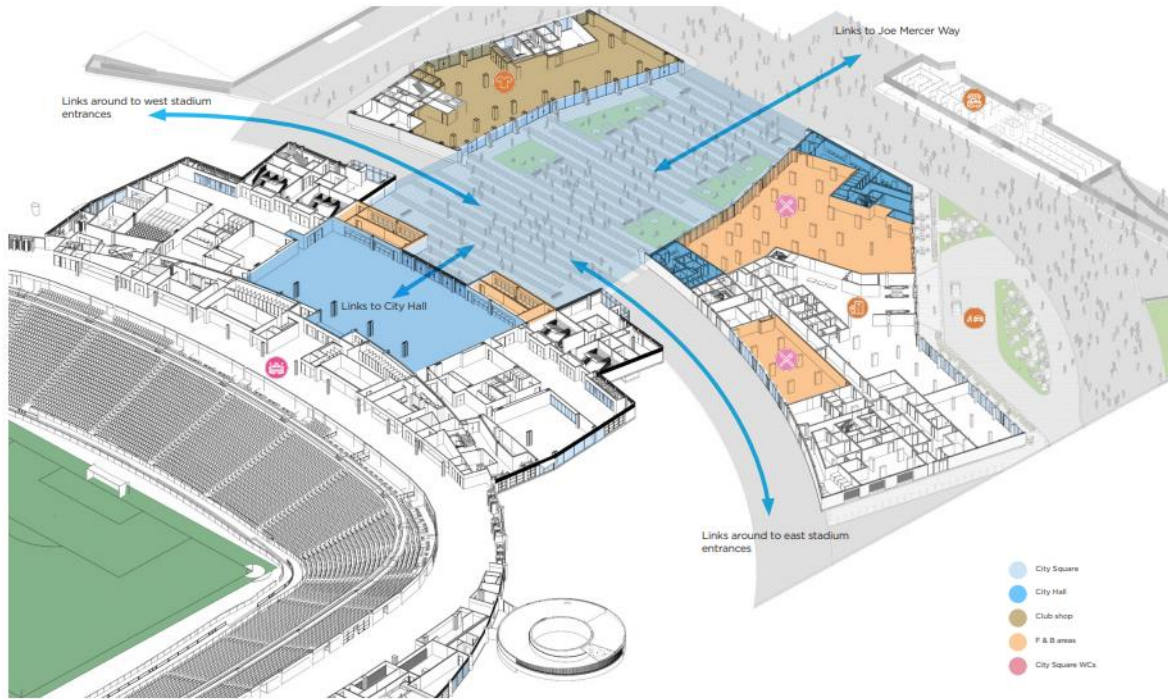
The facade follows that of the hotel. The gable end of the commercial building would be fitted with an LED screen to activate City Square.



***Image of the hotel and commercial buildings with the LED Screens***

### ***New City Square***

A new and enhanced fan zone would be created. City Square would be covered to create a new entertainment space for supporters and visitors to and would lead to City Hall and the stadium.



**City Square and its relationship to Joe Mercer Way and City Hall**

The area could accommodate up to 3000 fans on matchdays and be open to visitors on non-match days. It would be activated with commercial uses offering food and beverages. Screens and a live entertainment stage would enliven the space which could host other major sporting events and form an important component in creating a destination to the Campus alongside the COOP Live offer.



**Images of City Sqaure**

The North Stand would provide a seamless addition to the Campus. Architectural fins and glazing would provide a quality to the workspace and hotel building offering a suitable contrast to the stadium. The enhanced provision at City Square, with its covered roof, would provide a year-round entertainment space. Conditions would ensure that the materials are acceptable and delivered to the required standard.

## **Townscape Assessment**

A computer modelling process has provided accurate images that illustrate the impact on the townscape from agreed views on a 360 degree basis. This allows the full impact of the scheme to be understood.

A Visual Impact Assessment (VIA), which forms part of the Environmental Statement, has assessed where the proposal could be visible from, its potential visual impact on the streetscape and the setting of designated listed buildings. The assessment utilises the guidance and evaluation criteria set out in the *Guidelines for Landscape and Visual Impact Assessment (3<sup>rd</sup> Edition) 2013*.

Key viewpoints have been identified and 11 were assessed in detail. These are as follows:

View 1: View north west from pedestrian footbridge leading to Commonwealth Way, Etihad Stadium.

View 2: View south west from footpath entrance to canal and Alan Turing Way - adjacent to Listed Lock Keepers Cottage.

View 3: View from Joe Mercer Way looking south to stadium North Stand.

View 4: View looking south east towards stadium on CityLink pedestrian and cycle link from Piccadilly Station.

View 5: View from footway of A662 Ashton New Road looking north east to Site.

View 6: View from footway of Grey Mare Lane and residential area to the south.

View 7: View from Velopark foot/ cycle bridge looking east towards site.

View 8: View from pathway with Philips Park looking east towards site.

View 9: View south towards site from pedestrian crossing on Alan Turing Way A6010, at junction with Brisco Lane.

View 10: View from pathway in Saxon Saint Park looking south east towards site.

View 11: View from Canal Footpath adjacent to Lock 6

The Assessment provides a comparison of the impact of the scheme against the current situation, including the setting of listed buildings.

Consideration has also been given to the impact of the construction works on the views, however, the impacts are considered to be negligible overall given the construction phase is temporary and for the duration of the build period.

**View 1: View north west from pedestrian footbridge leading to Commonwealth Way, Etihad Stadium** is an open view from the pedestrian footbridge leading to Commonwealth Way looking towards the Stadium. The North Stand is currently screened by the taller East Stand. The stadium is the dominant feature and plays an important role in the townscape as one of the main buildings at the Campus.



***View 1: View north west from pedestrian footbridge leading to Commonwealth Way, Etihad Stadium (existing left; proposed right)***

The North Stand and commercial buildings would be partially visible. The large screens would be visible at the end of the buildings along with existing stadium and Arena signage. The extended stadium would remain the dominant building with the extension being a sympathetic and integrated addition with complementary materials.

**View 2: View south west from footpath entrance to canal and Alan Turing Way - adjacent to Listed Lock Keepers Cottage** is an open view from the footpath entrance to the canal and Alan Turing Way. Mature trees partially screen the view of the North Stand. The stadium is the dominant building.



***View 2: View south west from footpath entrance to canal and Alan Turing Way - adjacent to Listed Lock Keepers Cottage (existing left; proposed right)***

The proposal would add a taller element and alter the distinctive roof profile of the Stadium. It would be visible above the tree line and create a new feature. The materials of the extension would complement the stadium. The stadium would remain the dominant building and have much greater presence. Although the distinctive roof profile would be altered, its quality and form would integrate successfully with the stadium and have a positive townscape impact.

**View 3: View from Joe Mercer Way looking south to stadium North Stand** is an open view looking over the pedestrian bridge that crosses the Ashton Canal. Joe Mercer Way dominates and is a major pedestrian route towards the stadium which increases its sensitivity and importance. Metrolink infrastructure is to the right and left

hand side. The distinctive roof of the North Stand dominates the background with the structural steels of the stadium.



**View 3: View from Joe Mercer Way looking south to stadium North Stand (existing left; proposed right)**

The proposal would form a large significant addition to the stadium and would dominate the view. The sweeping roof profile would be lost. The hotel would be a contemporary building to the left hand side with a new canopy and public realm of City Square, main entrance and new visitors facilities. The LED screens would be highly visible. The materials have been chosen to blend into the stadium help to define the new entrance. The change to the view would be significant and highly visible and marks the ongoing evolution of the stadium and Campus as a whole which would be positive in terms of the ongoing regeneration of the area.

**View 4: View looking south east towards stadium on CityLink pedestrian and cycle link from Piccadilly Station** is an open view looking from the pedestrian and cycle link over the Ashton Canal towards the North Stand background. It is dominated by the Ashton Canal and surrounding landscape with mature trees which partially screen the stadium. The stadium is the most significant building and the distinctive roof profile is evident.



**View 4: View looking south east towards stadium on CityLink pedestrian and cycle link from Piccadilly Station (existing left; proposed right)**

The proposal would be visible on the skyline above the sports buildings at the centre. The Stadium would feel larger as a result of the development with a small element of



the LED screen visible. The proposal would form a new, prominent feature which would enhance the landmark status of the stadium. The materials would be sympathetic to the stadium. The extension would alter the roof profile, but the sweeping nature of the roof around to the West Stand would remain legible.

**View 5: View from footway of A662 Ashton New Road looking north east to Site** is an open view from Ashton New Road towards the West Stand. The perimeter fencing of the stadium is evident with mature trees.



**View 5: View from footway of A662 Ashton New Road looking north east to Site (existing left; proposed right)**

The proposal would be a high quality addition to the stadium which would be visible in the backdrop. The change in massing is evident but is appropriate in its context by not exceeding the height of the stadium. Materials would match the stadium. The distinctive main stadium roof is clearly evident and appreciated.

**View 6: View from footway of Grey Mare Lane and residential area to the south** is a framed view from the footpath along Grey Mare Lane looking along the street towards the Stadium. The three storey maisonettes dominate the view with only the structural steels and roof of the East Stand evident.



**View 6: View from footway of Grey Mare Lane and residential area to the south (existing left; proposed right)**

Only a small portion of the hotel element and its display screen is visible.

**View 7: View from Velopark foot/ cycle bridge looking east towards site** is from the Velopark foot/cycle bridge which crosses the Ashton Canal. The stadium is in the background with the majority of the East Stand visible. There is a mature tree line and Eastland District Centre is to the left including surface level car parking.



***View 7: View from Velopark foot/ cycle bridge looking east towards site (existing left; proposed right)***

The proposal would add a new feature visible above the East Stand and the trees. It would clearly be a new feature and increase the presence of the stadium. The sweeping roof would remain evident and would continue the evolution of the campus.

**View 8: View from pathway with Philips Park looking east towards site** would be an open view from the footpath in Philips Park towards the Stadium. It is dominated by the grassy landscape of park and mature tree planting. The structural steels of the stadium are evident.



***View 8: View from pathway with Philips Park looking east towards site (existing left; proposed right)***

The proposal would be visible above the trees and form a vertical feature and distinctive roof structure. The extension would not exceed the height of the surrounding buildings and the materials would be sympathetic to the main stadium.

**View 9: View south towards site from pedestrian crossing on Alan Turing Way**

**A6010, at junction with Brisco Lane** would form an open view looking towards the stadium from Alan Turing Way. Alan Turing Way dominated the view along with the emerging context created by the construction of the COOP Live arena.



***View 9: View south towards site from pedestrian crossing on Alan Turing Way A6010, at junction with Brisco Lane (existing left; proposed right)***

There would be a minor change with the proposal visible above the COOP Live arena which would remain the dominant building.

**View 10: View from pathway in Saxon Saint Park looking south east towards site** is an open view from Saxon Saint Park towards the stadium. The stadium is evident but is screened by trees.



***View 10: View from pathway in Saxon Saint Park looking south east towards site (existing left; proposed right)***

The proposal would remain visible in the centre but its prominence above the trees would increase forming a new vertical feature. Its scale would respect its context.

**View 11: View from Canal Footpath adjacent to Lock 6** is an open view from the footpath on the canal looking towards the Stadium. Mature trees screen the North Stand. The proposal would be visible on the right hand side above the tree line.

It would form a large and significant building. The assessment has shown that the development would, in most cases, provide a beneficial improvement to the townscape in terms of character and urban grain.

The assessment has highlighted that the enlarged stadium becomes more dominant in some views, particularly where they are seen by large numbers of people travelling to and from the campus.

### **Impact of the historic environment and cultural heritage**

The site is not in a Conservation Area but nearby Listed Buildings could be affected. The urban grain around the site contains large scale buildings such as the Stadium, a regional arena, 10 storey apartments buildings and other sporting venues but there are also surface car parks and cleared sites.

The site has been mined for coal historically. The Bradford Colliery was built in the late 18<sup>th</sup> Century and was operational until the mid-1960s. The Ashton Canal was integral to the transportation of coal, and other goods.

An assessment of the impact of the proposal has considered a 1 km zone around the site. This has identified 13 listed buildings and 2 registered parks. These assets are: Public Laundry (Grade II), Brunswick Mill (Grade II), Former Cotton Mill Immediately West of Brunswick Mill (Grade II), Ashton Canal Lock Number 8 (Grade II), Ashton Canal Lock Keepers Cottage on Southside of Lock Number 7 of Ashton Canal (Grade II), Ashton Canal Lock Number 7 with Roving Bridge Immediately East of Mill Street Bridge (Grade II), Ashton Canal Lock Number 6 Immediately East of Forge Lane (Grade II), Victoria Mill (Grade II\*), Entrance Lodge to Main Entrances of Phillips Park Cemetery (Grade II), Phillips Park (Grade II) and Phillips Park Cemetery (Grade II).

A Heritage Report has assessed these assets and considers that 7 could be affected by the proposal. The impact on the setting of the heritage assets has also been evaluated in the townscape assessment.

*Phillips Park (Grade II)* is a registered park and garden. Its significance is derived from being one of the first municipal public parks in Manchester. Many of the original features remain including the serpentine paths and the amphitheatre (also known as tulip valley) but the bandstand, the glasshouses and two of the ponds are no longer in place. The setting of the park has evolved over time. Given the inward nature of its design, its wider setting makes a minimal contribution to its significance. There are points where the park is close to the site and its vacant nature has a neutral contribution its setting.

*Phillips Park Cemetery (Grade II)* is a registered park and garden. Its significance derives from being the first municipal cemetery in Manchester. As with Phillips Park, the area around the cemetery has changed over the years. However, the mature setting of trees and boundary walls, minimises the impact of the wider urban setting on the cemetery area and the vacant status of the site has a neutral impact on it.

*Entrance Lodge to Main Entrance of Phillips Park Cemetery (Grade II)* the significance of the Lodge principally relates to its connection to Phillips Park Cemetery along with its architectural merit. Its position on the junction of Alan Turing Way and Briscoe Lane means its setting is seen in the same context as Alan Turing

Way, the buildings at the Stadium and the site. The relevant distances of these features allows the listed building to remain fully legible in the street scene with only marginal impact on its overall setting.

*Ashton Canal Lock Number 6 (Immediately East of Forge Lane) (Grade II)* the significance of the asset relates to Ashton Canal which was built to supply coal from Oldham and Ashton under Lyne to Manchester and opened in 1796. Architecturally the use of pound locks were an example of the use of technologies employed at the time and which are still in use today. The Ashton Canal provides the main setting to the lock and from where the listed structure is best experienced. The wider setting has changed over time from the former industrial uses to the buildings and surface car parks associated with the Etihad Campus the latter of which, at best, has a neutral impact on the lock.

*Ashton Canal Lock Number 7 with Roving Bridge Immediately East of Mill Street Bridge (Grade II)* as with lock 6, the significance of asset is its relationship with the Ashton Canal and the mechanical operations of the lock. The urban environment around the lock has changed over time with high density residential accommodation now in its setting. The adjacent Lock Keepers Cottage (Grade II) is also seen in its setting and has group value. The site is in the background of the listed structure and its vacant nature has a neutral impact on the setting of the lock.

*Ashton Canal Lock Keepers Cottage on South Side of Lock Number 7 of Ashton Canal (Grade II)* as with locks 6 and 7, the significance of the listed structure relates to its proximity and relationship with the Ashton Canal. The Lock Keepers Cottage was the home of the lock operator who was an integral part of lock safety. The principle facade of the cottage faces the canal which allows it to be appreciated when travelling in east/west directions. The cottage has been modified over the years which has diminished some of its architectural value. The setting has been eroded with the development of high density homes which now form the backdrop to the cottage from the canal corridor. The site has a neutral impact on the cottage from within the canal corridor due to its vacant nature.

*Victoria Mill (Grade II\*)* a former cotton mill now used as homes and offices. The building has been modified, but its distinctive chimney and exterior remain largely intact. Its setting has been altered over time with other mill buildings and infrastructure being demolished with the mill now adjacent to a children's playground and low rise housing. The Mills relationship with the Ashton Canal remains intact. The site is situated in the far background of the setting of the listed Mill and due to this distance, and vacant nature, has a minimal impact on its setting.

The heritage assessment has considered the impact on the historic environment particularly in the key views that were identified as part of the townscape visual impact assessment.

The scale of the impact and the impact on the significance of the heritage asset, has been judged to result in a low level of less than substantial harm to their setting and significance and this low level of harm has been considered against the relevant tests in the NPPF. It is also acknowledged that there would be some heritage benefits,

principally derived from the removal of this vacant site from the setting of the heritage assets and enhancements to landscaping and improved setting of the proposal.

The key conclusions and impact on the significance of the heritage assets, within the relevant viewpoints, are summarised as follows:

*Phillips Park (View 8)* the proposal would be marginally visible when looking outwards from the park due to the increase in height of the stadium. Any impact on Park should be balanced against the evolution of development in the area. The view represents one view amongst many from in the park. The setting of the park has continually evolved from its industrial past to the most recent regeneration activity. The park's significance is also derived from providing an open, inward looking space for visitors to escape urban life. This significance would be retained with the development in situ with visitors being able to enjoy the key features of the space with the arena representing another part of development evolution of the area. The overall effect is a low level of harm to its setting and significance.

*Phillips Park Cemetery* the proposal would not be visible within the Cemetery due to the presence of the COOP Live arena

*Entrance Lodge to Main Entrance of Phillips Park Cemetery (View 9)* the setting of the lodge would be materially altered. The COOP Live arena has already altered this view resulting in the previous long range view of the North Stand being lost. There would be no impact on the lodge and its historical and architectural significance would remain legible and understood.

*Ashton Canal Lock Number 6 Immediately East of Forge Lane (View 4 and 8)* would be seen in the same context as the proposal when viewed from the canal. This would result in a low level of less than substantial harm to the overall setting of the lock and canal. The significance of the lock would not be materially impacted given its significance is derived from its mechanics and role within the Ashton Canal network which would remain understood and legible within this setting. The proposal would bring some heritage benefits to the lock and canal environment through the increase in surveillance from footfall along the towpath, which would allow for an appreciation of the lock and canal, together with landscaping improvements on the southern side of the area which overlook the canal towpath.

*Ashton Canal Lock Number 7 with Roving Bridge Immediately East of Mill Street Bridge (View 2)* the lock significance is as a result of its relationship with the Ashton Canal and the mechanics and engineering of the lock. The proposal would be seen in the same context as the lock and canal, forming a large dominant background feature. This would result in a low level of less than substantial harm to its setting. The significance of the lock would remain legible and clearly understood both individually and as part of the wider canal network. As with lock number 6, there would be some heritage benefits with greater public use of the canal network which would allow them to be appreciated.

*Ashton Canal Lock Keepers Cottage on South Side of Lock Number 7 of Ashton Canal* the proposal is a dominant feature alongside the cottage which would result in a low level of less than substantial harm to its setting. The significance of the cottage

is, however, derived from its association with the Ashton Canal and listed locks all which remain legible and understood. The vacant nature of the site an open backdrop to the listed cottage, has not always been the case given the industrial past. The proposal represents the next stage of the regeneration of the area.

*Victoria Mill* the proposal would be slightly visible from Lower Vickers Street within Victoria Park resulting in some visibility whilst experiencing the setting of Victoria Mill. The relative distances between the proposal and the mill would not result in a material impact on its setting of the listed building with the North Stand development forming part of the varied buildings and forms in this part of East Manchester.

This major development would be seen in the same context of heritage assets. It would, in most instances, result in a low level of *less than substantial harm*, as defined by paragraph 202 of the NPPF, to the setting and significance of them. However, in each instance they would remain legible and understood and outweighed by the substantial regeneration benefits that the proposal would bring. It is considered that this would provide the public benefits required by the paragraph 196 of the NPPF which outweighs any harm which arises. These public benefits are considered in detail below.

### **Assessment of Heritage Impact**

The proposal would result in instances of a low level of less than substantial harm, as defined in the NPPF, as a result of changes to the setting of some listed buildings, listed locks and registered parks.

It is necessary to assess whether this impact suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the important the asset, the greater the weight should be). Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in para 202 of the NPPF.

This is a development site, as defined within policy EC7 of the Core Strategy. This proposal would regenerate this key site in line with Council policy.

An expanded and enhanced North Stand, new workspaces, hotel and ancillary football related uses (club shop, museum and food and drink together with conferring space) within a high quality building would be developed and integrated into the existing infrastructure and public realm. It would be a complementary form alongside the other sporting and leisure uses and would be a positive addition to the area.

The development would result in £300 million of investment and the creation of 2,678 full time equivalent jobs during the 3 year construction period. Jobs would be targeted at Manchester residents and would be secured through the legal agreement. When the development is operational there would be 1,131 new full and part time roles created.

The building would also be designed with sustainability at its heart and would be a high quality and innovative design.

The visual and heritage assessments demonstrate that a low level of harm to the heritage assets would arise with the proposal viewed in the same context as the listed buildings/structures and park/cemetery.

The level of harm is low level as their significance would remain legible and understood both individually and where there is group value. The development must be understood in terms of evolution of the site and the change in built form which has occurred over many years. Previous development would have had a similar relationship and impacts with these heritage assets.

Mitigation and public benefits are derived from the continued regeneration of East Manchester which would bring jobs and support supply chains both locally and regionally. The architecture and public realm would bring heritage benefits. The building would use the most up-to-date technologies to ensure it is highly sustainable and minimises its contribution to climate change in the form of carbon emission and the manner in which its energy usage is generated.

Whilst there would be some heritage impacts, this would be at the lower end of less than substantial harm with the significant public benefits associated with this development more than outweighing this low level of harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 202 of the NPPF.

### **Impact on Archaeology**

There was a major programme of remediation in 2010-11 immediately to the east of the Stadium, preceded by open-area archaeological excavation, which uncovered significant below-ground remains of the former Bradford Ironworks and Bradford Colliery. The 2014 permission to expand the Etihad Stadium agreed a written scheme of investigation for the North Stand area but this was never implemented.

The site could contain below-ground remains of archaeological interest, specifically terraces of mid-19th-century back-to-back workers' cottages along the former Wood Street and Eldon Street adjacent to the North Stand.

Should any cottagers survive in-situ, they would warrant recording archaeologically and therefore Greater Manchester Archaeology Unit have recommend a condition to secure this which would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

### **Impact on the highway network/transport/car parking issues/sustainable travel**

The site is highly accessible. There are dedicated tram and bus stops which directly serve the Campus. Walking and cycle routes which link the city centre with the Campus, some of which are being upgraded as part of the COOP live arena with new lighting, cleaning and footway improvements to make the routes more attractive and



safer. Manchester Piccadilly station is a 25 minute walk. There are bus stops on Alan Turing Way, Ashton New Road and Braford Road/Briscoe Lane.

Newton Heath, Clayton, Openshaw, Ardwick, city centre and Miles Platting are all within 25 minutes walking distance. Cycle infrastructure on Alan Turing Way and the Ashton Canal towpath form part of the National Cycle Network.

There are 272 cycle spaces at the Campus with further provision at the Tennis and Football centre entrance and Etihad Metrolink stop. The city centre is a 10 minute cycle ride with Ashton-Under-Lyne and Stockport being 10-20 and 20-30 minute away respectively. Ashbury, Ardwick and Piccadilly Train Stations are all within a 10 minute cycle ride. The site would also benefit from any extension to the cycle and walking network through the Bee Network.

There is car parking at the Campus on match and event days. This is a pre booked with supporters and visitors advised of alternative ways to travel to the stadium.

The 2014 planning permission to expand the North and South Stands considered in detail the traffic and highway implications of a 62,170 capacity. It was determined that subject to a series of highway interventions measures, including no additional car parking, the expansion of the stadium was acceptable. Although only the South Stand was extended at that time, all of the highway measures secured as part of the S106 were implemented. The measures agreed were as follows:

- Monies to expand the existing Residents Parking Zone;
- 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 legal agreement also secured a travel plan and movement strategy which sought to promote and take advantage of the excellent public transport and links to the city centre and wider area.

The COOP Live arena application, submitted and approved in 2020, reviewed the transport strategy for the campus. Whilst an arena event on its own would generate significantly less movement than a match or event at the stadium, there would be 10-15 occasions where events at the two venues would coincide. This represented the '*worst case scenario*' of traffic and highway impacts given the previous permission to extend the North Stand remains extant. The arena planning permission secured a specific operational strategy for when events coincide.

A variety of transport initiatives were secured as part of the arena planning permission to support movements to and from the Campus and restrict further car journeys to the Campus, including:

- Monies to expand the existing Residents Parking Zone;
- Events Operations Plan;
- Improvements to walking Routes: Ashton New Road, City Link Route; and
- Provision of 240 covered cycle stands.

These measures are being implemented as part of the arena and all the measures should be in place by the time the arena becomes operational in early 2024.

A transport assessment has been prepared as part of the Environment Statement which considers the transport implications of this proposal.

The traffic modelling for a capacity stadium event and capacity arena event was considered as part of the arena planning application. This has demonstrated, to the satisfaction of Highway Services, that there are no unduly harmful impacts on the network and all junctions continue to function.

The traffic management arrangements already in place for the Stadium and Arena are adequate to manage the traffic impacts from this proposal.

The implementation of the enhanced RPZ, and other sustainable transport mitigation measures associated with the COOP Live arena, would reduce car journeys to Campus.

A trip generation assessment has been undertaken for the hotel and workspace which has demonstrated that the trip generated are also acceptable.

The promotion of the highly accessible location of the Etihad Campus, remains the most appropriate method to limit car borne journeys to the Stadium. It is also anticipated that this would be a downward change as further improvements are made to public transport, walking and cycling infrastructure.

The assessment identifies modes that are used to travel to the Stadium on match and event days, the current modal split and the projected modal split with the additional stadium capacity (and continued improvements to the travel plan). The emphasis of the strategy is to reduce and discourage the numbers of supporters and visitors travelling to the site by car.

In order to improve modal split it will be necessary to continually review and monitor the Etihad Stadium and Campus Travel Plan. The applicant has identified public transport and walking (primarily from city centre public transport hubs), travel by bus and travel by Metrolink as the key areas of focus. A separate travel plan would be required for the hotel and workspaces which would focus on minimising car journeys and promoting public transport.

The enhanced food and beverage offer at City Square, would increase dwell time allowing staggering of arrival and departure times. These behaviours are already evident on match and would therefore impacts on the travel peaks at the campus.

Walking routes between the city centre are being improved as part of the COOP Live arena, including the Ashton New Road, City Link and Ashton Canal Towpath routes. 240 covered cycle spaces would be installed in close proximity to cycle routes to the campus. A further 200 are proposed as part of this applications

Modifications are required to the junction of Gate 3 and Alan Turing Way to improve the access to the hotel. This would require the creation and integration of the footways and tactile paving. The modifications would improve accessibility at the Campus for servicing vehicles and enhance the pedestrian and cycling environment. These arrangements are acceptable to Highway Services subject to final details being agreed by condition.

A constriction management plan should be agreed to minimise the highway impacts during the construction period. This would involve no contractor parking on match and event days, a traffic management plan and dilapidation survey of the local highway network. this should be secured by condition.

### **Accessibility**

The proposal would have step-free, level access and wide entrances and accessible lifts on all floors. The public realm could be navigated and accessible by users with mobility, hearing, and visual impairments. Clutter would be avoided and age friendly street furniture would be proposed.

New universally accessible positions are proposed within the North Stand expansion. There would be accessible rooms in the hotel which would include wet rooms.

Electric buggies would be available to transport partially ambulant people to and from the hotel entrance.

### **Ecology**

An ecological mitigation report concludes that the development would not result in any significant or unduly harmful impacts to local ecology given its current condition. Greater Manchester Ecology Unit concurs with the findings.

Scrub vegetation and trees would be removed. No protected species or nesting birds were identified and provided the vegetation is not removed in bird nesting season there is no particular risk.

The report acknowledges the proximity of the proposal to the Ashton Canal. The Metrolink line provides a suitable barrier but dust suppression measures would be required and should be agreed through a construction management plan condition. The drainage strategy would ensure that there is no run off or drainage into the canal area. The loss of green infrastructure is mitigated by the landscaping which includes tree and shrub planting. This would enhance green infrastructure and biodiversity in line with policy EN9 of the Core Strategy.

## Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The site is at the junction of Joe Mercer Way, which links directly to the COOP Live Arena, Alan Turing Way, City Link and the Ashton Canal. This area is the focus for supports and visitors on match and non match days.

Enhanced hard and soft landscaping would be delivered as part of the proposals. The focus of the works would be the improvements at City Square – the key arrival point for pedestrians from the north side of the Campus.



### ***Layout showing new hard and soft landscaping***

A covered fan zone would be created at City Square for up to 3000 fans. 6 trees would be planted beneath the canopy. Hard landscaping is proposed in City Square to reflect its heavy use and maximise circulation and crowd management.



### ***Covered City Square***

To the public realm to the north east of the hotel would enhance its setting and create a safe environment for pick up and drop off. Trees and shrubs would be planted. Seating would be age friendly.



### ***Public realm improvements along the new access to the Hotel***

## **Effect of the development on the local environment and existing residents**

### **(a) Sunlight, daylight, overshadowing and overlooking**

A daylight and sunlight report considers the impact of the development on the sunlight availability to the amenity space within the proposal including City square, landscaping on the approach to the North Stand entrance and individual landscaped areas adjacent to the hotel entrance and access road.

City Square would be shaded by the North Stand and the proposed buildings and would receive a transient sunlight exposure for most of the day on less than 50% of its area and would not comply with the relevant guidance. However, given the transient use of the space to enter and exit the stadium and its small size, the impact would not warrant any change to the scheme.

The landscaped areas to the north east of the stadium would be unshaded by the development from 07:00 to 09:00 with the northern and eastern extents of the areas continuing to receive sunlight until 14:00. As these spaces would be fully exposed to sunlight for at least two hours on the March equinox, the impact is considered to be nongullible.

There would be no overlooking from the development to nearby homes.

### **(b) TV reception**

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television services but should any arise it could be mitigated through antenna upgrade or realignment of the transmitter.

A condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

### **(c) Air quality**

The site is not located within the Air Quality Management Area (AQMA) but lies adjacent to it along Alan Turing Way. Air quality conditions are known to be poor as a result of vehicular emissions. An air quality report, which forms part of the Environmental Statement, considers the impact of the construction and operational phases of the development on local air quality conditions.

During the construction phases there could be impact from dust, earth works/construction and vehicle emissions which would be minimised through good practice which should remain in place for the duration of the works and should be a condition of the planning approval through a robust construction management plan.

The Etihad Campus is supported by a comprehensive travel plan and movement strategy. There have been significant improvements to the walking routes to the Campus as part of the mitigation measures for the COOP Live Arena and other highway improvements. The campus has excellent public transport links including its own dedicated tram stop.

Car journeys to the stadium are discouraged and walking, cycling, tram and rail promoted. 240 covered cycle spaces have been created as part of the COOP Live development which is pepper potted throughout the campus.

Environmental Health concur with the conclusions and recommendations in the air quality report that the proposal would have a negligible impact on local air quality conditions. The proposal would comply with policy EN1 6 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

#### (d) Wind environment

A wind assessment has assessed the potential effects of the arena on the wind environment and mitigation measures which would be required to minimise the impact on the wind microclimate.

The assessment shows that generally the development would result in the areas around the North Stand being suitable for sitting and standing with all the entrances being located in suitable positions. There would be a small area in the southwest part of the stadium where the effects of the proposal have caused a modest increase on existing conditions. The landscaping scheme is likely to improve conditions and conditions would be safe when the stadium and its concourse is in peak use. The report concludes that there are no detrimental or harmful impacts and the wind conditions at all thoroughfares, entrances and amenity locations are all considered to be within acceptable limits.

#### (e) Lighting

A lighting assessment notes that the urban location and the proximity of street lighting along Alan Turing Way, means that the area is already surrounded by intensive lighting.

Any additional lighting at the stadium should consider the impact on the nearby canal corridor which is sensitive to changes in lighting conditions. Final details of lighting should be agreed by planning condition.

### **Fume extraction**

Fume extraction would be required for the commercial operations. A suitable scheme can be integrated into the scheme and a condition is recommended.

### **Noise and disturbance**

The Environmental Statement provides supporting documentation on the effects of the construction and operational effects of the proposal on noise and vibrations and is a key requirement for policy DM1 of the Core Strategy and extant policy DC26 of the UDP.

The construction impacts would not give rise to any unduly harmful impacts which cannot be mitigated. The north stand is a suitable distance from any homes and is surrounded by commercial buildings. Measures can be adopted for the duration of the development to minimise impacts, and these can be secured through the construction management plan condition.

The expanded capacity of the stadium is within the capacity established by the 2014 permission. The noise assessment has modelled the noise egress and takes into account the changes in geometry of the North Stand, increased noise from the additional seats and changes in sound absorption.

The modelling indicates that noise egress during a match from the expanded stadium is not expected to increase the ambient noise due to the adsorption capacity of the new roof and its angle.

The stadium is also used for music events and concerts which 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. The noise modelling for concerts shows a similar negligible result to football matches with the geometry of the new roof reducing noise egress levels.

The assessment demonstrates that there are benefits from the proposed sheltered fan zone at the North Stand from increased screening provided by the new structure.

Planning conditions would also be required to agree any new plant.

The noise output from the operation of the stadium, for football and events, would be similar to existing. There will be some short term, temporary impacts from the construction process primarily from piling works during the substructure phase

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

### **Waste strategy and management**

This is a large and significant development with differing waste requirements depending on the use. Waste would be generated as follows: stadium (general admission areas), stadium (hospitality areas), covered fan zone, workspaces, club shop and museum and hotel together with the food and beverage outlets. In each of these areas, small quantities of specialist waste (for example bulky or hazardous waste) would be generated which would be managed separately from the main waste streams and collected by specialist contractors.

There is an existing waste management strategy which this development would utilise. Waste is initially held locally in interim stores before being transferred to one of the stadiums designated collection points by the sitewide FM team.

General waste and mixed recyclable are transferred to the Etihad Campus existing central waste compound where specialist equipment such as roll-on roll-off



compactors for each waste stream are held. This equipment provides sufficient storage capacity to hold waste generated by the existing stadium.

While most waste streams will be transferred to the central campus waste compound for collection, there are two exceptions: Glass waste bins are collected by the Club's catering contractor from the stadium's B gate. Glass bins are held locally during the course of a match. The bins are then emptied on collection days. Food waste is also collected from the stadium's B gate where it is either taken to an anaerobic digester or the CFA composting unit to be treated.

Proposed Development is expected to generate up to 4,056kg of waste on a match day: 3,000kg from the stadium; 1,056kg from the other uses. A review of the capacity of the existing arrangements has therefore been reviewed.

41 x 1000 L Eurobins currently serve the stadium's waste needs. 7 additional 1,100 L Eurobins would be required to meet the needs of the expanded North Stand. Space has however been created for an additional 12 x 1100 L Eurobins within the waste stores at various levels of the North Stand.

A dedicated store would be created for the hotel and food and drink uses. These uses are expected to generate 226kg of general waste, 295kg of mixed recyclables, 230kg of organics and 72kg of glass waste each day. This equates to 2,656 litres of general waste, 4,765 litres of mixed recyclables, 793 litres of organics and 159 litres of glass waste. The hotel waste store therefore needs to provide enough capacity for a day's worth of waste. The following bins are therefore required within the hotel store: 3 x 1,100L bins for general waste; 5 x 1,100L bins for mixed recyclables; 4 x 240L bins for organics; and 1 x 360L bin for glass.

All waste would be transferred from on-site stores to one of the collection points around the Etihad Campus. Residual waste and mixed recyclables will be transferred to the Etihad Campus' central waste compound, where they will be stored in portable compactors. Meanwhile, organic waste will be collected from the stadium's B gate and either sent to the City Football Academy or to an off-site AD plant for treatment. Glass waste will also be collected from the B gate.

Additional compactors would be required in the central waste compound to meet the additional capacity created by the North Stand expansion.

Environmental Health have reviewed the waste management arrangements and consider them to be acceptable.

There would also be a requirement for waste collections/street cleaning on the surrounding streets after matches/events. This arrangement currently exists for stadium events and has previously been secured by a legal agreement. This arrangement should also apply to this application.

The waste strategy would meet Council standards and will form part of the conditions of the planning approval together with the securing of the street cleaning after events as part of the legal agreement.

## **Water quality, drainage and flood risk**

The site is in flood zone 1 'low probability of flooding' and in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and from the sewer network. An increase in surface water run-off and/or volume from new developments may exacerbate local flooding problems.

A flood risk assessment and drainage strategy have been considered by the Environment Agency and the Flood Risk Management Team. This demonstrates that the proposal would not create any unacceptable flood risk or create flooding elsewhere.

As part of the enabling works approved under planning permission 135764/FO/2022, a satisfactory drainage scheme was agreed to manage surface water and attenuation at the site.

On the basis that the proposal is carried out in accordance with this strategy, both the Flood Risk Drainage Team and the Environment Agency have raised no further comment on this matter as part of this proposal.

The proposal should be conditioned to ensure the drainage strategy complies with planning permission 135764/FO/2022.

## **Designing out crime**

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area whilst also recognising that there needs to be a building facade and security strategy to minimise risks and threats to the building and its users.

The site would be covered by an extensive CCTV and lighting system which would remain operational on non-event days. The Campus has on site security including A security presence.

The public realm and the number of entrances and exits would manage crowd flows and pedestrian movement together with mass entrance and exit to the building. Crowd management and safety would be a key part of event management.

Physical measures in the form of Secured by Design stand doors, window and locks are recommended together plus landscaping designed to respond to safety and security considerations.

A condition would ensure that the CIS is implemented in full in order to achieve Secured by Design Accreditation.

## **Ground conditions and previous coal mining activity**

There is known contamination from previous industrial uses, and recorded and unrecorded shallow coal workings from previous mining activity and a ground conditions report and a coal mining risk assessment have been submitted.

The Coal Authority have raised no objection subject to further intrusive investigations being carried out to establish the risks posed by previous coal mining activity. This may require remediation works to stabilise any land together with verification of any works. The Coal Authority are satisfied that this work can be agreed by condition.

Environmental Health have considered the ground conditions assessment and require further details in respect of gas monitoring and an updated remediation strategy if required once the gas monitoring is complete. A verification report should be provided once the remediation works have been completed.

A piling condition is required by the Environment Agency to demonstrate that there would be no resultant unacceptable risk to groundwater

The approach for the contamination, piling and coal mining should form conditions to comply with policy EN18 of the Core Strategy.

## **Construction Management**

Measures would be put in place to help minimise the impact of the development on local residents such as dust suppression, machinery silencers and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site.

There is unlikely to be any cumulative impact from the construction elements of the development. There is a limited amount of construction activity within this part of the city and due to the close proximity to major roads, this would ensure such vehicular movements are able to quickly access the strategic road network. The COOP Live is due to become operational in early 2024 ensuring no conflicts with activities at this development.

Construction activities would start on site, subject to planning permission, in October 2023 with the North Stand becoming operational in August 2025. The other commercial buildings would be completed in November 2025. The site will be secured with a 2.4m-high solid hoarding

The main point of entry for site operations will be off Rowsley Street, with contractor staff vehicles accessing contractor parking from Ashton New Road (grey car park) and Alan Turing Way (car park K). This entrance may also be used on occasion for plant and materials deliveries by pre-agreement and under controlled escort when on site. The site location is bounded by several main arterial routes, meaning the increase of construction traffic and any noise associated with it, will have little if no impact on the surrounding businesses and residents.

Egress from the development area for deliveries will be via Gate 7 onto Ashton New Road.

Contractor parking would be on the Campus in two locations - the grey car park / away day parking. Another area located specifically within the campus is car park K via entrance gate 2 with a total number of 120 parking spaces. Due to the pressures on parking at the campus on match and event days, there shall be no construction activities taking place during this time to minimise the impact on car parking. This would be secured by planning condition.

The main access and site access haul roads would require regular cleaning and maintenance. Site haul roads will be set up to provide clean access around the site as necessary. Wheels of vehicles leaving the site would be washed with a jet wash to remove any larger debris at associated locations before entry onto the public highway. A road sweeper would also be deployed.

Measures will be taken to dampen any area prone to generation of dust. Smaller handheld tools would be fitted with localised dust collectors or dust suppression systems. Earth mounds would be kept sufficiently damp to further limit wind impact. Dust monitors would monitor conditions.

The site compound and facilities would be in the campus and would have a five storey welfare unit containing office space, canteen, toilet and changing facilities catering for up to 750 operatives at peak.

Provided appropriate measures are put in place the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

### **Aerodrome safeguarding**

Given the scale of the development, the proposal has been considered with regards to any potential impacts on aerodrome safeguarding. There are no safeguarding objections to the proposal subject to informative with regards to use of cranes.

### **Public Opinion**

The proposal would complement the design and scale of the Stadium as one of the most significant buildings at the heart of the Campus.

There are operational management strategies at the stadium which seek to minimise the impact of the stadium matches and events on the local highway network, crowd management and waste management. These arrangements would continue to be in place when the North Stand is expanded.

Noise from the stadium would not increase as a result of the changes to the North Stand. The stand would improve the acoustic performance inside the stadium.

The impact of the LED screens would be considered as part of a separate Advertisement Application including any impact on nearby homes.

Measures have previously been put in place to improve walking and cycling infrastructure at the Campus. There would be a requirements to review the operations of the tram stop as part of both the construction process and when the development becomes operational.

## **Legal Agreement**

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. Movement Strategy at the Etihad Campus: the section 106 would secure monies to implement measures to enhance movements around the various

venues at the Etihad Stadium, particularly pedestrian movement. This accords with policies SP1, EC1, EC5, EC7, T1, 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 impact on amenity 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).

## **Conclusion**

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The proposal would continue the transformation of the Campus with a £300 million investment creating a stadium which matches its international profile. The Campus has become a visitor destination in its own right. The COOP Live arena will become operational in 2024 and alongside the other national sport venues, makes the campus an ideal location for new facilities such as a hotel, workspaces, food and beverage, conferences facilities and enhanced fan zone.

The campus's international profile for sporting events, would be enhanced by these facilities and further drive forward the regeneration of East Manchester bringing jobs and economic growth to the area.

This is wholly consistent with strategic planning policies for the site and the long term regeneration objectives for the area as outlined within the Manchester Core Strategy (policies EC1, EC3 and EC7), the UDP (saved policy EM11) and significant weight should be given to this (paragraph 80 of the NPPF).

The Etihad Campus provides a highly sustainable and well connected site with an international profile for sporting excellence with a long held planning policy priority to deliver economic activities associated with the growth of Manchester City Football Club.

A comprehensive travel plan which prioritises public transport already exists for the Etihad Campus. The Residents Parking Zone is due to be expanded before the COOP Live arena becomes operational which would also help reduce car journeys associated with this development ensuring that the significant infrastructure connecting this site, such as walking, cycle, tram, rail and bus journeys is fully utilised (paragraphs 103, 105 and 111 of the NPPF).

An innovative building is proposed which would be low carbon, meet biodiversity requirements and have significant social value impacts (paragraph 131 of the NPPF).

It has been demonstrated that the proposal would have no unacceptable impacts on the local area through noise, air quality, water management or wind conditions. Waste can be managed and integrated into the Etihad Campus system.

There would be some localised impacts on the historic environment with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would be delivered as a consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraphs 193 and 196 of the NPPF).

### **Other Legislative Requirements Equality Act 2010**

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

**Human Rights Act 1998 considerations** – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation**      **Minded to Approve** subject to the signing of a section 106 agreement with regards monies for a movement strategy around the Etihad Campus, community use, local labour commitments and waste management arrangements

### **Article 35 Declaration**

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with other matters. The proposal is considered to be acceptable and therefore determined within a timely manner.

## **Reason for recommendation**

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

#### Drawings

NSE-POP-ZZ-ZZ-DR-A-000090 Rev 01, NSE-POP-ZZ-ZZ-DR-A-009100 Rev 01, NSE-POP-ZZ-ZZ-DR-A-009101 REV 01, NSE-POP-ZZ-ZZ-DR-A-009102 Rev 01, NSE-POP-ZZ-ZZ-DR-A-009103 Rev 01, NSE-POP-ZZ-ZZ-DR-A-009104 Rev 01, NSE-POP-ZZ-ZZ-DR-A-009105 Rev 01, NSE-POP-ZZ-ZZ-DR-A-009106 Rev 01, NSE-POP-ZZ-ZZ-DR-A-009107 rev 01, NSE-POP-ZZ-ZZ-DR-A-009108 Rev 01, NSE-POP-ZZ-ZZ-DR-A-009109 Rev 01, NSE-POP-ZZ-ZZ-DR-A-009110 Rev 01, NSE-POP-NS-ZZ-DR-A-000200 Rev 01, NSE-POP-NS-ZZ-DR-A-000301 Rev 01, NSE-POP-NS-ZZ-DR-A-000302 Rev 01, NSE-POP-NS-ZZ-DR-A-000303 Rev 01, NSE-POP-NS-ZZ-DR-A-000304 Rev 01, NSE-POP-NS-ZZ-DR-A-000240 Rev 02, NSE-POP-NS-ZZ-DR-A-000241 Rev 01, NSE-POP-NS-ZZ-DR-A-000243 Rev 01, NSE-POP-HT-ZZ-DR-A-000244 Rev 01, NSE-POP-CM-ZZ-DR-A-000245 Rev 01 and NSE-POP-ZZ-00-DR-A-000600 rev 04

All stamped as received by the City Council, as Local Planning Authority, on the 18 April 2023

#### Supporting information

Design and Access Statement (Including Signage Strategy and Landscaping and Public Realm Strategy) prepared by Populous, Planning Statement prepared by Deloitte, Archaeological Desktop Report prepared by Salford Archaeology, Archaeological Watching Brief prepared by Salford Archaeology, Statement of Consultation prepared by Deloitte, Crime Impact Statement prepared by GMP, Crowd Modelling prepared by Movement Strategies, Daylight/Sunlight Assessment prepared by Buro Happold, Ecology including the Preliminary Ecological Assessment prepared by Helen Hamilton Ecology, Heritage Statement prepared by Deloitte, Operating Schedule / Event Management Strategy prepared by Manchester City Football Club, Sustainability Statement prepared by Buro Happold including the following technical appendices:

1. Green and Blue Infrastructure Statement prepared by Deloitte
2. BREEAM Pre-Assessment prepared by ME Engineers
3. Energy Statement prepared by ME Engineers
4. Whole Life Carbon Assessment prepared by ME Engineers
5. Local Labour Agreement prepared by Manchester City Football Club
6. Social Value Toolkit prepared by Deloitte



## 7. Economic Impact Assessment prepared by Amion

Topographical Survey prepared by Survey Operations, TV Reception Survey prepared by ME Engineers, Ventilation, Extraction and Odour prepared by ME Engineers and Waste Management Strategy prepared by Buro Happold

### Environmental Impact Assessment

#### Volume 1 – Environmental Statement

- Introductory Chapters Deloitte
- Chapter 5 Construction Management and Phasing Proposed Contractors
- Chapter 6 Air Quality BuroHappold
- Chapter 7 Climate Change BuroHappold
- Chapter 8 Water Quality, Drainage and Flood Risk BuroHappold
- Chapter 9 Ground Conditions BuroHappold
- Chapter 10 Human Health Enfusion
- Chapter 11 Noise and Vibration
- Chapter 12 Townscape and Visual Impact Planit-ie
- Chapter 13 Traffic and Transport Arup
- Chapter 14 Wind Microclimate BuroHappold
- Chapter 15 Lighting ME Engineers
- Chapter 16 Socio-Economic Deloitte
- Chapter 17 Summary of Cumulative Effects Deloitte
- Chapter 18 Type 1 Cumulative Effects Deloitte

#### Appendices

##### EIA Methodology

Appendix 2.1. EIA Scoping Report

Appendix 2.2. EIA Scoping Response (dated 12 April 2023)

##### Alternatives and Design Solution

No appendices

##### Site, Surroundings and Description of Proposals

No appendices

##### Construction Methodology and Programme

Appendix 5.1 Construction Management Plan – Laing O’Rourke

Appendix 5.2 Construction Management Plan and Method Statement – Sisk

##### Air Quality

Appendix 6.1 Construction Assessment Methodology

Appendix 6.2 IAQM Assessment Criteria for Operational Impacts

Appendix 6.3 Traffic Data

Appendix 6.4 Model Verification

Appendix 6.5 Human Receptor Locations and Addresses

Appendix 6.6 Modelling Results - Construction

Appendix 6.7 Modelling Results - Operation

## Appendix 6.8 Construction Mitigation

### Greenhouse Gas Emissions

#### Appendix 7.1 Greenhouse Gas Calculations

### Flood Risk and Drainage

#### Appendix 8.1: Flood Risk Assessment

#### Appendix 8.2: Drainage Strategy

### Ground Conditions

#### Appendix 9.1: Geo-Environmental Assessment

#### Appendix 9.2: Coal Mining Assessment

#### Appendix 9.3: Generic Qualitative Risk Assessment

#### Appendix 9.4: Groundwater Risk Assessment

#### Appendix 9.5: Factual Ground Investigation Report

### Human Health

No appendices

### Noise and Vibration

#### Appendix 11.1. National Planning Guidance Noise Hierarchy

#### Appendix 11.2. Construction Data

#### Appendix 11.3 Operational Road Traffic Data

#### Appendix 11.4 Noise Survey Results

#### Appendix 11.5 Construction Results

#### Appendix 11.6 Operational Road Traffic Results

### Townscape and Visual Impact

#### Appendix 12.1 Townscape Effects Table: Baseline and Sensitivity

#### Appendix 12.2. Visual Effects Table: Baseline and Sensitivity

#### Appendix 12.3 Townscape Figures

#### Appendix 12.4 Key views and Photomontage

### Traffic and Transport

#### Appendix 13.1: Transport Assessment

#### Appendix 13.2: Framework Travel Plan

#### Appendix 13.3: Scoping Correspondence

#### Appendix 13.4: Construction Traffic Data

#### Appendix 13.5: Modal Share

### Wind Microclimate

No appendices

### Lighting

#### Appendix 15.1 Lighting Assessment

### Socio-Economic

#### Appendix 16.1 Economic Impact Assessment

### Summary of Residual Effects

No appendices

Type 1 Cumulative Effects

No appendices

All stamped as received by the City Council, as Local Planning Authority, on the 18 April 2023

TA Addendum (ref1662023\_V1.2) received by the City Council, as Local Planning Authority, on the 19 June 2023

Noise response (ref. 053810-0820-1-PN-02-P0) received by the City Council, as Local Planning Authority, on the 27 June 2023

Highway note received by the City Council, as Local Planning Authority, on the 13 July 2023

Reason - To ensure that the development is carried out in accordance with the approved plans pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) Prior to the commencement, a detailed construction management plan outlining working practices and highway management shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Consultation with local residents/businesses;
- Measures to prevent leakages into the Ashton Canal;
- Noise and vibration monitoring;
- Hoarding location and design;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;
- Details to prevent any impact on tram infrastructure;
- Loading and unloading of plant and materials;
- Construction and demolition methods, including use of cranes, (which must not oversail the tramway);
- Swept path analysis;
- Dilapidation survey; and
- Traffic management strategy.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the

environment. Membership of the Considerate Constructors Scheme is highly recommended.

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety, tram safety, air quality and water quality pursuant to policies SP1, EN17, EN16, EN19 and DM1 of the Manchester Core Strategy (2012).

4) All vehicles entering and leaving the site during the construction period shall pass through a wheel wash.

Reason - To ensure that the proposed development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud pursuant to policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

5) No construction vehicle movements outside of the agreed site hoarding line shall take place immediately prior to, during or after a major event / match at the Etihad Stadium. Any construction vehicle movements outside of the agreed site hoarding line prior to, during or after a major event at any of the MCC venues on Campus shall be in strict accordance with a protocol agreed in advance with the MCC Venue responsible for the event.

Reason - In the interest of highway and pedestrian safety together with reducing congestion of the surrounding highway network pursuant to policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

6) No contractor parking will take place at the Etihad Campus immediately prior to, during or after a major event / match at the Etihad Stadium. Contractor parking will not use car parks associated with a major event at any of the MCC venues on Campus, so contractor parking will continue at the Etihad Campus when a major event is being held at any of the MCC venues.

Reason - In the interest of highway and pedestrian safety together with reducing congestion of the surrounding highway network pursuant to policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

7) Prior to the commencement of the development, a Metrolink Specific Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved Metrolink CMP shall include agreed safe methods of working adjacent to the Metrolink Hazard Zone including:

- the retention of 24hr unhindered access to the Metrolink equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational.

- storage of plant and materials used in constructing the development;

- construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway or Metrolink corralling infrastructure);
- the erection and maintenance of security hoarding; and;
- measures to control the emission of dust and dirt during construction.

The approved plan shall be implemented for the duration of the construction period.

Reasons: To ensure an appropriate plan is in place for the safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

8) Prior to the commencement of the development, a strategy for a permanent corralling system to facilitate the safe queuing of Metrolink customers, including designs for, lighting, CCTV and ticket validation, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first use of the development hereby approved.

Reason: To ensure that Metrolink customers are adequately and safely accommodated without detriment to Metrolink Operations pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

9) Prior to the commencement of the development, a crowd modelling strategy, for during both construction and when the development becomes operational shall be submitted for approval in writing by the City Council, as Local Planning Authority. This strategy shall include the worst case scenario, demonstrate that Metrolink customers are not exposed to unacceptable levels of crowding when trying to access the tram stop and the risks associated with overcrowding. The approved strategy shall be implemented as part of the development and thereafter remain in use at all times when the development is both under construction and becomes operational.

Reason: To ensure the risks associated with overcrowding are safely managed pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

10) No excavation or piling works shall be carried out until an appropriate monitoring regime of the Metrolink retaining structures and lift shaft has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall be implemented for the duration of the construction period.

Reason: To safeguard Metrolink infrastructure and operations pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

11) Prior to the commencement of the development, the method for piling, or any other foundation design using penetrative methods, for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

12) No vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the removal works including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

13) a) Prior to the commencement of the development, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Labour Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships  
ii) mechanisms for the implementation and delivery of the Local Labour Proposal  
iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

14) (1) A programme of archaeology works shall be carried out in accordance with the Watching Brief prepared by Salford Archaeology received by the City Council, as Local Planning Authority, on the 18 April 2023. The works are to be undertaken in accordance with the watching brief, which cover the following:

(2). A programme for 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.

- (3). Dissemination of the results commensurate with their significance.
- (4). Provision for archive deposition of the report and records of the site investigation.
- (5). Nomination of a competent person or persons / organisation to undertake the works set out within the approved watching brief.

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy.

15) Prior to the commencement of the development,

a) a scheme of intrusive investigations has been carried out on site to establish the risks posed to the development by past coal mining activity, and;

b) any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is safe and stable for the development proposed.

Shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved intrusive site investigations and remedial works shall be carried out in accordance with the approved documents.

Reason - In the interest of establishing previous coal mining activity pursuant to policy DM1 of the Manchester Core Strategy (2012).

16) Prior to the first use of the development hereby approved, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

Reason - In the interest of establishing previous coal mining activity pursuant to policy DM1 of the Manchester Core Strategy (2012).

17) The drainage strategy shall be carried out in accordance with the Project North Stand Manchester Site Improvement Works Drainage Strategy Project no 053810 (Date 25 April 2023) received by the City Council, as Local Planning Authority, on the 26 April 2023 and Email from seweradoptions@uuplc.co.uk dated 06 June 2023 (approved as part of planning permission 135764/FO/2022). The approved details shall be implemented as part of the development.

Reason - In the interest of a satisfactory drainage scheme being prepared for the site pursuant to policy EN14 of the Manchester Core Strategy (2012).

18) Notwithstanding the following information:

- Environmental Statement: Volume 1, Chapter 9, Ground Conditions, Deloitte, April 2023;
- Project North Stand Manchester, Ground Engineering Desk Study, Buro Happold, Reference: 0053810 Revision P03, 13 April 2023.
- Project North Stand Manchester, Coal Mining Risk Assessment, Buro Happold, Reference: 0053810 Revision P03, 13 April 2023.
- Project North Stand Manchester, Generic Quantitative Risk Assessment, Buro Happold, Reference: 0053810 Revision P02, 13 April 2023.
- Etihad Campus Site Improvement Works, Groundwater Risk Assessment, Buro Happold, Reference: 0053810 Revision P01, 24 February 2023
- Etihad Ground Investigation, Factual Ground Investigation Report, Geotechnical Engineering Ltd, Reference: 37349, 17 March 2023

Prior to the commencement of the development, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Updated ground gas risk assessment following additional monitoring due to no previous readings under low and falling pressure.
- Submission of an updated Remediation Strategy (if required)

The remediation of the site shall be carried out in accordance with the approved 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 EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

19) If, during the development, contamination or conditions not previously identified as part of the agreed documents within condition 18 are found to be present at the site (or in the monitored vicinity) then no further operations shall be carried out until a strategy which details how this unsuspected circumstance shall be dealt with has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and then verified as required by condition 20.

Reason - To ensure that the works to be undertaken do not contribute to, or adversely affect, unacceptable levels of water pollution from previously unidentified contamination sources pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

20) Prior to the development hereby approved being brought into first use, and following completion of the remediation strategy approved as part of condition (18), a Completion/Verification Report shall be submitted for approval in writing by the City Council as Local Planning Authority. This shall demonstrate that the completion of works has been carried out in accordance with the approved remediation strategy and has been effective. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.



Reason - To ensure that the site has been appropriately remediated prior to the commencement of works associated with the redevelopment of the site, pursuant to policies EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

21) Prior to the commencement of development, samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development along with reveals, jointing and fixing details, details of the drips to be used to prevent staining, soffits, air bricks and a strategy for quality control management.

The approved materials used shall then be implemented as part of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Manchester Core Strategy (2012).

22) Prior to the commencement of development, samples and specifications of the louvre screen strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall be included in the materials panel to be agreed as part of condition 21.

The approved louvre strategy used shall then be implemented as part of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Manchester Core Strategy (2012).

23) The stadium capacity hereby approved shall not be used by more than 61,958 spectators at any time.

Reason - To ensure no unacceptable impacts with regards to noise and operational impacts on the residential amenity pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

24) Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) the development here approved shall be used as follows:

- Stadium, hospitality, and concourse facilities available for use both during and outside of event days, an ancillary TV Studio (Sui Generis),
- a Roof-Walk Attraction (Use Class F1(c))

- 391 bed hotel (Use Class C1) with a further 10 suites provided within the North Stand of the Etihad Stadium for hotel or hospitality space (Use Class C1 / Sui Generis); restaurant at Level 1 (Use Class C1 / Class E),
- Workspace Building including a new Club Shop and Ticket Office (Use Class E) at Ground and Level 1, City Museum at Level 2, Leisure Attraction at Level 3 (Class F1(c)); and workspace (Class E) at Levels 4, 5, 6 and 7 and a new covered City Square fan zone and flexible event space with ground floor commercial, leisure, food and drink use (Use Class E and/ or drinking establishment (Sui Generis))

Reason - To ensure that the development is used solely for the intended purpose to safeguard the character of the area pursuant to policies SP1, EC7 and DM1 of the Manchester Core Strategy (2012).

25) (a) Notwithstanding NSE-POP-ZZ-00-DR-A-000600 rev 04 received by the City Council, as Local Planning Authority, on the 18 April 2023, prior to the first use of the development hereby approved, details of hard and soft landscaping treatments (including tree planting, street tree planting, tree species, boundary treatments and appropriate samples of materials of hard landscaping) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first use of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

(c) The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason - To ensure that a satisfactory landscaping scheme for the development and to secure appropriate wind mitigation pursuant to policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

26) Prior to the first use of the development hereby approved, a detailed landscaped management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

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

27) Prior to the first use of the development hereby approved, full details of the specification and locations of bat and bird boxes, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The bat and bird boxes shall be installed prior to the first use of the development and therefore be retained and remain in situ.

Reason - To ensure the creation of new habitats and biodiversity in order to comply with policy EN15 of the Manchester Core Strategy (2012).

28) The development hereby approved shall be carried out in accordance with the Sustainability Statement prepared by Buro Happold including the following technical appendices received by the City Council, as Local Planning Authority, on the 18 April 2023.

A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

29) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least an 'Very Good' rating. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

30) (a) Prior to the first use of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L<sub>aeq</sub>) below the typical background (L<sub>a90</sub>) level at the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved under part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant noise on the local area pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

31) The testing of the emergency diesel generators hereby approved shall be restricted to the following hours and to total no more than 4 hours a year (hotel and commercial buildings) and 8 hours per year (North Stand),

- Monday to Friday 09:00 to 18:00
- No testing to be undertaken at the weekend or on a Bank Holiday

Reason – In the interests of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

32) (a) The acoustic insulation of the North Stand hereby approved shall be implemented in accordance with the following documents:

- Noise response (ref. 053810-0820-1-PN-02-P0) received by the City Council, as Local Planning Authority, on the 27 June 2023
- Chapter and Appendices 11 of the Environmental Statement received by the City Council, as Local Planning Authority, on the 18 April 2023

(b) Prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved within part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - To ensure no unacceptable noise outbreak from the development in the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

33) Each commercial unit, within the development, shall remain as one unit and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

34) The development hereby approved shall be carried out in accordance with Waste Management Strategy prepared by Buro Happold received by the City Council, as Local Planning Authority, on the 18 April 2023. The details shall be implemented

prior to the first event at the development and thereafter retained and maintained in situ.

Reason - To ensure adequate refuse arrangements are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy (2012).

35) Prior to the first use of the commercial spaces within a phase of the development, details of any external areas associated with these commercial spaces (including an Operating Schedule) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers;
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;
- e. days and hours of operation.

The approved plan shall be implemented upon first use of the commercial uses in that phase and thereafter retained.

No amplified sound or any music shall be produced or played in any part of the site outside the building.

Reason - To safeguard the amenities of the occupiers of nearby properties and to ensure an age friendly public realm is created, pursuant to policies SP1 and DM1 of the Core Strategy.

36) Prior to the first use of the commercial uses within the development, a schedule of opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall then be implemented and thereafter the uses shall operate in accordance with them.

There shall be no amplified sound or any amplified music at any time within these spaces unless it can be shown as part of condition 37 that there would be no unacceptable impact on residential amenity.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

37) (a) Notwithstanding Noise response (ref. 053810-0820-1-PN-02-P0) received by the City Council, as Local Planning Authority, on the 27 June 2023 and Chapter and Appendices 11 of the Environmental Statement received by the City Council, as Local Planning Authority, on the 18 April 2023, prior to the first use of commercial units, workspaces, hotel, gymnasium (and any other ancillary commercial spaces excluding the North Stand), a scheme of acoustic insulation for those spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively

(b) Prior to the first use of those spaces within a relevant phase of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

38) Prior to the first use of the development, details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason – To ensure appropriate fume extraction is provided for the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

39) The development hereby approved shall include a building and site lighting scheme including details of illumination of external areas, potential impact on the tram line during the period between dusk and dawn and details of lighting being turned off when not in use. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first use of the development hereby approved.

The approved scheme shall be implemented in full prior to the first use of development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction, personal safety, the safety of the tram lines and impact on the canal corridor in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

41) The development shall be carried out in accordance with the Crime Impact Statement (Rev D ref. 2006/0905/CIS/02) prepared by Design for Security at Greater Manchester Police received by the City Council, as Local Planning Authority, on the 18 April 2023. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Manchester Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

42) The hotel and workspace buildings hereby approved shall be carried out in accordance with the Framework Travel Plan (Appendix 13.2 of the Environmental Statement) received by the City Council, as Local Planning Authority, on the 18 April 2023.

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 visiting and working at the development;
- ii) a commitment to surveying the travel patterns of spectators and staff during the first three months of the first use of the building 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 building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above

shall be submitted for approval 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 spectators, staff and visitors, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

43) Prior to the first use of the development hereby approved, details of the location and specification of 200 covered cycle spaces within the Etihad Campus shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first use of the development and thereafter retained and maintained in situ for as long as the development remains in use.

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

44) Prior to the first use of the development hereby approved, a scheme of highway works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

this shall include the following:

- Modifications to the junction of Gate 3/Alan Turing Way including widening of pedestrian footways to 2 metres, integration with Alan Turing Way and installation of tactile paving;
- Access from Gate 3 upgraded.

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

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

45) Prior to the first use at the development hereby approved, details of a servicing and operational management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include how servicing arrangements will be managed at the development including ensuring the access road remains unrestricted. The approved plan shall be implemented upon the first use of the development and thereafter retained and maintained.

Reason – In the interest of highway and pedestrian safety pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

46) Excluding vehicle activity associated with the operation of events at the development, and movement of waste within the Etihad Campus between the



development and the existing Etihad Waste Compound, deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Sunday 07:30 to 20:00

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

47) Notwithstanding the TV reception survey prepared by ME Engineers received by the City Council, as Local Planning Authority, on the 18 April 2023, within one month of the practical completion or at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first used or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

48) Prior to the first use of the development, details of any external roller shutters to the ground floor of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first use of the arena and thereafter retained and maintained in situ.

Reason – To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

49) Prior to the first use of the development, details of the siting, scale and appearance (including samples of materials) of the boundary treatments shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented and be in place prior to the first use of the development. The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason – To ensure that appropriate boundary treatment is put in place in the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

50) Prior to the first use of the development hereby approved, details of the specification, siting, scale and appearance of the solar panels to the roof (including cross sections). The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason – In the interest of ensuring the solar panels are of the appropriate specification and appearance in the interest of the overall sustainability of the building and visual amenity pursuant to polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

51) Prior to the first use of the development hereby approved, final details of a signage strategy for the building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be used to inform future signage for the development.

Reason – In the interest of achieving a suitable signage solution for the development of the arena pursuant to policy DM1 of the Manchester Core Strategy (2012).

52) Prior to the first use of the development, details of the siting, scale and appearance of the air source heat pumps to the buildings hereby approved. The air source heat pumps must also comply with the noise criteria as specified in condition 30. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the air source heat pumps are installed and to ensure that they are appropriate in terms of visual amenity pursuant to polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

53) Prior to the first use of the development, an electric vehicle car parking strategy for the provision electric car charging car parking spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include the following details:

- (a) Layout and location of electric vehicle charging points;
- (b) Provision for 4 new 22kw EVC; in addition, a further 4 22kw EVC will replace existing 7kw chargers. The 7kw will be relocated to City Football Academy;

The electric vehicle car parking strategy shall be implemented prior to the first use of the development and retained and maintained in situ for as long as the development remains in use.

Reason – In the interest of minimise the impact on local air quality conditions pursuant to policy EN16 of the Manchester Core Strategy (2012).

54) Prior to any above ground works, details of a swept path analysis for the vehicle pick and drop off to the hotel and coach movements shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include modifications to the layout and pick up and drop off arrangements should this be

necessary. The approved details shall be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the development can accommodate the vehicle sizes pursuant to highway and pedestrian safety with policy DM1 of the Manchester Core Strategy (2012).

55) Prior to any above ground works, details of the location, size and specification of the accessible hotel bedrooms shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the hotel accommodation is accessible to all pursuant to policy DM1 of the Manchester Core Strategy (2012).

56) a) Three months prior to the first occupation of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

In this condition a Local Benefit Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships  
ii) mechanisms for the implementation and delivery of the Local Benefit Proposal  
iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within 6 months of the first occupation of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

57) Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- Verification report providing photographic evidence of construction; and
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

58) Prior to the first use of the development hereby approved, details of a coach and bus parking/servicing strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first use of the development and thereafter retained and maintained in situ for as long as the development remains in use.

Reason – To ensure there adequate provision for coach parking at the development pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

### Informatives

- Cranes, whilst they are temporary, can be a hazard to air safety. The developer or crane operator must therefore contact Manchester Airport's Control of Works Office using the details provided below, at least 21 days in advance of intending to erect a crane or other tall construction equipment on the site. This is to obtain a Tall Equipment Permit and to ascertain if any operating restrictions would be required. Any operating restrictions that are subsequently imposed by Manchester Airport must be fully complied with. Email: control-of-works@magairports.com Tel: 0161 489 6114
- There is a high pressure pipe line in close proximity of the site. No works should be undertaken in the vicinity of the gas pipelines and that no heavy plant, machinery or vehicles cross the route of the pipeline until detailed consultation has taken place.
- Contact the landowner and ensure any proposed works in private land do not infringe Cadent and/or National Grid's legal rights (i.e. easements or wayleaves). If the works are in the road or footpath the relevant local authority should be contacted. Ensure that all persons, including direct labour and contractors, working for you on or near Cadent and/or National Grid's apparatus follow the requirements of the HSE Guidance Notes HSG47 - 'Avoiding Danger from Underground Services' and GS6 – 'Avoidance of danger from overhead electric power lines'. This guidance can be downloaded free of charge at <http://www.hse.gov.uk> In line with the above guidance, verify and establish the actual position of mains, pipes, cables, services and other apparatus on site before any activities are undertaken.
- Works in close proximity to the Ashton Canal - The applicant/developer is advised to contact the Infrastructure Services Team on ((01782 779909)) in order to ensure that any necessary consents are obtained and that the works comply with the Canal & I & River Trust. 2) The Applicant should contact the Canal & River Trust directly to establish the position regarding the need the

canal and carry out works along the Ashton Canal, including lighting, vegetation clearance and signage. The applicant is advised to contact the Trusts Estate Management Team on 0303 040 4040 or email [Matthew.Hart@canalrivertrust.org.uk](mailto:Matthew.Hart@canalrivertrust.org.uk).

- All gates should open inwards and not impact on the adopted highway.

### **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: 136763/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Natural England  
Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
MCC Flood Risk Management  
United Utilities Water PLC  
Canal & River Trust  
Manchester Airport Safeguarding Officer  
National Amenity Societies  
Greater Manchester Archaeological Advisory Service  
Transport For Greater Manchester  
Greater Manchester Ecology Unit  
Environment Agency  
Historic England (North West)  
Greater Manchester Police  
Planning Casework Unit  
Sport England  
The Coal Authority  
Metrolink**

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

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

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



