

<b>Application Number</b>	126431/FO/2020	<b>Date of Appln</b>	31st Mar 2020	<b>Committee Date</b>	24th Sep 2020	<b>Ward</b>
						Ancoats & Beswick Ward

**Proposal** Erection of a multi-use arena (Use Class D2) with a partially illuminated external facade together with ancillary retail/commercial uses (Classes A1, A3 and A4), with highways, access, servicing, landscaping, public realm and other associated works

**Location** Site South Of Sportcity Way, East Of Joe Mercer Way, West Of Alan Turing Way And North Of The Ashton Canal At The Etihad Campus, Manchester

**Applicant** OVG Manchester Limited, C/o Agent

**Agent** Miss Eve Grant, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF

#### **Description**

This 4.46 hectare site is used as a 500 space overspill car park for events at the Etihad stadium. The site is secured with a mesh fence on all sides and contains a number of self-seeded trees and shrubs. Its topography is relatively flat with a gentle slope from south to north before the site drops steeply down to the Ashton Canal.

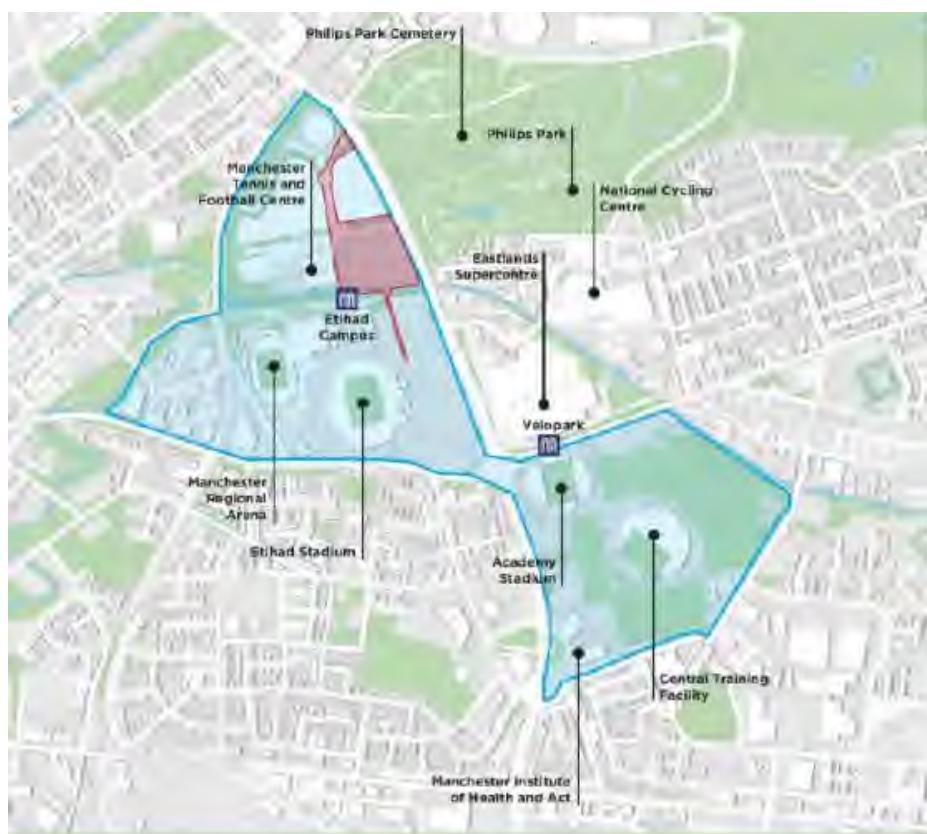
The site is bounded by Joe Mercer Way (an elevated pedestrian walkway connecting to the Etihad Stadium) which separates the site from the Manchester Tennis and Football Centre located further west, Alan Turing Way, a four lane road with segregated cycle lanes is to the east with the Ashton Canal and the Etihad Metrolink stop to the south.



#### ***View of the site from Joe Mercer Way***

The site forms part of the Etihad Campus which includes the Etihad Stadium, Manchester Regional Arena, City Football Academy and the National Squash

Centre. The Etihad Campus has been a focus for regeneration since it was first used to host the Manchester Commonwealth Games in 2002.



***Etihad Campus and surrounding context including application site identified in red***

To the east of Alan Turing Way are Philips Park and Philips Park Cemetery which are Grade II listed. The area beyond the Park and Cemetery contains light industrial uses and Philips Park Fire Station. The raised railway line is a buffer between the industrial area and residential communities in Miles Platting and Newton Heath.

The area to the east of Alan Turing Way, alongside the National Cycling Centre and the Eastlands District Centre, is more residential in character. There are three apartment buildings up to 10 storeys in height amongst two storey terraced housing.

The towpath and cycle path along the Ashton Canal to the south link the site to city centre and beyond in an eastwards direction.

The Etihad Stadium has a capacity of 55,017 with planning permission to expand to 62,170.

To the north is a large car park associated with the Etihad Stadium, accessed via Sportcity Way connecting to Alan Turing Way. Beyond this are two gas holders: one on Bradford Road and the other on Alan Turing Way.

This is a sustainable location, well served by public transport including Metrolink with a tram stop for the Etihad Campus to the south of the site providing regular services

to the city centre and beyond and to Ashton. The site is also well served by frequent bus services and is also well connected to cycle routes including along the Ashton Canal and other walking routes from the city centre. Regular bus services serve the site.

## **Proposal**

This application proposes a multi use arena comprising 68,608 sqm of floorspace with ancillary retail, food and beverage uses.

The applicant, OVG Manchester Limited (part of Oak View Limited), are delivering arenas in New York, Milan, Seattle, Austin and Palm Springs and aim to deliver arenas where artists and fans are brought closer together through the arena design and consideration of the live entertainment experience.

Their aim is to develop the best arena in Europe in Manchester that would attract the world's top events and shows. They aim to set new standards in terms of arena design and environmental sustainability.

The design would be unique and enable the main auditorium to operate in a variety of different seating modes and host different entertainment and leisure events including music, sport, performances, awards ceremonies and other live entertainment. Its capacity would normally be 20,000 but could be extended to 23,500 for events where a centre stage configuration is used.

The arena would host events on scheduled days throughout the week and year. The operational strategy could occasionally result in events taking place at the same time or same day as football events at the Etihad Stadium. The associated impacts of this are considered in detail in the report.

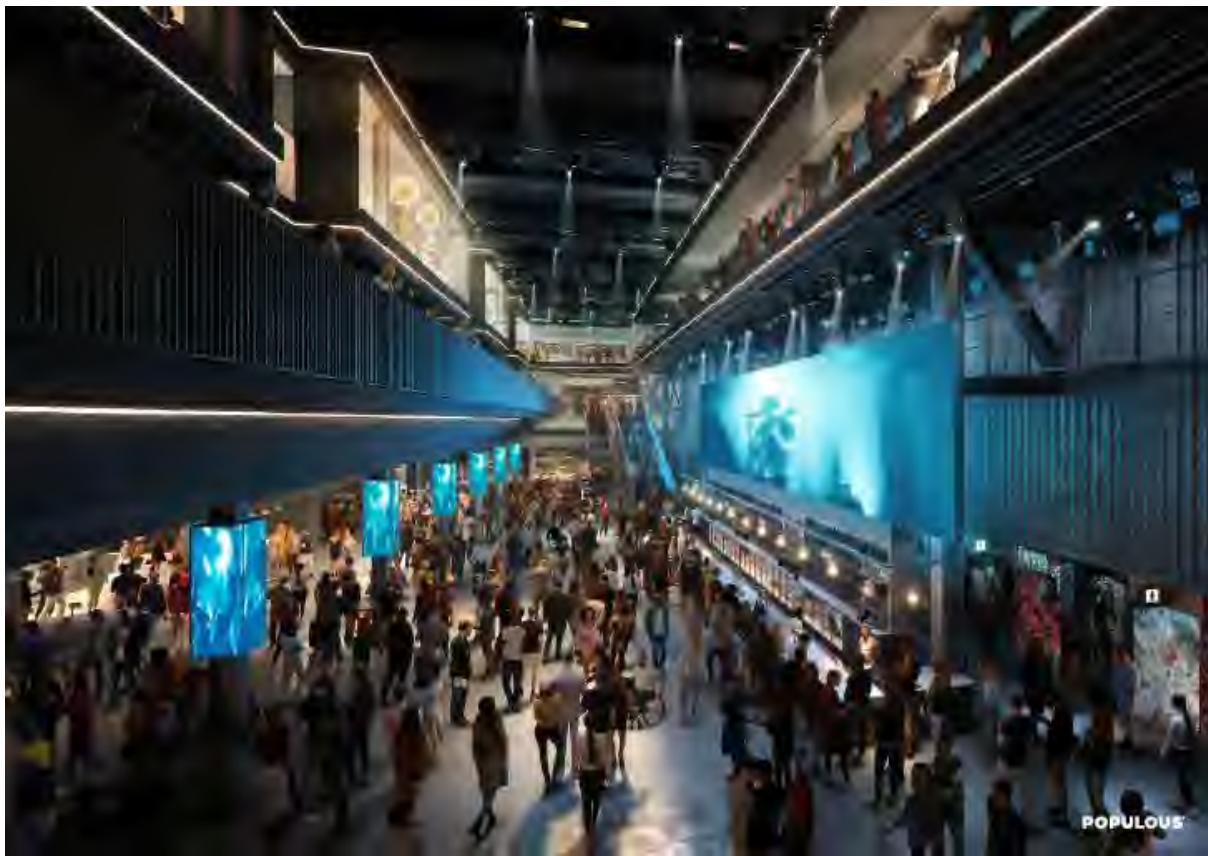
The auditorium would be custom designed for a much more compact, flexible and intimate configuration compared to comparable capacity venues. The lower tier of the seating bowl would have retractable seating that could be configured in a variety of ways to maximise the spectator experience. The upper tier would project and be lower to the heart of the auditorium to enable a more intimate spectator experience.



POPULOUS

***Image of the auditorium***

The auditorium has been pulled away from the western sides of the building to create atrium space from the ground floor to level 2. These spaces would be connected by open escalators and stairs.



***Image of the concourse and atrium spaces including food and drink facilities and hospitality lounges together with a view towards the level 2 hospitality***

Premium hospitality facilities would be accommodated on level 2, including the 'Atrium Lounge' and private suites and clubs. This hospitality accommodation on level 1 and the ground floor is sub-divided into a series of spaces, including individual suites and slightly larger lounges that are open to the concourse spaces below with views over the auditorium. The upper tier (level 3) would be surrounded by a double height concourse space. On level 4, open bar lounges would provide 'in the Gods' views to the stage.

The siting and scale of the building responds to the operational requirements and seeks to create a distinctive development that responds to the character and quality at the Etihad Campus. The building concept involves a lower masonry plinth with an upper lightweight stepped box. The lower plinth connects to Sportcity Way and Alan Turing Way and forms a series of podiums along Joe Mercer Way and the Ashton Canal.

The upper level external facade includes LED screens and architectural lighting with black perforated panelling with a high gloss finish. The base of the building would be ribbed pre-cast concrete to provide a solid and contrasting finish to the gloss panelling.



### ***View of the arena from Joe Mercer Way***

There would be 118 permanent wheelchair viewing positions for 15,000 capacity events. When the capacity is at its maximum i.e. 23,500, the number of wheel chair positions would be 154. Each suite could accommodate at least one wheelchair user and lounge clubs at least two.

The public realm would include landscaping along the Ashton Canal with wildflower planting, hard and soft landscaping including tree planting, seating, lighting and green screens to Alan Turing Way. Improved wayfinding would assist pedestrian movements and linkages to the Etihad Campus. Walking routes from the city centre and along the Ashton Canal would be improved to encourage walking and cycling to the arena.

### **The planning submission**

This planning application has been supported by the following information:

- Supporting planning statement;
- Design and access statement;
- Market Assessment;
- Economic impact of two arenas in Manchester;
- Sequential Test;
- Statement of Community Involvement;
- Sustainability Statement;
- Broadband Connectivity Statement;

- Heritage Statement;
- Operating schedule and event management strategy;
- TV reception survey; and
- Ventilation, extraction and odour report.

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

- Construction management and phasing;
- Air quality and dust;
- Ground conditions;
- Lighting;
- Townscape and visual impact;
- Noise and vibration;
- Socio-economic;
- Traffic and transport;
- Water quality, drainage and flood risk;
- Wind microclimate;
- Climate change; and
- Cumulative effects.

## **Notifications/Consultations**

The proposal has been advertised as a major development, of public interest, affecting the setting of listed buildings and subject to an Environmental Impact Assessment. Site notices were displayed at the site.

7652 notification letters have been sent to an extensive area, local residents and businesses. Two rounds of neighbour notification were carried out due to the receipt of additional information during the course of the application. A summary of the comments received are detailed below.

### **First Notification**

#### ***Local residents/public opinion***

#### **Supports**

68 Supports were received to the first notification. 5 supports were received from the 7652 properties which were notified of the application. 10 were from other Manchester wards, 28 from other Greater Manchester Authorities and 25 from properties outside of Greater Manchester.

The local residents/public opinion supports are summarised below:

- This proposal would be fantastic opportunity for Manchester and would play its part in rebalancing the north south divide. This would be another notable development for Manchester and the North West;

- The proposal would bring much needed business into the city and support the increasing hotel stock. This would also create 1000s of jobs which are needed at this time;
- There are enough events throughout the year to support both Manchester Arena and this new arena;
- There is ample transport links which would minimise the impacts on the local area. When the football is at home the impact on locals is minimal;
- This is a much needed addition to the City and should be granted planning permission;
- This proposal is positive news for the events industry moving forward. The events industry has been massively impacted upon over the last few months and this would help the city emerge out of the recent crisis;
- The city has two football teams and can have two arenas and one which is world class that would benefit the local area and the city;
- The proposed economic investment would bring significant job opportunities throughout the build phase and operations. The investment, it is hoped, would see direct job and business opportunities for local people and companies in East Manchester and Greater Manchester who are ready to work with the applicant to ensure positive impacts for residents;
- Residents wish to work with the applicant to minimise the impact from traffic and visitors to the area and the mitigation measures are noted;
- This proposal would improve the condition of the land and create job opportunities for locals. This would move wealth and opportunities in places other than the city centre;
- The transformation in the area over the last 20 years has only been for the better. Residents' lives have been easier as a result of some of the best transport links in the country. The appearance of the area is also better. Residents have gained employment and this arena would be another boost to the area and attract more investment;
- This proposal would be amazing for East Manchester and there is a case for two arenas which would bring more events to the North;
- This proposal would enable more music to be played outside of the centre of Manchester. There are great transport links already in place and this would lead to more regeneration of the area and jobs for local people;
- A new arena is needed. The existing arena is dated, tired and the seating, especially on the floor area, is poor. The traffic issues at the MEN arena following an event are difficult;
- Manchester is a world class city. There is no reason why two venues could not operate successfully if both provide class entertainment and do not overcharge. Competition could actually be beneficial;
- The arena would have managed parking arrangements, a tram straight to the door and close to the motorway network. This proposal would add to the regeneration of East Manchester and would be better than going to a concert in the city centre;
- The recent events are the Manchester arena has left it feeling unsafe. It is hoped this new arena, with more secure access, will make a big difference to those using it and those who wish to return to attending events;
- Having two arena would help drive prices down, making entertainment and the arts more accessible to lower income households. The pricing at the Manchester arena means it is less likely to be used with preferences given to

Leeds or Sheffield. Manchester is growing mainly toward the north (Ancoats/Miles Platting). A lot of money has been invested in these area and this should continue. Competition would also drive the quality up in other Manchester venues;

- The site is much easier to access from outside of the city centre. It would attract people to come to Manchester from other cities more than the current arena does. This proposal would not be the detriment to the existing arena or the city centre as it would provide a different experience and can complement each other;
- The bars and restaurant offer at the arena would make it a good place to have a night out;
- This benefits the city by bringing more choice and is an exciting development which would bring jobs to a deprived area;
- The vibrant music scene of the city requires another venue like this. It would also give Manchester something special to attract the best acts and sports events;
- This is an exciting opportunity for the area, providing jobs and facilities to be used by the community and beyond. It would also enhance the excellent facilities already in place;
- The continual redevelopment of East Manchester is vital for the clean-up, growth and expansion of the area. Other areas of the city would also benefit which would be beneficial to locals quality of life and economy;
- There is no point having land earmarked for development if you don't do anything with it. This proposal fits that objective and would benefit other areas as well. Traffic would require management;
- The Manchester Arena is dirty and outdated and difficult to get to. Manchester needs a new arena. Birmingham can support two arena so can Manchester. The two arena would double to amount of acts so this would be good for the local economy;
- The Manchester arena is very poor venue for live music. Leeds arena is much better for events. This proposal would place Manchester as the premier live event destination outside of London with better acoustics, layout and seating (which Leeds has);
- This facility could bring ice hockey back to the City;
- Eastlands has been transformed and is now a pleasant place to visit. It would be foolish to stop further investment in the city and enhancement of this area. There is enough of a market for both arenas to thrive and give customers choice;
- The arena would bring more footfall to the city and class acts. More concerts, more sports events and more money coming into the city. People would still be able to use city centre venues before venturing to the proposed arena. The public transport links are excellent and this would only enhance Manchester further;
- This proposal would be a better concert experience for the public. There is poor customer experience and expensive offering at the Manchester Arena which customers have had to endure for too long;
- The proposal in this local would help reduce congestion in the city centre;

## **Objections**

581 objections were received as a result of the first notification. 14 were from the 7652 properties which were notified. 52 were from other Manchester wards, 253 from other Greater Manchester Authorities and 262 from properties outside of Greater Manchester.

The local residents/public opinion objections can be summarised as follows:

- The local area already suffers when football matches are played. The traffic is terrible and the roads cannot cope. The arena would make this worse;
- There is noise, rowdiness, litter and people urinating on match days which is unacceptable. The arena would be more intensive and could be  $\frac{3}{4}$  of the week that residents are going to suffer;
- People urinate in the streets on match days and there is general rowdiness. There are not enough car parks at the campus and this proposal would reduce the car parking further. This project will bring extra traffic and antisocial behaviour to an area that has more than its fair share already. This proposal would affect property prices;
- Residents permits should be considered for the residents of New Street and Canada Street which already suffer on match days;
- The lighting and LED screens would bring further light pollution to the area particularly if they are on 24/7;
- The energy efficiency and impact of the building is of a concern;
- The proposal would bring more cars and pollution to the local area on weekdays and weekends. The people of the area would get no respite from the activities at the campus and the road network would not cope;
- The cars which park in the residents zone are not ticketed now so what assurances can be given that they will as part of the arena proposals;
- There are particular problems which occur when there are concerts aimed at young people with parents picking up and dropping off their children. This creates traffic and issues around the campus;
- Users of the arena would be vulnerable and it would not be safe walking around the area late at night, particularly if there were issues getting public transport or a taxi;
- The additional traffic created would impact on local air quality conditions;
- There would be noise on the surrounding streets at night as a result of this proposal;
- The traffic modelling does not properly take into account the impacts nor the impact of other major events at the campus and in the local area;
- Residents have to make special arrangements to get home/leave home on match days due to the impact on the local area. This would be worse as a result of the proposals;
- The proposal would impact on the ecology of the area;
- The proposal would result in the overdevelopment of the area which does not have the infrastructure to cope;
- Having an arena and stadium event on at the same time is not acceptable considering the pollution, noise and change in dynamics of the neighbourhood;

- The proposal should be supporting access to green spaces and natural green environments;
- Developments at the campus are causing properties to be bought up for Air B and Bs which is not acceptable;
- It is not clear how this project fits in with carbon objectives for the city and the climate change emergency;
- There isn't the demand for two arenas in the city and this would lead to the demise of the Manchester arena and other venues in the City and across Greater Manchester. The stadium already holds concerts and the city centre arena should be supported as it is better served by public transport and supports city centre businesses, hotels and jobs. This arena would not be as well connected by tram, rail and bus as the Manchester arena and would put more pressure on at capacity public transport and infrastructure as well as the environment together with jobs being lost at the Manchester arena;
- The proposal would reduce footfall and spending in the city centre and increase travelling and emissions in East Manchester;
- This could affect smaller venues;
- The site would be put to much better use as social housing;
- More smaller venues should be created not large capacity venues such as this;
- The arena location doesn't work as it is not supported by hotels and other facilities;
- The proposed arena would stretch police resourcing;
- There would not be food and drinks options at the arena to keep people entertained;
- The Manchester arena attracts big names to perform and is one of the best venues to attend;
- There has been independent research carried out to show a second arena is unnecessary and would lead to the failure of either the proposed arena or Manchester arena and this therefore is a huge waste of money and will bring nothing new to the city;
- The new arena is unlikely to attract visitors from Greater Manchester or beyond as it is not as well connected as the existing arena is to public transport and amenities;
- These proposals put the redevelopment plans for the Manchester Arena at risk;
- The proposed arena would make it difficult for those with disabilities to access due to its location and reliance on public transport or walking. This is not the same experience when using the Manchester Arena;
- Market analysis demonstrates that the proposal is unviable financially and that the local public transport network - already struggling to cope on match days and concert days at the Etihad - would be unable to support the additional demand. That demand, plus increased vehicle traffic, would also increase Manchester's greenhouse gas emissions at a time the council has set ambitious targets to slash emissions;
- Manchester Arena itself has just embarked on a major programme of redevelopment. There should be, in the wake of the pandemic, support for existing entertainment venues, pubs, bars, restaurants and shops;
- Although services to Eastlands are fairly good, they are inferior to those supporting the existing Manchester Arena, and it is a long walk from the city.

- People will be more likely to travel by car. This will have an adverse effect on the environment in relation to pollution reduction;
- If a scheduled event at the proposed arena clashes with a Manchester City home game there will be chaos, with huge numbers of people vying for space, and public transport systems being unable to cope. It must be recognised that the Premier League changes match dates after the fixture list has been published due to satellite TV companies wish to televise games. It is inevitable that at some point a game would coincide with an arena event causing huge congestion on the local area;
- There is a risk of crime for spectators using the east Manchester arena;
- There is no need for a venue of this size in Manchester. The Manchester Arena has a capacity of 21,000 and has announced an increase to this. However, there are no venues in capacity between Manchester Apollo and the Arena. So there is a gap between approx 3,000 capacity and 21,000. Why not build 2 x 10,000 capacity venues. Why compete with something that already exists when there is a huge gap in the market. Also with regards to the current situation, it is not possible to hold live events yet and it is going to be well into 2021 before we have any idea of what the live music industry will look like and if it will ever recover enough to support two such size venues in Manchester;

## **Neutral**

17 neutral comments in total were received as a result of the first notification. 3 neutral comments were received from the 7652 properties which were directly notified about the planning application. 9 neutral comments from other Greater Manchester Authorities and 5 from outside of Greater Manchester.

The neutral comments can be summarised as follows:

- The proposal is great for jobs but what about the small businesses which are close to the site;
- The proposal would bring traffic and noise but it would also bring jobs and other businesses to the area;
- There would be traffic as a result of the development and it is not clear how residents would actually benefit from the proposals;
- The proposal would enhance what is already an outstanding city with another entertainment venue. If both venues are strong enough with genuine customer focus at the heart of everything that they offer/provide then both would survive;
- There are likely to be traffic issues and concerns with attacks on the city. Maybe consideration should be given to an outdoor music venue with a removable roof;
- Would be good to see the ice hockey back in the city;
- Competition of this nature in the city is good;
- This proposal would bring more choice to the city alongside the Manchester Arena, Apollo, Bridgewater Hall, Opera House. Traffic would be a concern, but if either ample parking or public transport available then this would suitable;
- An out of centre arena would not be as well served by public transport;

- The needs of disabled spectators needs to be adequately addressed as parking is difficult as is the traffic around Eastlands on match days. There also needs to be clear plans for use of the arena by Autistic people who are not adequately catered for as it stand;
- Whilst the existing arena is not fit for purpose, this proposal should not be supported unless public transport is made adequate in the area;
- The arena should be sustainable and support the city's profile;
- There needs to be a clear strategy to deal with parking in order to ensure that it does not impact on residential streets together with ensuring that public transport has the capacity and there are marshals to clear up the litter;

## **Businesses**

### **Supports**

44 Supports were received from businesses to the first notification. 2 were from business within the 7652 properties notified. 20 were from businesses within other Manchester wards, 5 from within other Greater Manchester Authorities and 17 from outside of Greater Manchester.

The business supports can be summarised as follows:

- The proposal is in line with the current Tourism Strategy in Greater Manchester which highlights the importance of live events as a key driver in the growth and success of the City Region as a visitor destination.
- The arena would be a proactive and supportive partner in marketing Manchester in order to stimulate further growth in the visitor economy. This proposal would bring £350 million of investment to East Manchester and jobs in construction and the operations of the arena creating £1billion of gross value added to the Manchester economy.
- The arena would be the most sustainable in Europe and bring new standards in customer hospitality;
- The events industry continues to show strong growth. The arena would bring new events to Manchester and enable the arena to bid for new events that would raise the profile of the city, attract more visitors and stimulate the economy further;
- The proposal fits in with the long term redevelopment plans for East Manchester. Since the commonwealth games the arena and the campus has continued to evolve. The area is identified as a leisure destination in the planning framework to support the 'continued social, economic and physical regeneration of East Manchester and ensure opportunities to employ residents from the local community. This proposal would attract further investment in residential, leisure and office development in the area and at the Etihad Campus;
- The proposal would have a direct impact on growth with the east corridor of the city. The area is thriving as a result of the interrelationship between the Etihad Campus, the city centre and the process of renewal and stimulation in the area;

- The proposal would bring local training and employment opportunities alongside its ambitions to be the most sustainable arena in the world. In these uncertain times the projects like this should be fully supported;
- Proposals such as this increase disposable income and further investment in the city;
- Promotors would continue to promote concerts at the Manchester arena and are excited about the plans for the new arena. Concerts at the Etihad Stadium have proven popular over the years and this proposal would benefit the music and entertainment culture of the city as well as benefit the local community. People travel from all over the north of England for concerts in Manchester and this proposal would add to that and spend in the city;
- The proposal would crate 3000 plus jobs and 100 apprenticeships many of which would be local. Many more would benefit in the supply chain. There would be 1000 jobs created when the arena is operational at Manchester Living Wage and above and a further 1,400 supported in local bars, shops, restaurants, hotels and transport. Local residents would benefits directly and indirectly as a result of these proposals;
- The proposal would benefit the sports community who wish to hold world class sporting events in Manchester. Having the arena next to facilities such as the existing Tennis Centre allows the prospect of brining Davis Cup, Fed Cup Finals or Laver Cup to the arena along with wrestling and netball;
- A technologically advanced and environmentally efficient arena would be welcomed by artists and their fans. The arena would be transformative both culturally and bring significant local economic benefits
- The proposal would complement the existing arena offer, growing their collective contribution to the city's economy. Two complementary arenas is a model proven in the UK and around the world with no evidence that competition causes closure;
- In the short term, the need for investment in the city is more acute due to coronavirus. The north can play a major role in the UKs recovery and this would require short term stimulus for long term productivity. This includes a pipeline of public and private shovel ready projects in the coming months and years. It is understood, that subject to planning approval, this project is ready to go and would bring significant investment and jobs as a result and would bring confidence to other major international investors that Manchester is an attractive place to invest;
- The proposals are impressive in terms of the quality of the venue proposed and the benefits for the city and Manchester position within the region, and globally, as a music and entertainment destination. The proposal would attract a wider variety of events and this would be support culture in the city;
- The commitments around sustainability and jobs should be enforced to ensure the benefits are delivered and lead to the positive transformation of the area;
- The proposals would benefit the hotel and tourism industry in the city together with bars, restaurants and other hospitality particularly around Ancoats;
- The commitment to creating one of the most sustainable arenas in the world includes encouraging the use of public transport at the point of booking tickets. The development would support bus and rail friendly measures to ensure alternative modes are maximised. The arena would be within 20 minutes walking distance of one of the busiest rail stations in the country,

Piccadilly, and the estimated number of additional rail tickets being sold is 750,000. This would also boost northern England as a visitor destination appealing to visitors from across the region and beyond;

- The proposal would help attract domestic and international students to the city.

## **Objections**

7 objections were received from businesses to the first notification. 1 was from a business within the 7652 properties notified. 3 from other Manchester wards, 3 from outside of Greater Manchester.

The business objections can be summarised as follows:

- The transport information submitted is extensive but there are gaps in the assessment particularly in respect of traffic impacts;
- One of the busiest times for nearby businesses coincides with the network evening peak where there is a concentration of traffic movements at the junction of Gibbon Street and Alan Turing Way which would be at the same time as visitors would arrive for an evening event. This would be further compounded when a football event takes place at the same time and/or a matinee event. The Transport assessment does not include any assessment of the operation of the signalised junction at Alan Turing Way/Gibbon Street. The operational impacts on this junction are a concern;
- When a coincided event takes place the availability of car parking would be significantly reduced to just 500 spaces which could result in fly parking. Without proper management this would be an issue;
- The proposal would create a significant out of centre leisure arena in direct competition with city centre provision. The proposal would draw footfall and spend away from the city centre. The benefits of this proposal are substantially outweighed by the impact of the proposal on existing centre uses;
- The proposal contains a significant retail component (17,451 sqm retail, food and bars of which 7,530 sqm would be retail) which would become a destination in its own right in direct competition with the city centre;
- There is a lack of any retail impact assessment given the scale of retail floor space proposed which is contrary to national planning policy. The impact assessment focuses principally on the leisure offer;
- The retail would serve as a destination in its own right rather than being ancillary as is evident by the canal side kiosks and go beyond what was anticipated by policy EC7 and conflict with the city centre first policies of the Core Strategy;
- There is no consideration of consequential loss of trade, expenditure and footfall on the city centre as a result of people choosing to go to this new destination out of centre;
- There would be a displacement of jobs by those who already work in leisure and retail from the city centre to this out of centre location;
- There is market decline on the high street in the city centre and this proposal would further exacerbate this as well as the covid situation which has not

been addressed by the submission. The impacts of the proposal should be viewed in the context of this ongoing pandemic;

- The proposal would have a significant detrimental impact on planned investment to further improve leisure provision within the city centre. If this proposal is to go ahead it would prevent the investment in the Manchester Arena which would put city centre businesses at risk;
- The sequential test is inadequate, does not consider a more flexible format or scale and does not consider the disaggregation of uses with no sequential test looking specifically at accommodating the retail element only. In addition, it dismisses sites simply because they comprise two or more land ownerships which is wholly inappropriate given the scale of the development;
- The sequential test has also not considered the ability of the existing arena to accommodate growth in market demand;
- No review of the health of the city centre has been undertaken;
- The proposal is a real threat to the viability of the existing Manchester arena which has consequences for the city centre;
- The application is contradictory in that it states there has been limited growth in arena visitors over the past 10 years but predicts there is significant demand for two arenas;
- The examples where two arenas exist is not comparable and the existing arena would need to be adapted in order to provide a complementary offer with the proposed arena;
- The proposed arena would clearly draw events away from the existing arena as well as hosting events which cannot currently be accommodated;
- If the arena was to close this would have consequential impacts on the beverage offer in the city centre as well as jobs;
- Policy EC7 is not consistent with paragraph 23 and 31 of the NPPF which require policies to objectively assess need. When assessed against the development plan as a whole the proposal clearly conflicts with policy C1 and CC4 which together seek to direct leisure and retail uses to the city centre in line with the centre hierarchy and given it is the most sustainable location. Accordingly EC7 should be given limited weight;
- The Eastlands Regeneration Framework should not be afforded any weight in the determination of this planning application;
- Matters relating to accessibility, sustainability and highways have been overstated in this application and fails to accord with national town centre polices which should be afforded significant weight and should form the basis of this application being refused;
- The proposal is of comparable scale and catchment to the Manchester arena, and its planned investment. It would therefore compete with the Manchester arena for events, draw trade away from the city centre and therefore have an adverse impact on the Manchester arena, other city centre venues and wider city centre vitality and evening economy;
- The market demand for a new arena greatly overstates future market growth. Projections are selective and relies on growth from niche elements of the market. It also ignores flat growth in music events;
- The projections are devoid of a credible evidential basis. Past growth has in fact been comparatively flat overall (0.3% growth per year on average over 2014-2018) and projecting forward on this basis results in only 5% overall

market growth by 2035 (as opposed to up to 150%), which plainly would not support two arenas.

- The forecast are overly optimistic and would not be sufficient to generate a commercial return for the proposed arena and the market will therefore need to be shared between the existing offer in the city centre and the proposed out-of-centre development, with associated detrimental impacts to the city centre. There is no account of the Covid 19 pandemic, which has already had a major impact on an already challenging city centre retail and leisure economy. In reality, the market in the short term at least, is likely to contract and not grow at all. Covid 19 has triggered a sharp recession and the effect of growing unemployment will inevitably lead to further reductions in expenditure as a result of falling disposable income.
- The projected growth demands for a second arena are based on overstated market growth forecast. For this reason, its analysis of impact on the city centre is flawed as it is wrongly predicated on the proposition that all impacts will be positive.
- Failure to consider the extent to which existing venues in the city centre can accommodate growth in market demand in more sequentially suitable, available and accessible alternative locations;
- The claim that the Manchester arena is operation at a 95% capacity utilisation are not correct and are misleading as the venue occupancy is only 42% with 58% of days currently available.
- There are claims that the Manchester arena misses out on events because it is inflexible, but this untrue as it already hosts a wide range of events of all types and configurations and is listed as one of the most successful venues in the world, surpassing venues in cities with much larger populations. The Manchester arena could readily accommodate additional growth in its current form and even more so through the planned investment by 2023, will introduce increased capacity and even greater flexibility of format to better attract an even wider range of events including niche markets;
- Market growth could also be accommodated within other existing and planned city centre venues. These planned investments would help ensure that future market growth can be accommodated and spent retained in the city centre, a preferable and more accessible location;
- All credible evidence demonstrates that market growth will be far lower than predictions, and consequently two large arenas of the same size and configuration, serving the same catchment, will not be able to viably operate. Manchester is already better served by entertainment venues compared to all other markets throughout the UK, and a second arena at Eastlands will simply take trade away from the city centre, conflicting with national and statutory development plan policies.
- The combination of a comparatively unsustainable location (by reference a city-centre location) together with limited and ineffective mitigation measures and proposals for travel demand management will lead to serve impacts on both the local community, the public transport network and the wider highway network.
- Combined event and matchdays, which are likely to occur between 10-15 times per annum, and which are inevitable given the combination of differing event types and the proximity of the two large arenas. This scenario will cause

additional and unsustainable pressure on the background highway and public transport use.

- The associated additional risks created in terms of safety are significant and unacceptable, with public transport and car parking deficits ultimately meaning that for many there are likely to be no logical options for travel to the venue. On combined event days this could lead to up to 20,000 spectators choosing to walk from/to the City Centre out of necessity, creating unacceptable risks in terms of pedestrian/vehicle interaction, crime and impact to other modes of transport, on which there is also heavy reliance (tram, car and bus.).
- The proposal has not adequately addressed the impact of the number of cars driving to and from the site on congestion, both within the areas immediately surrounding the site and beyond. Consequently, there is also no assessment of the potentially serious impact on emergency vehicle access. Increased road congestion is inevitable due to the lack of viable alternative transport options. This will negatively impact the ability of emergency service vehicles to quickly reach both the site and surrounding areas in case of an emergency;
- Mitigation proposals are minimal and unlikely to be effective in limiting the impacts on the local highway network and the wider community. Moreover, the TA makes a prior assumption that the mitigation measures will be successful without even attempting to demonstrate this, and on that basis includes adjusted mode splits at the outset of the work.
- Travel demand measures are predicated on these optimistic mode splits yet the physical limitations of the network, which are not taken into account, will mean they are unattainable. The heavy reliance on transportation demand management and adequate staffing to implement such strategies will not adequately mitigate impacts. Differences in demographics will also mean events will vary significantly in their mode splits and origin and destination profiles.
- The proposal is not in line with the TfGM 2040 transport strategy and fails to meet the requirements of paragraphs 108, 109 and 110 of the NPPF;
- The proposal does not support Manchester City Council's commitment to achieving a net zero carbon city by 2038. GHG emissions from transport in the climate change assessment have not been provided to support the application and are judged to be major-moderate adverse;
- The proposal would have access to 3,000 parking spaces encouraging the use of private car, which has substantially greater GHG emissions than mass transit modes (bus/tram/train) and walking or cycling;
- The proposal is heavily reliant on access by private car, and reducing car parking will only likely displace car trips to street parking, which will not reduce GHG emissions;
- There is a reliance on gas-fired technology for heating and cooking appliances is not consistent with areas identified for urgent policy action described in Manchester City Council's Climate Change Framework 2020-2025 and Draft Manchester Zero Carbon Framework 2020-2038, and will require replacement with zero-carbon technology before 2038 in order to achieve net-zero on-site emissions, a clear commitment to which has not been provided in the application.

## **Second Notification**

### **Local residents/public opinion**

#### **Supports**

2 Supports in total were received as a result of the second notification. 1 support was received from the 7652 properties which were directly notified about the planning application and 1 support was received from a property outside of Greater Manchester.

The local residents/public opinion supports can be summarised as follows:

- The proposal would bring jobs to this area. There are not many jobs in this area and no new firms coming opening. Covid-19 is also making this area worst by the minute. The arena should hire local people and support local businesses;
- City economies never stand still. Forward development requires growth not retrenchment. In the context of COVID and BREXIT, those cities that win will - because plenty will lose - will have demonstrated leaderships with vision, imagination and courage.

#### **Objections**

11 objections in total were received as a result of the second notification. 3 objections were received from the 7652 properties which were directly notified about the planning application. 1 objection was from other Manchester wards, 5 objections from other Greater Manchester Authorities and 2 objections from properties outside of Greater Manchester. 6 of these objections were from members of the public who made representations within the first round of notifications (1 from property another Manchester ward not notified about the application, 4 from Greater Manchester and 1 from outside of Greater Manchester).

The local residents/public opinion objections can be summarised as follows:

- Two 20,000-capacity arenas in Manchester are not sustainable. The number of events would mean that the people of Beswick would get no respite from traffic, noise, illegal parking and litter. And, critically, the coronavirus situation has profoundly affected the economic and entertainment landscapes. There do not appear to be any circumstances as of 2020 under which such a project should be allowed to proceed;
- The only way the arena would work would be to encourage driving in from further distances. We should be encouraging less cars on the roads.
- There should be support for small venues;
- There are social already social behaviour issues from match/stadium events as well as traffic congestion;  
The Manchester Arena is a fantastic facility and is in a brilliant location; bringing custom to all the trade in the city centre;

- City of Manchester cannot sustain two arenas without having a detrimental affect on current businesses in Manchester city Centre. A new arena would also be detrimental to Manchester's ambition to reduce its carbon footprint.
- Alan Turing Way is a busy road. When a football match is on serious delays are caused on the A6010, Ashton Old Road, and Hyde Road. These delays are a hindrance to the everyday users of these roads. Visitors of the proposed arena will have no reason to use other routes than those which football supporters use. The arena would cause the same issues and would therefore be harmful to pedestrian and highway safety;
- The Manchester Arena has good transport links this proposal would not have the same level of connectivity.

## **Neutral**

1 neutral comment has been received from outside of Greater Manchester.

The neutral comment can be summarised as follows:

- There needs to be clear measures to deal with the additional traffic including road widening where necessary.

## **Businesses**

### **Supports**

16 Supports in total were received from businesses as a result of the second notification. 4 supports were received from businesses within the 7652 properties which were directly notified about the planning application. 8 supports were from businesses within other Manchester wards, 1 support from a business within another Greater Manchester Authority and 3 supports from businesses outside of Greater Manchester. 2 of these supports were from businesses who made representations within the first round of notifications (1 from a business from another Manchester ward and 1 from a business notified about the application).

The business supports can be summarised as follows:

- The proposals fit in with the long standing plans to renew East Manchester through sport and leisure development;
- The £350 million investment would benefit local employment and supply chains during the construction which is much needed during these uncertain times;
- As a result of this development, further development activity would be attracted to this development corridor connecting the Etihad Campus to the City Centre;
- The proposal would reinforce Manchester as the second city through the provision of a world class facility which would boost the City's profile nationally and internationally;
- The new arena will also contribute to regeneration. There will be thousands of jobs, many of which will go to local people, and there will be local contracts

- with local suppliers too. Both of these will increase local spend in the area benefiting local businesses who in turn would also employ more people;
- The arena would be energy efficient and adopt environmental practices. The proposal would also promote active and environmental friendly travel including improving walking and cycling routes linking to the city centre;
  - The proposal would elevate Manchester as world leading sport and leisure destination with the Etihad Campus as a beacon of urban renewal combining economic growth local opportunity with zero carbon goals;
  - The proposal is aspirational and would attract more investment into the city along with the world's best events and acts;
  - The new arena will sell hundreds of thousands of extra tickets each year. This means more people coming to the city and spending money in bars, restaurants and hotel. This will be a good thing for our economy particularly given the economic impact of coronavirus;
  - The new arena will create thousands of jobs for people in and around East Manchester giving people more money in their pocket to spend locally;
  - A world-class arena suits the city's status as a world-class place of entertainment;
  - Two arenas attracting world-class events is good for Manchester's international profile and for the visitor economy. Analysis submitted as part of the application supports this. It shows that both arenas have the potential to attract more than two million visitors by 2035. And a survey on the new arena of people living within 90 minutes showed: 30% of people would probably stay overnight after a visit and 70% and 49% said they would spend money on food and drinks in the city (away from the arena) before and after events respectively. So two arenas will lead to more visitors spending more money in the city and staying in more hotel rooms across the city;
  - thousands of jobs the new arena will create during construction and operation and the new arena opening in 2023 will give Manchester a confidence lift at a time when it is needed most;
  - Two arenas would enable the city to potentially capture an additional 2.05 million annual arena visits to both venues by 2035. 30% would probably stay overnight after an event at the new arena and 70% would spend on food and drinks in the city before an event at the new arena, with 49% after. Visitors bring much needed expenditure for city centre shops, hotels, restaurants, clubs and bars alike to ensure Manchester remains a globally significant entertainment destination;
  - There would also be increased use of rail services within a 90 minute catchment. This in turn would result in more rail infrastructure investment in the north;
  - Sustainable transport would be promoted at the point of booking tickets and the arena would be in such close proximity to Piccadilly rail station (20-25 minute walk and 7 minute tram ride).

## **Objections**

3 objections in total were received from businesses as a result of the second notification within other Manchester wards. These 3 objectors all commented in the first round of notification.

The business objections can be summarised as follows:

- It remains unclear the exact amount of floorspace which would be used for Class A1 retail. Despite the disaggregation of figures provided, the trading potential has not changed and would therefore have a devastating impact on the City Centre and associated decrease in footfall. Justification for such a substantial amount of proposed Class A1 use is not evident in the submission; particularly if only intended for specialist retail such as merchandise;
- There are substantial areas of proposed retail, food and drink uses which would not be wholly ancillary to the proposed arena use as they would serve attendees of other entirely separate venues and events, unrelated to the predominant arena use;
- Substantial proportion of retail would be used on match days and other events by certain parties for purposes entirely unrelated to the arena use, in addition to the food and drink kiosks which will be publicly accessible daily, it is clear that not all the proposed retail uses will be ancillary to the proposed arena use;
- The proposal would create a substantial new leisure and retail destination for the wider city region in an out-of-centre location. This will result in direct competition with the City Centre and result in an associated decrease in footfall to the detriment of its vitality and viability;
- significant out-of-centre development incorporating a substantial A Class element, which would harm the vitality and viability of the City Centre contrary to Policy C9 (Out-of-Centre Development) and in turn, the position of the City Centre in the hierarchy, contrary to the overarching aim of Policy C1 (Centre Hierarchy) of the Core Strategy;
- There remains no assessment of potential sequentially preferable sites to accommodate the A Class element, including the kiosks which will be operated entirely independently of the arena;
- A Retail Impact Assessment is still not submitted in support of the application;
- Trading potential of the floorspace whether it is event day only or not needs to be quantified in terms of trade derivation (i.e. a retail impact assessment);
- No review of the health of Manchester City Centre has been made using such indicators as referred to in National Planning Practice Guidance.
- The applicant has given further consideration of part (a) of Paragraph 89 in considering a greater number of schemes, however this remains limited to assessment of investment into predominantly leisure and cultural schemes within the Regional Centre, and still does not consider the impact of the proposal on investment in existing, committed and planned retail schemes in the City Centre;
- Current levels of demand do not support two venues of this size and that unrealistic levels of growth would be needed for both to break even and cover investment costs;
- Brand new out-of-centre purpose built arena with greater capacity will clearly threaten the viability of the existing Manchester Arena, located within a far more sustainable location within the City Centre;
- Should Manchester Arena close, or indeed its operation considerably reduce as a result of the direct out-of-centre competition, footfall within the City Centre would be markedly decreased, and in turn the City Centre would suffer through consequential loss of associated spin-off benefits and expenditure

within the centre. This would have a detrimental impact on the vitality and viability of the City Centre;

- The proposed retail uses in this out-of-centre location clearly conflicts with Policy C1;
- There is available capacity in existing sequentially preferable venues in the city centre to accommodate market growth;
- There is no credible evidence to claim that market growth will double by 2035, let alone treble, as the latest submission claims, so as to justify the substantial volume of ticket sales and additional capacity which is proposed
- The case for a second arena is predicated on this unrealistic market growth forecast;
- Without such growth, the current large events market will be split between two venues and the proposal will therefore impact on Manchester Arena, on the vitality and viability of city centre and on planned investment, contrary to national and local planning policy;
- Manchester Arena planned investment is real and initial discussions about that investment predate any knowledge of the proposal to develop a second 23,500 capacity arena. There is commitment to deliver these proposals and is progressing currently with the required planning processes;
- Manchester currently has a city centre retail and leisure economy that is fragile, which would be supported by investment in the city centre which will underpin and accelerate economic recovery;
- Constructing a major city centre use 3 km outside of the city centre that will compete for and draw trade from the city centre, requiring customers to walk on routes which divert them away from the city-centre's retail and food and beverage offerings, will not secure these benefits and will have a detrimental impact on the city centre economy, contrary to national and local planning policy;
- Such a facility, with relatively limited public transport accessibility and reliance on customers walking from the city centre, will attract a higher split of car borne customers adding highways impacts and congestion;
- This will have related greenhouse gas emissions which have not been considered as a part of the applicant's Environmental Impact Assessment contrary both to the requirements of the EIA Regulations and MCC's commitment to zero carbon emissions by 2038;
- There are various statements, inconsistencies, and errors within the OVG submission, including about Manchester Arena;
- The market has to be big enough to support operating costs, capital maintenance and significant capital expenditure at a level not previously witnessed in this sector, which is not realistic or possible;
- Manchester Arena operates within a competitive market which, for large arenas, works at a regional level with competing facilities in other regional cities. There are claims that the market for large arena events will grow so significantly that all impacts on the city centre will be positive. However, historic growth has been very limited and, based on actual past trends, would project a far lower trajectory of growth (circa 5% by 2035), such that the market would need to be split if a second large arena were built serving broadly the same catchment, with resultant impacts on the existing facilities and planned investment in the city centre;

- A separate projection has now been provided drawn from the results of the survey which forecasts growth at even higher rates - now claiming the market will treble in size by 2035. This approach is not credible or reliable. This growth trajectory is however essential to underpin the applicant's case as, without it, a second large arena will generate significant adverse impact on Manchester Arena and thus have an adverse impact on the city centre.
- These projections use a flawed methodology and makes unjustified assumptions, predicts the market for ticket sales will triple by 2035, adding 2.29m additional ticket sales by 2035;
- No account of the impact of Covid 19 on growth forecasts and the potential for market contraction, at least in the next one or two years;
- Whilst there is potential for some market growth in the future, there is no credible basis for such bullish forecasts. There is already capacity in existing city centre venues in sequentially preferable locations, to meet the forecast growth to 2035 and beyond;
- The Manchester Arena catchment area is already better served in terms of arena seats per population than any other UK catchment;
- It is speculation that in 2035 circa £3m could be drawn from the city centre in terms of lost trade from city centre bars and restaurants, but this is a figure without evidential basis and is manifestly far too optimistic;
- The applicant's projection of the market doubling (or indeed tripling) in size is a forecast position by 2035, which is fully 12 years after the proposed opening date for the new arena. The online Planning Practice Guidance (PPG) for applying the impact test for out of centre development, however, sets out that the applicant should focus on impact in the first five years, as this is when most of the impact will occur;
- The applicant portrays Manchester Arena's contribution to the city as eroding over the years and, whilst ticket sales have broadly been flat over the last 10 years, this is reflective of the UK and Manchester markets for large events over that period. The Manchester Arena nevertheless makes a significant economic contribution to the city centre;
- The planned investment of up to £100m in the Manchester Arena would provide a critical boost in the city centre, precisely where and when investment is needed most, repurposing and maximising its contribution to the city centre economy just as the city seeks to recover from the current pandemic;
- Investment in the Manchester Arena is directly threatened by the proposal. If approved and built, with events shared across two large arenas serving the same catchment, it would not be possible to generate a return on this critical investment in the city centre;
- If ultimately the shared market rendered Manchester Arena unviable, and forced it to close, it would create a long-term white elephant and block the city centre's growth to the surrounding regeneration areas. There could be no short-term reinvention of the arena site as it is committed to a 25 year lease which underpins the value of the wider complex and, with the anchor removed, there would be no economic justification for the landlord to progress a redevelopment scheme. Closure would lead to a major reduction in footfall to this part of the city centre and would have a significant impact on the city centre.

- The proposal relies heavily on travel by car. It ignores the related carbon emissions altogether and over-estimates the modal split expected by customers using public transport.
- These factors undermine the impacts on the wider highway network (there is still no assessment of impact on the north east quadrant of the M60 for example), on likely congestion in East Manchester, on car parking and on greenhouse gas emissions, contrary to MCC's zero carbon commitment by 2038.
- The scheme is heavily reliant on encouraging public transport use but there is little available capacity and so the majority of customers would need to walk circa 3 km from train stations or car parks in the city centre out to the proposed site, a particular difficulty for customers with accessibility requirements.
- The submission includes no analysis of whether car parking is available in the city centre or outside of the proposed controlled parking zones either generally or on nights when the city hosts multiple events (ie football + 2x arena etc). Neither is it clear how the CPZs would be delivered or their likely effect;
- The proposed development does not accord with the statutory development plan when read as a whole. In line with the NPPF, the plan seeks to protect the city centre and focus major development within it. In relation to regeneration at Eastlands, it promotes major development that complements the offer in the city centre.
- The application is for a second large arena of similar size, configuration and attributes that will compete directly with the existing arena in the city centre for broadly the same regional catchment. The applicant forecasts that this second large arena will be wholly beneficial in terms of economic growth at Eastlands for the city centre and for the wider city region, forming a critical component for economic recovery following the coronavirus pandemic. This is reliant on a market growth forecast that lacks evidential credibility and must be thoroughly and independently tested, because the trajectory drawn from past activity over the last ten years forecasts a relatively flat growth for events of circa 0-5% over the same timeframe and, without doubling or trebling the size of the market, large events will essentially be split between the two venues with resultant impacts in a scenario which the applicant has not assessed;
- There has been no assessment of the ability of the existing capacity in existing venues (including at Manchester Arena) to accommodate market growth in more sustainable city centre locations and, for the reasons set out above, the implication of splitting events between the venues will therefore lead to trade being drawn away from the city centre to a far less sustainable location and impacting on the city centre and planned investment;
- Substantial weakening of Manchester Arena's trading position would lead to a significant adverse impact on the future operation of city centre venues and undermine its planned investment to refurbish the facilities, which seeks to provide a market-leading interactive customer experience as a key city centre attraction.

**Graham Stringer MP (Blackley and Broughton)** Manchester's long term interests would be served by this investment taking place in East Manchester. If this planning application is denied those that would benefit would be London and Birmingham. It

remains unclear the effects on Manchester, and the country, as a result of the Covid-19 crisis but it is already evident that the city will be less affluent and people will lose their jobs and some businesses will close.

The arena would could create 3350 jobs and 100 apprenticeships in construction plus 100 new jobs when the arena is open. This would help alleviate this situation and create many more jobs within the supply chain and services both during construction and the operational phase.

The evidence suggests Manchester can support two arenas and there are no examples of where an arena had to close simply because of competition. Indeed, the Manchester Arena has announced much needed new investment.

Manchester needs this investment more than ever and the project should get planning permission.

**Andrew Gwynne MP (Denton and Reddish)** wholeheartedly supports this exciting proposal for a new arena at the Etihad Campus. There is a looming unemployment crisis. Prior to the coronavirus outbreak, 1,985 people in this constituency were claiming unemployment benefits. By July, this figure had almost doubled to 3,395, some 7.2% of the working age population. 20% of these claimants were aged between 18-24. A further 13,400 people in the constituency have been furloughed (almost a third of the workforce) and around 3,000 residents have made claim under the self-employment income support scheme.

Now is the time to drive job creation. Now is the time to support those acting that great Manchester tradition of generating wealth which the Council and its partners can redistribute to benefit people in communities. Now is the time to wholeheartedly back projects like the proposed arena.

The proposal would see almost £300 million of private investment enter the construction supply chain, creating 3000 plus jobs and involving 70 companies. There would be training for 100 apprentices and trainees, encompassing 2,800 apprenticeship and trainee weeks during the construction. The applicant has committed to pay the Manchester Living Wage recruiting as many people locally as possible. This would ensure the impact on the investment is captured by local residents and the wider East Manchester area. There would also be 1,000 new jobs created once the proposed arena is operational.

East Manchester has transformed and this proposal would continue that renewal, building on world class sports facilities with a world class leisure facility and creating much needed employment at a pivotal moment.

**Highway Services** consider the site to be suitably accessible by sustainable modes including tram, rail and bus for the use proposed. The fundamental approach is to maximise the sustainability of the campus and Highways support this in principle subject to a detailed operational management plan to manage coincided events and access and egress around the campus. The improvements to the pedestrian environment in and around the site and campus are welcomed. Servicing

arrangements have been demonstrated to be acceptable and a management plan agreed as part of the conditions.

To further discourage car trips to the proposed arena additional strategies are proposed including introduction of an all-days Residents' Parking Zone (RPZ) and pre-booking of on-site spaces which are released shortly before event. The extended RPZ is welcomed as residential streets will be protected and the proposed restrictions would further encourage sustainable travel to/from the arena. A car parking and coach management plan should be agreed as part of the conditions.

A staff travel plan should be developed and should form part of the conditions of the approval.

The existing Rowsley Street taxi rank would be extended back to Philips Park Road. A 1-way system and marshals are proposed to maximise efficiency of the area. The operational management plan should accommodate the needs of disabled visitors.

A special events operations strategy should be agreed for coincided events and this should consider and review demand for public transport.

Variable message signs (VMS) are required in additional locations to be agreed. The offsite highways works to gate 1, emergency access and widening and improvement to Sportcity Way are acceptable.

240 cycle spaces are proposed which is acceptable.

The traffic modelling and conclusions drawn regarding the impact of the development on the transport network are acceptable. The proposed operational transport plan would be key to ensuring the proposed stadium in conjunction with the MCFC football stadium operates as efficiently and safely as possible.

A construction management plan should be agreed.

**Transport for Greater Manchester (TfGM)** are satisfied with the conclusions drawn regarding the impact of the development on the transport network. The proposed operational transport plan would ensure the arena could operate as efficiently and safely as possible in conjunction with the MCFC football stadium. TfGM would work with the applicant along MCC and MCFC to manage the transport operations.

It is recommended that the traffic signalised junction at Alan Turing Way/Stadium Way is modified to make it more capable of dealing with large numbers of pedestrians before and after events. Mitigation to walking and cycling would make this more convenient and give more confidence. Additional VMS have been proposed and should be conditioned.

**Metrolink** No objections subject to conditions to agree working methods in close proximity to the tram line, together with travel and crowd management at the Etihad tram stop and consideration of the lighting at the arena on the tram line.

**Environmental Health** Deliveries should be restricted to 07:30 to 20:00. Further details are required for the fume extraction for the kitchen areas. The operating hours shall be agreed. The lighting scheme has been designed to minimise the impact on the nearest residential properties. A verification report should be provided in this regard once the installation is complete. It has been demonstrated that noise outbreak from the premises would not have a detrimental impact on nearby residents. The plant has yet to be selected and further details would be required in this regard.

The ground condition desk top study and initial site investigation is acceptable. Further details, a remediation strategy and a verification report are required regarding gas monitoring. The impact on air quality would be negligible due to the loss of the existing car park together with the implementation of the travel plan.

**Flood Risk Management Team** The drainage strategy should be agreed with a verification report provided on completion

**Environment Agency** There is a long history of industrial land uses at the site which pose a risk to aquatic environment with the site being in a sensitive location between the secondary aquifers (bedrock and superficial) as well as being located between the Ashton Canal and the River Medlock. A suitable remediation strategy should be agreed together with post work verification. In addition, there shall be no use of infiltration and pilin methods shall be agreed. The site does not pose any unacceptable flood risk or lead to an exacerbation of flooding elsewhere.

**United Utilities** A drainage scheme shall be agreed which incorporates the sustainable drainage principles into its design.

**Neighbourhood Services (Trees)** No objection subject to further consideration of trees within the ground rather than planters and relocation of the lime trees to Alan Turing Way.

**Works and Skills Team** A local labour agreement should be agreed for both the construction and end use phase of the development.

**Greater Manchester Ecology Unit (GMEU)** No protected species have been identified at the site. Any vegetation clearance should avoid bird nesting season.

The Ashton Canal must be protected during construction works and future drainage schemes should not impact on this area. The lighting should not impact on the canal. There have been no invasive species recorded. Biodiversity improvements should be secured through the landscaping scheme.

**Natural England** No objections as the proposal would not have significant adverse impacts on statutorily protected nature consideration sites or landscapes.

**Greater Manchester Archaeology Advisory Service (GMASS)** No archaeological works are required as part of this development.

**Historic England** No comments to make.

**Design for Security at Greater Manchester Police** The recommendations of the Crime Impact Statement should be implemented in full.

**Canal and River Trust** Works in close proximity to the canal should be considered and agreed by a method statement to prevent impacts from dust, debris and leakages. The development is likely to impact on the listed locks and canal corridor with harm to the setting of both locks 6 and 7. Whilst the arena would bring natural surveillance to the canal, management arrangements should deal with litter and waste management to minimise impacts on the canal. A landscape management plan should ensure the green screens and landscaping is retained in optimum condition. Careful consideration should be given to the lighting particularly the impact on the canal corridor. Welcome the recognition that the canal towpath would see increased usage which should be secured by an appropriate mechanism. There should be no surface water discharge into the canal.

**Network Rail** There would be an uplift in usage of Ashbury Station and therefore improvements should be made with regards to accessibility and security.

**Sport England** No comments.

**The Coal Authority** Works to the coal seams is acceptable subject to verification of the work before foundation works start on the arena.

**Aerodrome Safeguarding** No safeguarding objections subject to a condition relating to the lighting of the building. An informative should also be imposed highlighting requirements in respect of use of cranes at the development.

**Tameside Metropolitan Borough Council** No comments.

**Oldham Metropolitan Borough Council** No comments.

**Land Interest** Members are advised that the City Council has an interest in the application site as landowner and are therefore reminded that they must disregard this and exercise its duty as Local Planning Authority only.

## **Policy**

### **The Development Plan**

The Development Plan consists of:

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

The Core Strategy Development Plan Document 2012 -2027 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 within the Eastlands Strategic Employment Location. The proposal would provide a modern arena at the Etihad campus alongside the cluster of sporting and entertainment facilities and public transport infrastructure 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 within a highly sustainable location.

**SO2. Economy** – A high quality entertainment 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 entertainment industry within an area where change and growth is encouraged.

**S06. Environment** – The development 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. The development is supported by a travel plan and cycle provision would be enhanced at the campus. There would be no on site car parking provision created other than access, on a pre-booked basis, to the existing surface level car parks at the campus and 240 cycle spaces would be provided alongside existing provision at the campus. A car parking strategy would be agreed in order to make use of the existing surface car parking associated with the Etihad Campus this would also include a strategy for ensuring adequate provision is available for disabled spectators. Spectators who are disabled would park principally the north car parks, where existing bays are demarcated.

**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 leisure facility, in an area designated as such in policies EC3 and EC7, would bring economic growth and jobs to one of the city’s key regeneration areas.

**Policy EC3 ‘The Regional Centre’** – The proposal would provide a modern and state of the art entertainment building close to all forms of sustainable transport. It has been demonstrated that there are no sequentially preferable or suitable City Centre, edge of centre or other out of centre locations for this large scale leisure use, in accordance with policies C1 and C9. This site is previously developed, well

connected to the city centre, and would complement the Eastlands Strategic Employment allocation.

**Policy EC5 ‘East Manchester’** – The proposal would provide a major leisure facility within 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 the proposal would improve key links, particularly along the Ashton Canal.

**Policy EC7 ‘Eastland’s Strategic Employment Location’** – This site provides an opportunity for a major leisure, recreation and entertainment visitor attraction of national significance. This 23,500 capacity, state of the art, highly sustainable, low carbon, arena with an iconic design would integrate successfully with the buildings and uses at the Etihad Campus. The proposal would include ancillary retail and commercial uses which support the arena use and this is supported by this policy. The proposal would support the regeneration of Eastlands and provide significant investment and job creation during construction and in operation. Public realm would enhance the Ashton Canal and improve connections to the wider campus.

**Policy CC5 Transport** – The site is highly sustainable and accessible location 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. 240 secure cycle spaces are proposed which would be provided across the campus with improvements to the principal walking routes along the canal, City Link and Ashton New Road. A travel plan would be put in place with an operational plan which would mitigate the impacts of the arena and stadium when they are in use on the same day.

**Policy C1 ‘Centre Hierarchy’** – The site is a ‘main town centre use’ proposed in an ‘out of centre’ location. The impacts and appropriateness of this is considered in detail within the main report.

**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 arena is a main town use and whilst the Regional Centre (and the Eastlands Strategic Employment Location) outline scope for large scale leisure uses to be located in this area, the site is nonetheless considered to be an ‘out of centre’ location. A sequential test has demonstrated that there are no suitable, available or viable sites for this development. This is considered within the main report together with the benefits and potential impacts on the city centre and the commercial activities located in it including the effect upon the Manchester Arena.

**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 would be enhanced across the Etihad Campus. The travel plan would consider how tram, rail and buses can be used to best effect, particularly on arena

and stadium event days and the RPZ would be expanded and enhanced. No onsite parking would be provided with the overall objective being to reduce car journeys to the arena and the campus.

**Policy T2 ‘Accessible Areas of Opportunity and Need’** – The site is in the Regional Centre and the Eastlands Strategic Employment Location. These areas 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 would be expanded/enhanced and walking routes from the City Centre and along the Ashton Canal would be improved. These interventions would be minimise the use and reliance on the car and ensure visitors to the arena take advantage of the sustainable location and variety of other transport measures on offer in this location.

**Policy EN1 ‘Design Principle and Strategic Character Areas’** - This high quality scheme would enhance the regeneration of the area, the strategic road network and with Etihad Campus. Landscaping and public realm would improve connections to the campus and the interface with the Ashton Canal.

**Policy EN2 ‘Tall Buildings’** – The proposal would fit suitably with the existing and emerging context of the Etihad 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’** – The proposal aims to be one of the most sustainable UK venues and amongst the world leading venues. 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 successfully addresses this policy.

**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. It has been demonstrated that 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 in the form of air source heats pumps and solar panels. The proposal would exceed Part L 2010 equivalent to 42.8%, which is 27.8% beyond the requirements of policy EN6.

**Policy EN8 ‘Adaptation to Climate Change’** – The building would be a state of the art facility and would be one of these most sustainable arenas in the country. The building would be low carbon and predominately electric (with possibility of an entire electric solution in the future). As the grid decarbonises, the level of carbon

produced by the building would decrease over its lifetime. The building fabric would be highly efficient and solar panels to the roof would generate energy from renewable sources. Green infrastructure improvements, sustainable drainage, biodiversity improvements and green travel planning would ensure that the development 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, green screens and new public realm would mitigate against the loss of trees and other vegetation at the site and enhance biodiversity and the interface with the Ashton Canal.

**Policy EN14 ‘Flood Risk’** - A scheme to minimise surface water runoff would be agreed 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, soft landscaping and green screens would improve biodiversity.

**Policy EN16 ‘Air Quality’** – The site is located in the Air Quality Management Area (AQMA). The impacts from the construction can be managed through measures secured through the construction management plan. The operational effects would be negligible due to the loss of car parking and the travel plan which seeks to encourage walking, cycling and the use of highly 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, together with 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 review and expand the RPZ, secure improvement to walking routes from the city centre, agree a strategy for the operational impacts of an arena and stadium event and commitment to local labour.

**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 building on 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. Canal side kiosks, totalling 233 sqm, would offer food and beverage to visitors to the campus when the arena is not in use. 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 (2019)**

The revised NPPF adopted in July 2018 and re-issued in February 2019 states that the planning system should contribute to the achievement of sustainable development. It 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). In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

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 85).

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 86).

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 87).

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 89)

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 90).

This 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 large scale leisure uses in this area but it is considered to be an 'out of centre' location. A sequential test has demonstrated that there are no suitable, available or viable sites for this development.

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 103).

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 108).

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 109).

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 110)

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 111).

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 117).

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 118)

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 122)

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, together with enhancements and expansion to the RPZ. No onsite parking would be provided, but the arena would make use of existing surface car parks as part of the overall sustainable transport strategy, with 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 124).

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.

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

The arena design would be highly innovative and would complement the existing architecture and cluster of sporting buildings at the Etihad Campus. The arena 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 148).

The arena building fabric 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, green screens and wildflower meadow to the Ashton Canal. 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, tree planting and wildflower meadows 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 192)

In considering the impacts of proposals, paragraph 193 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 194 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 196 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 (paragragh197).

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 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 and dust;
- Ground conditions;
- Lighting;
- Townscape and visual impact;
- Noise and vibration;
- Socio-economic;
- Traffic and transport;
- Water quality, drainage and flood risk;
- Wind microclimate;
- Climate change; and
- Cumulative effects.

The Proposed Development 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, contribution to regeneration and impact on Manchester City Centre and the Manchester Arena**

Regeneration is an important planning consideration. This part of Manchester has been radically transformed over the past 20 years with major infrastructure projects 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 proposal would result in £350 million of investment to deliver a large scale arena on a site that has been identified for some time as being suitable for a major leisure and entertainment visitor attraction of national significance at the Etihad Campus.

An arena is a main town centre use and the Etihad Campus is an out of centre location in policy terms. As a result, those parts of the NPPF which require an assessment impact and the application of a sequential test are engaged. As well as assessing what the impact of the proposal would be on relevant centres, most notably the City Centre, a sequential test has assessed whether alternative sites are available.

73 sites were initially considered within Greater Manchester which could realistically accommodate the proposal (taking an appropriately flexible approach) and assessed against a broad site suitability and availability criteria. Of those, 61 were not considered suitable or were unavailable to accommodate an arena of the type proposed and this included a degree of flexibility in the testing process.

The remaining 12 sites were considered against a detailed site criteria which included the site being of an appropriate size to accommodate the arena, being accessible and connected, satisfying market assessment and viability considerations together with being available and could deliver upon of regional/economic planning and regeneration priorities.

Three sites, which were in a more central location than the application site, were discounted as they did not meet one or more of the detailed criteria. The remaining 9 sites were all in an out of centre location (including the Etihad Campus). A requirement for considering out of centre sites, as outlined in paragraph 87 of the NPFF, is that preference should be given to accessible sites which are well connected to a town centre.

Of the remaining sites, the Etihad Campus was the most accessible to Manchester City Centre. As such, the assessment of these remaining 9 out of centre sites

focused on whether the Etihad Campus was the best location against the defined criteria relative to the other non-sequentially preferable sites.

The conclusion of this assessment was that the Etihad Campus was the optimum location and satisfied most of the applicant's criteria.

The campus is the most appropriately sized site and shape to accommodate an arena of this scale alongside other complementary uses and major events which are held there. No other site could demonstrate the same cluster of activities.

The Etihad Campus was also the most accessible location and is well connected to the city centre by non-car modes. Tram, bus, cycle and walking infrastructure all provide quick and direct links to the city centre and major rail hubs which provide links across the region and beyond. The accessibility of the site is demonstrated by the usage of these modes on match days. No other site within the list could rival this scale of connectivity or infrastructure.

There are no complex or unusual constraints to developing this site. The campus and the stadium have an international profile which none of the other sites could provide. This complementary cluster of uses at the campus would deliver significant regeneration benefits and create a globally competitive environment which would reaffirm and add value the status of the campus which has developed over the past two decades.

The site is also available and the proposal is capable of being delivered within the required timescales. The other sites required site assembly or were unavailable due to other developments being progressed.

The potential regeneration and economic benefits of the campus site would not have been achieved on the other sites. The campus is identified as a location for major leisure and recreational offer (policies EC3 and EC7 of the Core Strategy). The investment would bring jobs and social, economic and environmental regeneration benefits to the local area as well as supporting the wider city centre and city economy. The majority of the other sites identified did not have this level of planning policy support for a leisure use of this scale.

It is therefore accepted that there are no sequentially preferable in centre sites for the arena and the sequential test has demonstrated that the application site is suitable, available and viable for the proposal. This out of centre site therefore complies with paragraph 87 of the NPPF which requires such sites to be accessible and well connected to existing centres. Existing transport infrastructure links the site to the city centre which would discourage car travel to the campus.

The arena would enhance its leisure offer at the campus and further realise its potential as a world class sporting and leisure destination.

In determining the suitability of a second arena in Manchester, in this out of centre location, it is also important to consider the impact of the development on existing, committed and planned public and private investment in centres within the

catchment area of the proposal together with the impact of town centre vitality and viability as required by paragraph 89 of the NPPF.

The proposal is for a large arena which would not impact on existing, committed and planned investments in the catchment outside of Manchester City Centre/Regional Centre, as these would not compete directly given their different nature to a large arena.

As outlined elsewhere in this report, the scale of the ancillary retail, food and beverage offer does not require separate impact assessment and visitors to the arena would in fact generate beneficial impact to the city centre.

The impact of a second arena at the Etihad Campus on a number of notable projects has been considered. The investments tested were considered limited to major leisure destinations within the city centre only on a 'like for like basis' relevant to the sector within the Regional Centre.

The projects considered were – Factory Manchester, Manchester Arena refurbishment, Depot Mayfield and The Printworks. This list was expanded upon the receipt of further information to include the Great Northern, Manchester Central Convention Centre, other city centre music venue (for example the Apollo, Band on the Wall, Albert Hall, Warehouse Project) and other city centre cultural venues (for example HOME and Everyman Cinema). With the exception of the Manchester Arena, the investments at these venues is either temporary (such as the events space at Mayfield) or would be complementary or entirely different offer to the arena proposal.

The impact of a second arena, on the viability of the Manchester Arena and the city centre, have, however, been considered further.

A market analysis has been prepared to support the provision of a second arena in Manchester, and any associated impacts on the city centre, and this has been independently reviewed and analysed on behalf of the City Council.

Manchester is the second most visited city in England, with tourism having increased at a rate significantly greater than any other UK urban location. Population trends indicate that Greater Manchester could have an extra 250,000 residents by 2037. These factors support the City's aim of becoming a top 20 global city with all the essential characteristics to support a larger visitor economy alongside its continued strength as an economically diverse and successful international city with a global reputation for sport, culture and entertainment.

Manchester also has a central role in the UK's 'levelling up' agenda which seeks a more balanced distribution of economic growth and economic prosperity throughout all parts of the UK.

The Manchester Arena is, and would continue to be, an important asset within Manchester tourism and leisure market and sustains a significant number of jobs. However, it has not grown in the last decade, despite considerable growth in the Greater Manchester population and economy. This same period has seen the

introduction of two new arenas in the north of England: Liverpool Arena in 2008 and the Leeds Arena in 2013.

The existing Arena hosts on average 125 events per annum at an average size of 9,000 spectators per event. On average, around 10 events per annum exceed 15,000 customers. The distribution of events at the Manchester Arena have remained largely stable over the last decade with music concerts dominating the schedule at 60%. There has been no obvious diversification in the event mix over the last decade.

Manchester Arena has recently released plans for considerable reinvestment in the facility designed to attract a broader range of events by increasing capacity to 24,000 and providing a VIP/premium offer, new concourse areas and modern exterior. These improvements would aim to attract larger events, and potentially a wider range of events, diversifying somewhat from what has been a core business of music concerts.

Such improvements would be required in order to embrace the market opportunities identified by the applicant within their detailed analysis. The current application relates to the remodelling of the exterior of the arena to create a new entrance (as part of a first phase of development) with a total investment of £9 million.

Without significant additional investment, the existing arena would continue to not function as a large arena and would become no more than a viable medium sized facility. The applicant's evidence demonstrate, however, Manchester needs two large arenas to fulfil all of its market potential.

There is no reason why the Manchester Arena wouldn't be able to compete successfully for its fair share of the overall market. This would follow the pattern of other two arena catchments where an existing arena invests and attracts a larger market share.

Without additional investment in the existing arena, Manchester with two arenas would have a combined practical capacity which is similar to Birmingham with their two arenas at 36,000 which is before the planned expansion of the Resort Arena. Year 1 activity in the new arena is linked to 117 events across all event types and this is expected to rise steadily in the future.

This has been benchmarked as being a sensible reflection of the current market and which would leave significant opportunities for the existing arena not only to achieve its viability threshold but to continue to succeed in the future by embracing the wider market opportunities identified in the detailed market analysis across sport, entertainment and live music.

The proposed Arena is targeting around 120 events per annum which is roughly the same number of events as the existing Arena. The majority of events are anticipated to be run in the 16,000 to 20,000 capacity with an average event size in excess of the circa 9,000 average achieved at the existing Arena thereby catering for typically larger events.

The target market for the proposed arena, whilst overlapping with the existing arena, would therefore be different and more diverse. It aims to become a significant international facility for sports/Esports events as well as seeking more major international artists across all event types including residencies and technically complex productions. This desire to capture more of the sporting market is significant with a clear synergy with the high quality sporting facilities and infrastructure at the Etihad Campus.

The pursuit of larger events than those hosted by the Manchester Arena and targeting more genuinely international music and family events, makes a clear differentiation in the planned market focus compared to the existing markets of the Manchester Arena.

A market analysis suggests that there would be sufficient market growth overtime to support the introduction of a new arena at the Etihad Campus and to also maintain the current levels of trade at the existing Manchester Arena. Objections received have sought to demonstrate that these projections are flawed and unfounded.

The applicant states that the entertainment market is continually changing and diversifying which creates new opportunities. Manchester was a market leader in the large arena market for many years but has since lost a lot of its market share following developments in Leeds, Glasgow and the O2 Arena London, despite growth in visitors and leisure in the city and successful economic growth.

The analysis states that without growth in capacity in Manchester, arenas elsewhere would continue to erode Manchester's market share in an incremental way. Growth in the London arena market has had a particular impact on the Manchester's market share. Prior to the opening of the O2 London, most acts came to Manchester. However, data now shows that 35% of all performances at the O2 London do not now play in Manchester.

The applicant asserts that artist's preferences for certain arena formats affects the City's ability to attract events, suggesting that certain events cannot be readily accommodated at the Manchester Arena. Less than 10% of shows at the Manchester Arena from 2014 to 2018 achieved greater than 15,000 spectators. In addition, where Manchester hosted equivalent acts to the O2 London, the average attendance achieved at the larger shows were 2,500 tickets per event more in the O2 London than for Manchester. There is also evidence that acts who played at the O2 London played nearly twice as many shows (136) compared with Manchester (71). Touring artists also spend fewer nights in Manchester and are far less likely to choose Manchester for residences than London.

The applicant contends that this highlights capacity constraints at the Manchester Arena, due in part to its design and lack of flexibility in the configuration of the arena, its visitor experience (when compared with more modern arenas) and its focus on high yield music events.

The applicant's justification states that a second arena would attract more events to the City which would serve latent demand in the existing market and secure a greater market share in this expanding market. Their analysis shows that acts would

be attracted to a higher quality facility at the proposed arena, and play more nights, thereby securing greater attendances and ticket sales as a result of the higher quality, flexibility of its format and overall offer.

This would enable the proposed arena to attract events which do not currently come to Manchester and actively compete with London for major events. The arena would not seek to attract all the same acts that currently play at the O2 but would seek to draw additional events not currently attracted to the O2 or the Manchester Arena. This is in addition to an increase in market share which would result from reducing the leakages of audiences from within the 90 minute catchment that are currently attracted to London and elsewhere.

Sports events have also been identified as a key market opportunity and an example of a type of event which is either not currently attracted to Manchester and/or not currently held at other UK venues. These include the ATP World Tennis Tour Finals, Netball Super League Finals, Basketball Final 4, NBA global games, E Sport World Championships, World Gymnastics Championships, Euro League Final 4, BBC Sports Personality to name a few.

The applicant also believes that population growth will naturally expand the market in Manchester and result in greater attendance at arenas without any supply side interventions or market developments. By 2035, the population within a 90 minute catchment of Manchester is set to grow by 8% which could add an additional attendance of between 0.24 million and 0.38 million (shared across all venues not just the new arena). This combined with the potential to attract new audiences, including tourists, from outside the 90 minute catchment, provides compelling evidence to support a new arena at the Etihad Campus.

The Manchester Arena has announced potential investment plans including possible capacity improvements and an expansion of their hospitality and retail offer. The applicant believes that the proposed arena at the Etihad Campus would not undermine this planned investment and the investment would enable Manchester to fully exploit the market benefits of having two arenas allowing the city to fully capture the growth projections and market share.

It has been suggested that the applicant's growth projections substantially overestimate the likely future UK growth rate and potentially exaggerate the proportion of any growth that will flow to Manchester.

The market analysis submitted with the application indicates that there are three main sources of market demand evidence which have been considered - likely scale of ticket sales growth in the Manchester catchment, an assessment of the current ratio of arenas/arena seats per head of population in different city catchments and a more qualitative assessment of arena events that Manchester may or may not have missed out on in recent years.

The market growth scenarios have been produced based on conservative, realistic and ambitious outcomes. It notes that there has been consistent growth in the UK live entertainment market which has driven recent growth in the UK large arena market. It concludes that in all three growth scenarios, there would be sufficient

growth to support new arena developments across the UK whilst providing additional growth for existing arenas.

The UK has a globally important large arena market for live entertainment, with music/concerts, family entertainment and sport driving this demand. Other European cities as well as those in the United States have improved the scale and quality of their arenas. There has been little change in provision in England since 2013 and Manchester's position has remained unchanged since the Manchester Arena was opened in 1995.

The applicant's analysis adopts a growth forecast of 1.27 million additional ticket sales in Manchester by 2035 which would sustain both the proposed arena and the Manchester Arena. The applicant's market analysis demonstrates that the UK's live entertainment and sports market would continue to grow and that there would be opportunities to diversify and capture the significant range of events and performers who currently play London and not Manchester, and the potential for larger acts to play more nights in Manchester.

Growth rates within each sub-market within the realistic growth forecast are as follows:

- Music – growth of circa 1.5% per annum. This is higher than the UK average growth in music tickets sales between 2014 to 2018 of 0.5%. This higher rate reflects much stronger growth which has been achieved over the longer term and a number of new emerging markets which would boost audience numbers in the UK and concerts events, including, for example, Arena Festivals, new genres such as J-Pop and K-Pop, niche music and first time headliners;
- Family - growth of circa 2.3% per annum, slightly higher than the historic average of 1.7% per annum seen in the 2014 to 2018 period. This captures growth in national and international brands such as Disney and the likelihood of new entrants, such as Marvel, regularly providing new events and new products to the market. In addition, the introduction of new arenas is likely to help stimulate the family market, with more flexible space providing venues for more technical productions, as well as more welcome/circulation, food and beverage space;
- Sports - growth of circa 8.0% per annum, which is below the historic circa 11% annual ticket sales growth for sports events. This takes into account ambitious growth plans for all major arena sports and new formats designated to boost coverage and audience numbers as well as Manchester's existing reputation for sporting events which attract substantial spectator numbers as well as hosting international and tournament finals.
- Other (which includes comedy/transport shows etc) - growth of circa 1.0% per annum. This is in contrast to the evidence from 2014 to 2018 which showed the other category have contracted by circa 6.8% per annum due to the major impact of the cancelled UK wide Peter Kay tour in 2018 – 49 events across 5 arena in the UK including 16 in Manchester (he also had a further 51 events

planned to take place in 2019). There is growth in this category due to the potential for new formats to generate new events and ticket sales notably awards such as BBC Sports Personality of the Year and miscellaneous events such as motivational speakers and conventions, taking account of more private and corporate events for international companies using arenas.

The growth forecasts not only consider the UK music market, but changes in the dynamics and trends of the market (short and long term) in order to capture growth areas such as family entertainment and sports events. UK growth is expected to be 2.5% and while music ticket sales is expected to exceed 10 million per annum by 2040, this would account for less than 50% of all ticket sales at large arenas.

The applicants approach is to calculate the volume of UK arena growth and to then distribute this spatially - first to northern England and then secondly to Manchester. The distribution method involves allocating 40% of overall UK growth to the northern England and then 50% of that growth to Manchester – meaning that Manchester absorbs approximately 20% of all UK growth.

The City Councils independent review considers that these growth rates, and the conclusions drawn, are reasonable.

In addition to the realistic growth forecast, there are also market development opportunities within a 90 minute travel time catchment area of Manchester which is currently being lost to other venues.

These factors combined could result in more optimistic potential of 2.05 million additional ticket sales, well in excess of the growth forecast of 1.27 million.

In order to further test whether the realistic growth forecast of 1.27 million ticket sales could reasonably be supported by the market, additional demand analysis, has been prepared by the applicant during the course of the application. This analysis is based on an independent consumer survey with a representative sample of the population 2,164 adults aged over 16 living within a 90 minute drive of the site of the proposed new arena. The survey was undertaken by a specialist research agency working in live entertainment, theatre and culture.

This demand analysis was also based on two Manchester arenas operating sustainably in the Manchester catchment and Liverpool, Leeds and Sheffield all putting on a programme of events comparable to those at the Manchester Arena and the proposed arena (and the population travelling to their closest venue).

Increasing the frequency of visits from those who currently attend arenas would yield an additional 0.9 million ticket sales per year (the approach assumes an increase from 9 visits every 5 years to 11.5 visits every 5 years). An additional 0.73 million sales per year would be yielded by appealing to new or lapsed audiences within the catchment (i.e. persuading people who don't currently attend arena events to attend).

Clawing back current attendance by residents within the catchment from facilities outside the catchment would result in an additional 0.42 million ticket sales.

Each of these elements would result in a 2.05 million visits, which provides headroom on the realistic growth projections of 1.27 million.

In addition, population growth in the catchment between now and 2035, based on ONS forecasting, would lead to demand for at least a further 0.24 million and 0.38 million ticket sales per year. Also, it is considered that the proposed new venue also has the potential to attract new audiences, including tourists, from outside the 90 minute catchment who do not currently attend arenas.

On this basis, 1.27 million ticket sales appears to be a realistic estimate of the likely scale of additional demand in the Manchester catchment to 2035.

The growth rate that underpins the realistic growth scenario is greater than the historic rate over the last 4 years but it should be noted that the historic growth rate covers a short period and was impacted by one-off events, including the cancellation of Peter Kay's tour. Once the historic growth rate is adjusted for these one-off events it is closer to the applicant's future growth rates and the sub sector uplifts that applicants have applied are reasonable.

The distribution method which sees 20% of all UK growth absorbed by Manchester is also considered reasonable. Whilst it is in excess of the current market share that Manchester captures, it is important to note that almost half of the overall UK growth is predicted in sports markets.

In addition, it appears reasonable to assume that an entirely new facility should drive a slight uplift in frequency of existing arena visitors and attract new/lapsed audiences. The methodology applied in both these respects is robust and based upon a sizeable population survey.

Data on the ratio of the arena seats per head of population shows that at 6.0 seats per 1,000 population Manchester currently lags behind Birmingham (10.0) and London (10.5) and with the ratio set to rise further in both these other locations in view of Birmingham's plans to expand the capacity of Resorts World and submitted plans to construct a new London arena (MDG Sphere). The proposed arena at the Etihad Campus would bring Manchester to circa 12.5 with both Birmingham and London due to increase further as well through their planned expansions.

The historical overlooking of major sporting events in Manchester is a realistic and compelling part of the applicant's justification. A bespoke world class facility, which takes advantage of the existing sporting profile of the city, and the profile of the Etihad Campus and the existing sporting facilities in this location, would allow Manchester to increasingly put itself on a global stage for indoor sporting events.

It is also reasonable to assume that the rapidly growing conurbation is likely to also secure additional awards events and headline music events that it has missed out on in more recent times.

Other UK cities have developed, and continue to develop, viable and complementary offers where two arenas exist in the same catchment areas either through market

competition (for example Leeds/Sheffield) or through a common promoter (for example Birmingham). London also has the O2 Arena and SSE Wembley Arena.

A planning application has been granted to refurbish and expand the Resorts World Birmingham together with plans submitted to develop a new 21,500 capacity MSG Sphere in London. Other UK cities with more than one large arena are therefore likely to expand their offer in the coming years, subject to planning approval, impacting further upon Manchester's market share.

Birmingham's arena saw a significant increase in events to 170 events last year and revenues have similarly increased. Over the last 36 months, the combined events in Birmingham averaged 151 with revenue of £46 million per annum, bettering Manchester on both event numbers and revenues.

Not only has Manchester a smaller event base than Birmingham, but given the different market size and the established cultural heritage of Manchester, this further demonstrates the opportunity to expand its even base and therefore increase revenues coming into the city.

The applicant's analysis shows that the total sales/attendance of the Birmingham arenas combined is lower than the proposed growth scenario in Manchester. Whilst the two arenas are under common control, they argue it does serve as an example of two arenas operating within a similar catchment area.

It is accepted that the Birmingham scenario provides a reasonably helpful comparator on how two arenas can operate harmoniously. The combined revenues of the two arenas was close to Manchester in 2018 but was substantially greater the year before (circa £65 million versus circa £49 million) and the Birmingham venues have grown considerably in the last decade.

Whilst the common ownership is certainly a factor in enabling synergistic schedules it is not the only factor. This is evident from the way in which both London and numerous other international cities operate dual arenas and achieve a degree of complementarity across their programming schedules. Economic realities dictate that dual arenas operating in close proximity typically find ways to develop different specialisms, different niches and complementary programming.

Sheffield and Leeds also operate within largely similar catchments but with different operators. Total revenue has grown markedly since the opening of the arena in Leeds and an overall growth in the number of events again demonstrating two arenas can operate in a diverse market.

This latest round of investment suggests the twin arena model is working in these locations. Outside of the UK, the concept of dual arena cities is relatively widespread, albeit sometimes with different market drivers to the UK.

There is no UK arena anywhere which, in recent times, has been forced to close because of competition. In addition, the idea of a twin arena city is not new nor novel which is evident from the numerous precedents which are not confined to the very largest global cities.

The objections received to the application dismiss Manchester's potential to secure "London centric" events. This appears to disconnect between the Manchester Arena's ambition to invest circa £9 million in the existing arena and their desire to attract a more diverse set of larger events.

There is also no evidence to suggest that the proposed arena would affect any other, smaller, venue in Manchester. Manchester has a diverse range of venues which co-exist together and represent the broad range and strength music offer in the city. Indeed, there may very well be some advantages of having a diverse range of venues within the City appealing to different parts of the likely market.

With regards to the impact of the Covid-19 pandemic, it is fully acknowledged the unprecedented negative impact the pandemic has had on the economy generally. The proposal would provide help stimulate the economy through a significant single private sector investment which would help, in part, reduce the short term negative employment impacts on the local and regional economy. Jobs would be created during construction, which would also support supply chains, which would otherwise be lost in the region. There would also be jobs created when the development becomes operational.

There is a need to grow city centre visitor spend in the medium term and the benefits of the arena would extend to increasing spend and visitor activity not only in the local area and but also the city centre.

Whilst the recovery period is expected to be slower than first forecast, the estimate for the economy is to get back to pre-Covid levels by the end of 2021. The proposed arena would not be fully operational until 2023 when the Bank of England forecasts that growth and recovery would be firmly established to at least pre-Covid levels. As such, in all likelihood by 2023 the propensity to attend live entertainment events would have returned to prevailing levels and that the presence of Covid-19 would not fundamentally alter the market demand conclusions of the applicant. Whilst the effects of the global pandemic has been unprecedented, the analysis presented by the applicant has covered one off events which have disrupted the local market, and has sought to present an assessment when the impact of the new arena would have become mature (i.e. by the end of the decade).

There are no significant changes reported in investment plans as a result of Covid-19 elsewhere. Proposals in Gateshead, London and Cardiff are all still in the planning process.

In addition, Manchester Arena have also continued to bring forward their proposals for the existing arena as evidenced by the recent submission of their planning application, pending validation.

It is considered that the proposed arena would deliver short and long term boosts to the economic recovery of the City Centre and the wider City Region, making this one of the most transformational investments by the private sector in the UK at this time.

Consideration has specifically been given to the impact on the city centre and the economy of Manchester.

The applicant's analysis shows that whilst there may be some localised impact within the city, a new arena in Manchester would, however, bring a significant boost to the city centre, taken as a whole, through additional visitors and spending. Any localised impacts would be limited given there is already a cluster of uses in and around the Etihad Campus which would complement each other. In addition, the campus is well connected by public transport to the city centre and beyond. As such, there is no significant evidence to suggest that the local area would not benefit like it does now when large scale events take place at the Etihad Stadium.

The Manchester Arena no longer maximises its economic contribution to the city centre. As detailed above, attendances have more or less remained stable for some time and whilst there has been growth in the wider entertainment market, this has not been captured by existing arena which in turn impacts upon the city centre growth and opportunities. The arena would produce practical and deliverable investment proposals, and therefore, this situation should undoubtedly improve.

The proposed arena would not affect the visitor expenditure in the city centre, derived from visits to the existing arena. The proposal would create net additional economic impact from visitors and a conservative forecast predicts a 58% increase in city centre jobs and GVA from arena visitor expenditure, compared with the present situation. This increases to 80% in city centre employment and GVA from arena visitor expenditure under the ambitious scenario.

The analysis is underpinned by the previously referenced consumer survey which shows that respondents interested in the proposed new venue would spend money in city centre hotels, bars and restaurants in portions broadly similar to attendees of the existing Manchester Arena.

The area around the existing arena is one of a number of cluster of visitor facilities in the City, with a range of restaurants and bars, and there is no evidence to demonstrate that this area would suffer disproportionately as a consequence of the arena. There is no reason why it would not continue to secure more than its fair share of increased trade as a result of the additional spend opportunities, as currently occurs for European Football matches and other events which take place at both the Etihad Stadium and Old Trafford. This is due to the range of facilities provided in this area as well as the vicinity to Victoria Station, which as approximately 8 million users per year, and the existence of Metrolink stops facilitating ready access to both the Etihad Campus and Old Trafford.

Objections to this application argue that whilst the applicant has attempted to consider the potential expansion of the events market over the long term (based on scenarios which model a level of growth substantially above that which has been historically achieved) they argue that there has been no direct assessment on city centre operators, in line with the Town Centres PPG paragraph 018. In particular, it is argued that the information submitted by the applicant seeks to consider how the events market may expand over the long term (to 2035) rather than establishing that the relevant test year in respect of impact would be the second full calendar year of trading.

It is considered that applicant has extensively and robustly demonstrated, through its detailed market assessment, that Manchester can readily and viably sustain two arenas without undermining either. This is considered central to the requirements of paragraph 89b of the NPPF.

The significant level of additional benefit to the city centre would substantially outweigh any losses to City Centre trade from events that might otherwise have taken place at the existing arena which is primarily those customers who will arrive more than 30 minutes in advance of an event starting. Although great emphasis is placed upon such losses by the objectors, there is no meaningful assessment to evidence what these losses might be.

In any event, any losses must be weighed against the substantial benefits to the city centre as a whole (the test within Paragraph 89 of the NPPF) from the increased overall trade arising from the second arena.

With regards to test years, the weight applied to the PPG in decision making is not the same as the weight which should be applied to the development plan or the NPPF both of which have been subject to the required consultation and adoption process and is a guidance document and not adopted planning policy.

The PPGs reference to test years (2 years after opening or when trading patterns mature) is intended for out of centre retail schemes e.g. supermarkets or retail warehouses. It is not intended to apply to leisure proposals of national and international significance. In any event, the time frame for trading patterns reaching maturity in this case would be over a longer period, which is consistent with the market analysis that has been provided by the applicant. This includes needing to adapt and embrace the total market opportunity.

It is estimated that the arena would generate an additional £36 million per year in direct local spending in shops, restaurants, cafes, bars, hotel accommodation and transport within the city which would create indirect jobs of approximately 1,400.

Over a 20 year period, with the two arenas in operation and between 1.85 million and 2.2 million ticket sale per annum in Manchester by 2030, this would create between £1.34 billion and £1.5 billion of additional economic activity (GVA) in the UK economy. If 2.3 million ticket sales per year were achieved by 2035, the two arenas would support almost £57 million of food and beverage expenditure per annum, with 50% of this in or close to the city centre. 838,000 bed nights for hotels and serviced accommodation would be generated, 85% of which would be provided by city centre operators. It is predicted that City centre expenditure would be increased by £95.2 million per annum.

The arena would include ancillary retail/commercial floor space (17,451 sqm) comprising retail, restaurant/café and bars. However, these uses are proposed to be an integral part an arena experience and would increase dwell time at the arena, before and after an event. With the exception of the canal side kiosks, they would not operate on days where the stadium or arena were no operating.

The arena would not be a freestanding retail destination. There would be no sit down bars or restaurant and the retail offer would be specific to the arena and merchandise linked to performers. The food and beverage (3,032 sqm) offer would only be available to those who were attending an event. These areas would not be open outside of event days unless for sponsor or for local community use on non-event days.

Hospitality accounts for a significant proportion of this space (6,652 sqm) with the remainder being circulation space, for ingress and egress to the auditorium, or back of house functions (7,767 sqm).

The hospitality space and VIP provision is only accessible on a pre-booked concessions basis. These spaces offer an experience not found in old style arenas which are often characterised by corporate suites within a separate tier and private concourse. Having the hospitality suites integrated as part of the auditorium and public concourse area allows access to all levels of the arena providing a complete arena experience with other spectators.

The only publicly accessible areas that would be available each day, whether events take place or not, are three kiosks on the southern canal side of the building which amounts to 223 sqm. These kiosks would contribute positively to the campus and the natural surveillance of the canal. The creation of ancillary retail and commercial offer is fully in accordance with policies EC7 and C4 of the Core Strategy and is not expected to impact on the city centre.

The other social and environmental regeneration benefits would be significant. The proposal would create 3,344 full time equivalent jobs during the 3 year construction period and additional growth in the supply chain would increase the number of jobs to 3,787. Jobs would be targeted directly at Manchester residents. At least 100 jobs would be apprenticeships with work experience placements for long term unemployed people, ex-offenders, homeless people and veterans.

When in operation the arena would directly provide 47 full time and 1,038 part time positions equating to 585 full time equivalent jobs. The applicant would ensure that as many of these jobs as possible are made available to local residents. Those within walking distance would be prioritised and paid at least the Manchester Living Wage. The construction and operational employment opportunities would form part of a legal agreement.

The proposal would develop an iconic building at the campus, deliver environmental and biodiversity improvements in the form of new 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 arena would provide Manchester, and the wider region, with a facility which matches the capacity, facilities and profile of the O2 arena London in the music entertainment and sports market. It would help rebalance the UK's leisure and visitor market which is heavily weighted in favour of the south of England.

The proposal has satisfied the tests of the NPPF and the Core Strategy regarding its out of centre location for a major leisure use. The city centre is a focus of tourism, leisure and retail development, but policy EC7 establishes the site as providing an opportunity for a leisure, recreation and entertainment visitor attraction of national significance and therefore 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 together with saved policy EM11 of the UDP.

Compelling evidence demonstrates that Manchester can support two arenas and, without another arena, Manchester would continue to lose its market share which would only serve to strength markets such as London. The city centre would continue to thrive with visitor numbers increasing demand, and spending, within the city centre retail and hospitality sectors.

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

The arena would be a low carbon, energy efficient building in a highly sustainable location with excellent access to public transport for spectators, staff and visitors. The aim to deliver the most sustainable arena in the UK and in Europe in line with the wider transformation taking place at the Etihad Campus to make all buildings net zero carbon by 2038 and to pioneer a new model of progressive and sustainable growth for the rest of the city, and others around the world to follow, based on the Etihad Campus Sustainability Framework.

The proposal would develop a contaminated brownfield site. Sustainability would be embedded into the design, construction and operation of the building to create an iconic and 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 arena building would be energy efficient, minimise its impact on air quality and include water management measures.

The building would have a high performance fabric and air tightness (with average U values over 40% better than part L 2013) and highly efficient building services. These would operate on a predominately electric system to ensure the building, and its operations, benefit from long term grid decarbonisation. There would be a small amount of gas fired boilers, for hot water, stair core heating and kitchens, but as the technology becomes more viable, and carbon efficient, there is a commitment to retrofit these elements. As a result, the arena would be able to successfully transition to net zero carbon by 2038.

The building services would be demand led and recover heat. There would be LED lighting, intelligent control systems and air source heat pumps for heating and cooling. Photovoltaic installations would be maximised on the roof and there is potential for future connection to a local district heating network should this become available. The building would be evaluated within a minimum of 3 years of occupancy, to review its energy and carbon achievements and where possible improve upon this.

It is anticipated that the arena would use 40% less water than comparable buildings through water efficient sanitary ware and catering specifications. Rainwater harvesting would be used for toilet flushing. Surface water run off rates would achieve over a 50% betterment over existing conditions.

The arena 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. 100% of single use packaging would be from recyclables, compostable or credible certifications. Free drinking water would encourage refill and minimise the use of single life plastic. Waste management audits would ensure continuous improvements with suppliers and sorting of materials.

Enhancements to the public realm around the building with trees, planting and wildflowers to the canal side would improve biodiversity. This would attract wildlife and create new habitats.

The social value potential of the arena is significant. It is estimated that 3,344 full time equivalent jobs (including 100 apprenticeships) would be created during the construction phase. The operational phase would create 47 full time and 1,038 part time positions which equates to 585 full time equivalent jobs within a range of roles. £36 million per year would be created in direct annual local spending. The arena 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 also be community access to the arena facilities on non-event days.

There would be no additional on-site parking and an existing 500 space car park would be lost. Whilst it is acknowledged that the development has the potential to contribute to greenhouse gas emissions, the transport strategy for the arena is principally focused on reducing car journeys to the site by the promotion of tram, cycle, bus and walking routes which connect to a number of the city's rail stations. These measures would be promoted and communicated through a travel plan and operational management strategy which would be monitored and reviewed annually. A further 240 covered cycle spaces would be created at the campus in addition to 284 existing spaces. An enhanced residents parking zone would be introduced to minimise impacts on local communities and discourage car journeys to the site.

Policy EN6 of the Core Strategy requires developments to achieve a minimum 15% reduction in CO<sub>2</sub> 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 2013 which has more stringent energy requirements. The 15% requirement translates as a 6% improvement over Part L 2013.

An Environment standards statement states that the CO<sub>2</sub> emissions from the arena is targeting to surpass 34% improvement over Part L 2013. This improvement could be further enhanced once the final specification of the photovoltaic panels has been resolved. The proposal is also targeting BREEAM excellent in line with policy DM1 of the Core Strategy.

This compares favourably with arenas which have recently been granted planning permission, such as in Bristol, and proposed arena in London which is currently being consideration. The YTL Arena at Bristol has a capacity of 17,080, achieved 32.9% above Part L (2013), provides 10,000 sqm of photovoltaic panels and a BREEAM rating of excellent. The MSG Sphere London has a capacity of 21,500, achieved 13.4% above Part L (2013), provides 36 sqm of photovoltaic panels and a BREEAM rating of Very Good. Comparisons with other UK and international arenas show that the proposed arena outperforms all UK arenas and is comparable with the other international venues.

### **Arena design and visual amenity**

The concept for the arena is to deliver an iconic Manchester building that surpasses UK and international arenas in terms size, performance and spectator experience. The auditorium would be compact and adaptable to achieve the flexibility required to host a broad range of music, sports and entertainment events.

Extensive retractable seating in the auditorium would allow efficient changes between modes and offer the optimum viewing experience. The retractable seats allow standing capacity larger than any other UK venue. The compact seating bowl would enable spectators to be closer to the act on the stage.

There would be spaces around the arena for ancillary facilities including food and beverage. There would five levels connected by stairs, escalators and lifts. Hospitality facilities at level 2 include an Atrium Lounge and private suites and clubs which open up over the concourse area. These would be connected by a circulation lounge with bars, seating area and support facilities. These facilities would enhance the visitor experience, encourage longer dwell time, create atmosphere throughout the arena and allow crowd flow to be managed.

The arena would have state of the art artists rooms and backstage spaces which include dressing rooms, green room, games room and management support spaces.

The architectural response to these requirements would be a distinctive building form which responds to its position within the Etihad Campus.

The siting responds to its position adjacent to Joe Mercer Way, Alan Turing Way, Sportcity Way and the Ashton Canal. This takes advantage of pedestrian approaches allowing smooth access into and out of the building to avoid queues. It also provides efficient vehicular access for production vehicles.

Entrance lobbies would be positioned along the western elevation facing Joe Mercer Way to allow direct access from the main pedestrian walking area at the campus into the arena.



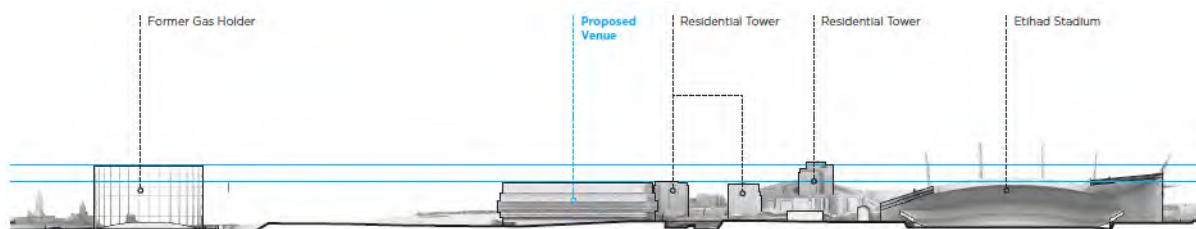
***View of Joe Mercer Way (looking back towards the Etihad Stadium) with one of the entrance lobby's and green screen***

Another entrance lobby to the south would be accessed off the podium facing the Ashton canal. The entrances would allow controlled access to the concourse spaces. Kiosks would open up onto the podium area and provide an active space on non event and event days utilising an external area overlooking the Ashton canal.



***View of the podium and kiosks areas to the south of the building***

This would be a big building but at 40 metres high it would be significantly lower than the stadium which is 70 metres high. The 02 London is approximately 50m high.



***Section across the site showing the Etihad Stadium and the surrounding residential developments and gas cylinder***

This scale is an appropriate response to the site and its surroundings. It does not exceed the height of the nearby residential apartments or the Etihad Stadium and provides a complementary addition to the sporting buildings at the campus.

The massing is formed through the horizontal layering of a series of stacked boxes which creates visual interest. Two principal elements form the façade - a grounded lower masonry plinth and an upper lightweight stepped box. The lower plinth connects to Sportcity Way and Alan Turing Way and forms a series of podiums along Joe Mercer Way and the Ashton Canal edge. At ground level the elevations would be more solid to prevent daylight from entering the internal spaces.

Alan Turing Way Elevation



Sportcity Way Elevation



### ***Elevations from Alan Turing Way and Sportcity Way***

Ashton Canal Elevation



Joe Mercer Way Elevation



### ***Elevations from the Ashton Canal and Joe Mercer Way***

The building would have a simple form but the stacked effect and the use of a restrained number of materials would provide a strong iconic identity. The form

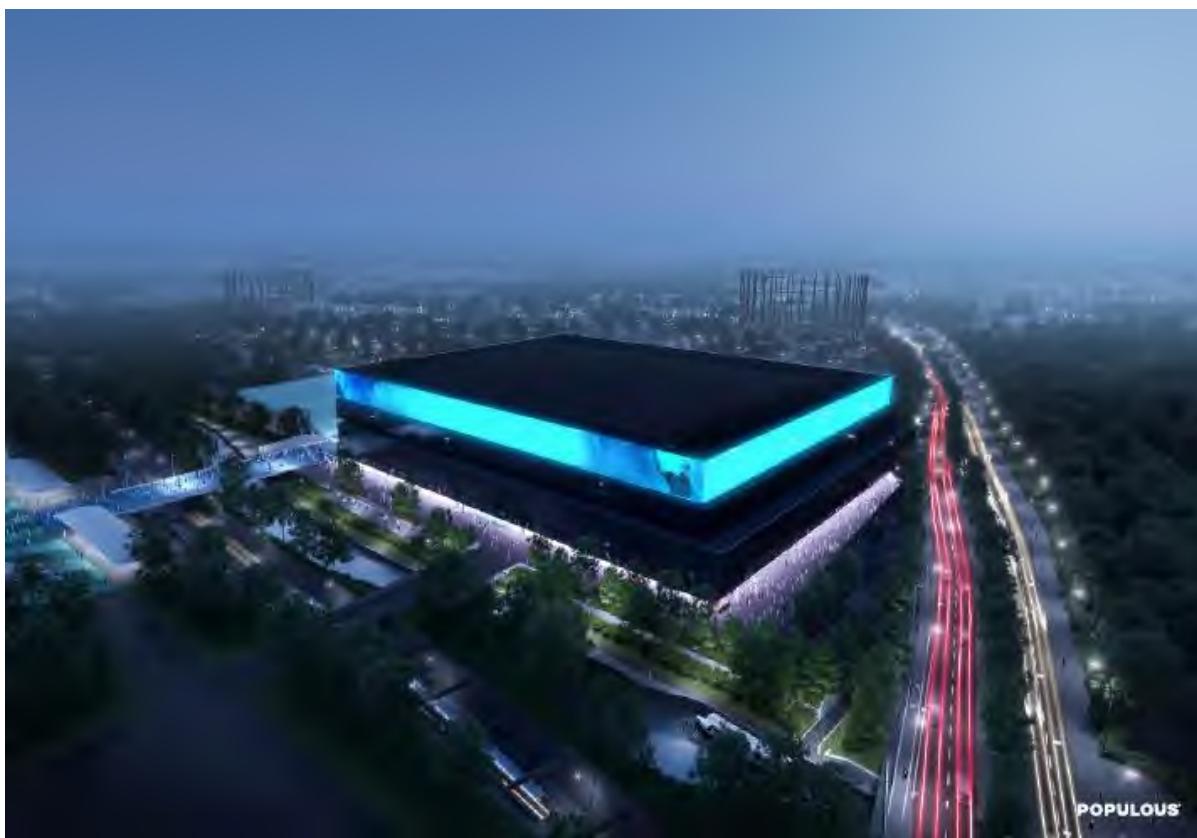
creates a highly efficient thermal structure which reduces energy consumption required for heating and cooling.

The facade treatment expresses the massing of the building. The dominant colour would be black, providing a seamless appearance to the facades and unifying all four elevations. The upper facades would be clad in perforated high gloss black metal panels. This would emphasise the stacked boxes and overhangs which would appear to float above the solid base of the building. The base would be ribbed pre-cast concrete panelling. The soffit of the lowest box would have a reflective material which would further enhance the arenas appearance.

Architectural lighting would be installed to all four sides of the upper box. LED lighting screens are proposed only in key locations (south west and south east corners on the southern elevation and south west corner on the western elevation) corresponding with the main pedestrian approaches and would be used for branding and sponsorship.

The palette of materials would ensure that the architecture would be high quality with or without illumination with the LED displays blending into the facade.

Light coloured, textured and smooth concrete panelling would frame the main entrances at the base of the building contrasting with the dark paving to the public realm on the venue approaches. Green screens are proposed to the vertical concrete plinth facing Joe Mercer Way and to the landscaped site perimeter wall to Alan Turing Way to soften the building to Phillips Park and the canal edge.



***Aerial view of the arena with its high gloss black facade, lighting and LED screens together with soft landscaping***

The arena would be a simple and iconic building within the Etihad Campus. The NPPF directs that great weight should be given to outstanding innovative design which promotes high levels of sustainability (paragraph 131). This development achieves that objective.

The stacked box and restrained palette of material provides visual interest along with the lighting and LED screens to the upper block, soffits and base. The back façade would be purposefully striking and provide a complementary addition to the campus and its ongoing regeneration. Conditions would be used to ensure that the materials, landscaping and green screens are acceptable to ensure the architecture and setting of the arena is 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 (3rd Edition) 2013*.

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

- View 1 – south from pedestrian crossing on Alan Turing Way A6010 at the junction with Briscoe Lane;
- View 2 – southwest from Grade II listed Philips Park;
- View 3 – from eastern end of pedestrian footbridge leading to Commonwealth Way, Etihad Stadium;
- View 4 – north east from A662 Ashton New Road;
- View 5 - East from CityLink – a key pedestrian and cycle route from Piccadilly Station to the Etihad Stadium;
- View 6 - West along towpath/National Cycle Network route 60/Bee Network;
- View 7 - Northeast from Joe Mercer Way;
- View 8 - North along Grey Mare Lane;
- View 9 - East from Saxon Saint Park;
- View 10 - West along Stuart Street East;
- View 11 - South east along Hulme Hall Lane.

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 looks south from the pedestrian crossing on Alan Turing at the junction with Briscoe Lane and opposite the pedestrian entrance to Phillips Park Cemetery. The routes are heavily trafficked by both vehicles and pedestrians, particularly on match days. The view is dominated by highway infrastructure together with the grade II entrance lodge with its associated gates and railings which forms a prominent feature within the view. The Etihad Stadium is highly visible and forms a landmark feature due to its form and scale. The gas cylinder is to the right and the stadium and gas cylinder form contrasting features to the historic cemetery and lodge.



***View 1 - View south from pedestrian crossing on Alan Turing Way A6010 at the junction with Briscoe Lane***

The proposal would be a major new feature obscuring the view of the Etihad Stadium and creating a new visual focal point. The pyramid hip roof of the gatehouse retains some visual prominence above the arena roof line, however, there would be an adverse impact on the setting of heritage assets. The use of modern materials and the high architectural design of the arena, with its stacked box effect, suitably mitigates the impact of development particularly the loss of the view of the stadium, and the setting of the heritage assets.

View 2 is taken within the grounds of the listed Phillip Park and is dominated by its features such as the listed entrance lodge and war memorial and the listed entrance gates and railings, grass areas, trees, fencing and playground.



***View 2 – View southwest from Grade II listed Philips Park***

The view is highly sensitive and would be subject to significant change. The arena would become a major new feature within the view and change the current open outlook from within the park towards Alan Turing Way. The setting of the heritage assets, including the setting of the park, would be affected. However, the significance of the park and the listed assets would remain understood and legible. The impact of the arena has been minimised through its high quality distinctive architecture. There would be no LED screens on the Alan Turing Way elevation of the arena reducing the lighting glare to the listed park.

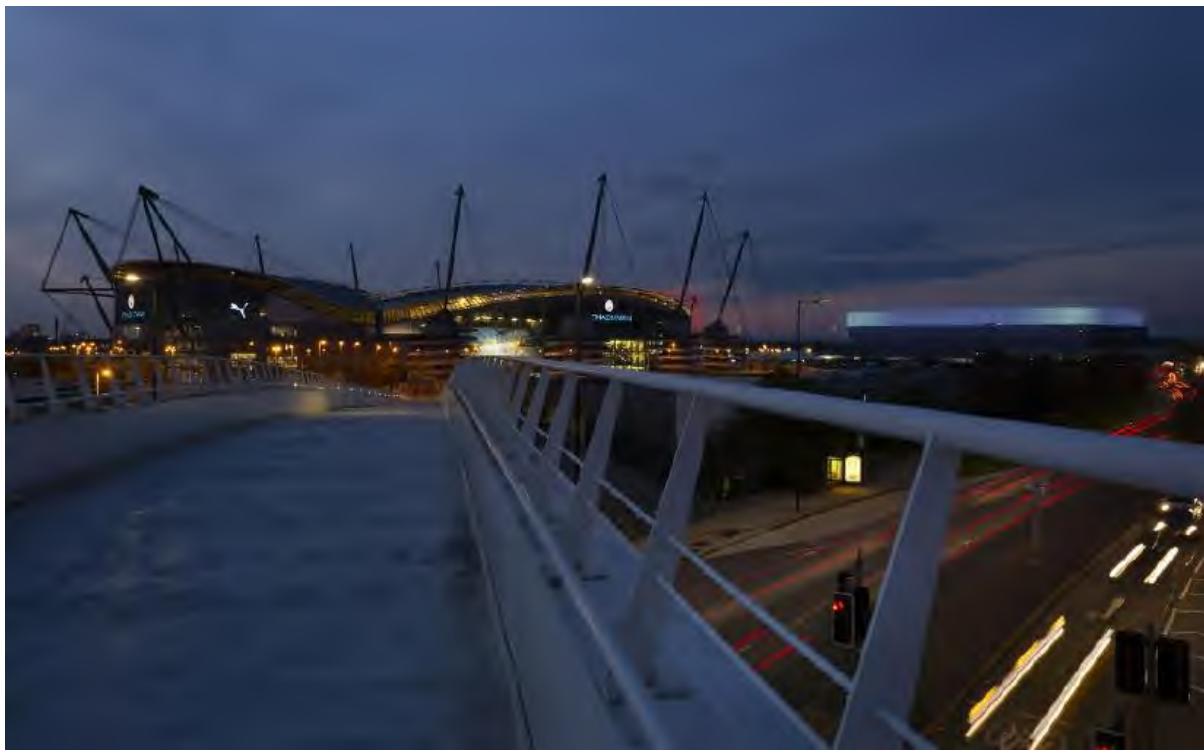
View 3 is an elevated position providing a panoramic view of the Etihad Campus looking towards the arena from the eastern end of the pedestrian footbridge over Alan Turing Way towards Commonwealth Way. The current open flat characteristics of the site are evident and demonstrates the potential of the site within the Etihad Campus. The footbridge is visible but the Etihad Stadium dominates the view. There is a distant view of the redundant gas cylinder.



***View 3 – View from eastern end of pedestrian footbridge leading to Commonwealth Way, Etihad Stadium (daytime)***

The arena would form a new addition. The Etihad Stadium would remain the dominant building with the scale, massing and appearance of the arena complementing it and forming a cohesive character and built form to the campus and Alan Turing Way. The arena would screen the view of the gas cylinder and other features such as surface level car parking. This view demonstrates the arena would form a positive addition to the street scene through its high quality architecture. The LED scheme would be visible adding to the distinctiveness of the building.

This view has also been assessed at night-time and the impact of the arena would remain a positive addition to the street scene. The lighting scheme would be clearly visible and would give the building presence. This would also complement the lighting arrangements at the stadium.



***View 3 – View from eastern end of pedestrian footbridge leading to Commonwealth Way, Etihad Stadium (night-time)***

View 4 is from the footpath along Ashton New Road leading from Darley Street. It is dominated by the road network and fencing associated with the car sales showroom. The site is located centrally and is clustered amongst the car showroom and building at the Etihad Campus.



***View 4 - View from north east from A662 Ashton New Road***

The arena would nestle within the cluster of buildings at the Etihad Camps and car showroom and form a subtle addition from this vantage point. Its scale and massing would not be out of character and the stadium would still be dominant, particularly in the cumulative scenario with the expansion of the north stand. The view would largely remain unchanged with the road infrastructure dominating the view.

View 5 is from the City Link walking and cycling route where it meets a key Etihad Campus pedestrian gateway. The route is used heavily on match days being a main pedestrian walking route to the Etihad Campus from the city centre. The view provides sense of arrival at the campus nestled in with trees and soft landscaping which contrasts with the large urban surroundings. The walkway and surrounding boundary treatments form the central aspect of the view.



***View 5 - East from CityLink – a key pedestrian and cycle route from Piccadilly Station to the Etihad Stadium***

The arena would provide a new focal point and would enhance the sense of arrival at the campus for pedestrians arriving from the city centre. The arena building is softened by landscaping, however, the architectural language of the building would be evident allowing appreciation of the stacking effects and LED screen.

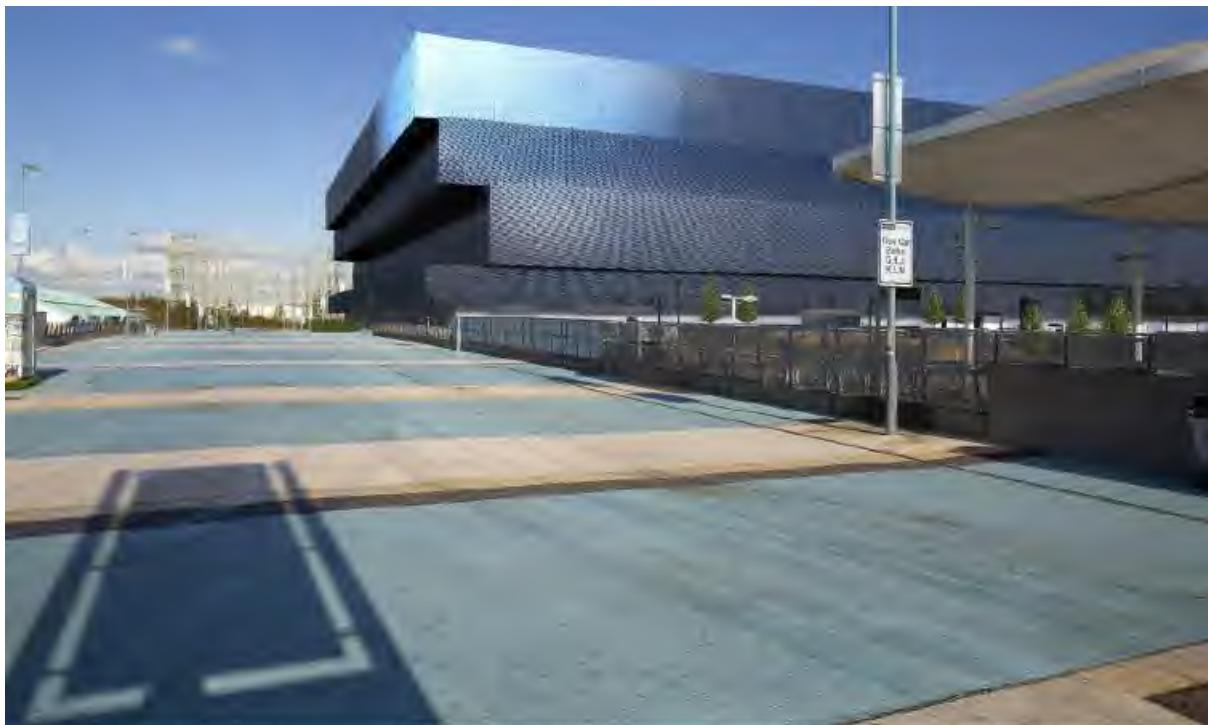
View 6 provides a view along the Ashton canal towpath and the national cycle route. It is set within the Ashton canal Lock Keepers Cottage (Grade II) which is to the left, and lock 7 (Grade II) and bridge number 9 in the centre. A modern apartment building is to the right. There are distant views of tall buildings in the background which mark the centre of Manchester. The heritage features within this view contribute significantly to the enjoyment of the canal and the local environment.



***View 6 - west along towpath/National Cycle Network route 60/Bee Network***

The arena would significantly alter the view adding a major contemporary feature. This would impinge on the setting of the listed buildings and on the overall setting of the canal network and result in an adverse impact. The listed buildings and structure would remain legible and understood notwithstanding the addition of the arena in the background. The harm to this view and the heritage assets is minimised through the quality of the architecture, and the change in massing and materiality of the building is evident from this view.

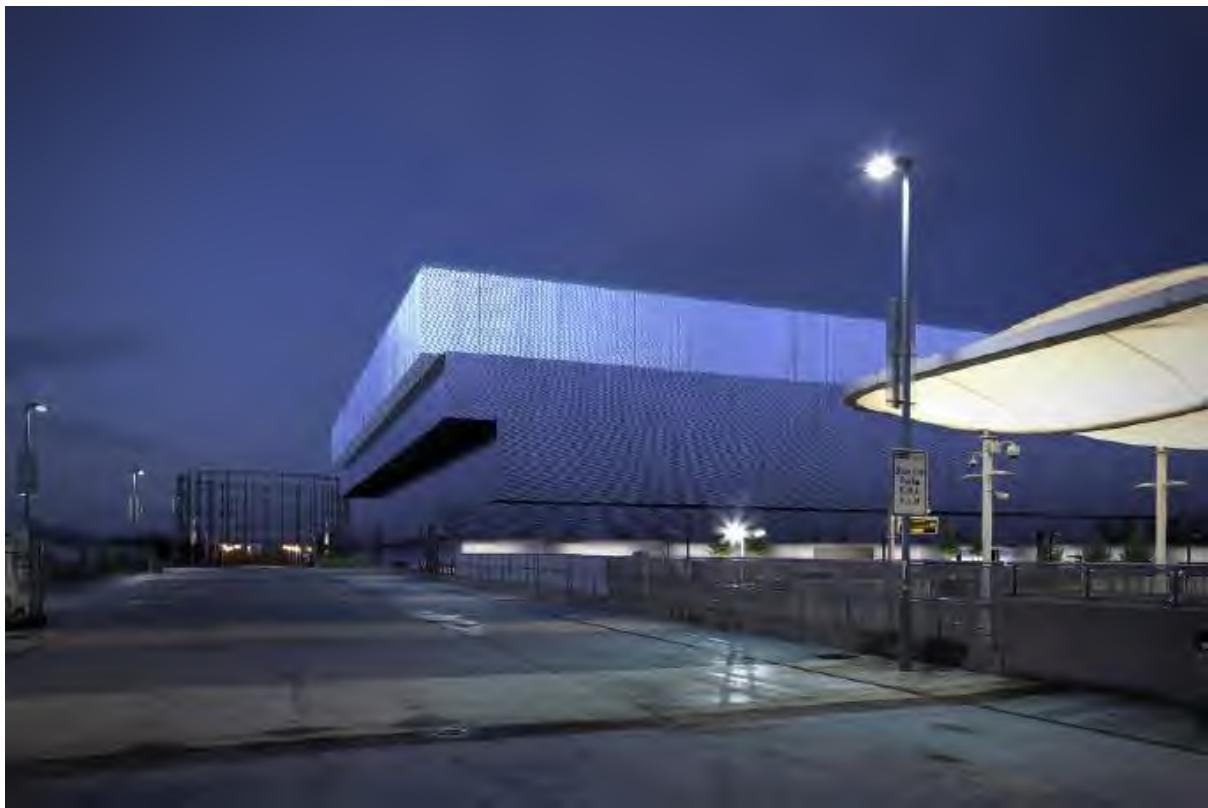
*View 7* is a wide, open and elevated view from the southern end of Joe Mercer Way, a key pedestrian route within the Etihad Campus leading to the stadium which experiences a high volume of spectators on match days. The walkway dominates the view alongside other street furniture associated with the tram stop. The gas cylinder is in the background and forms a low quality focal point. The tops of trees can be seen across the site as is the view of the spire of the listed lodge to Philips Park cemetery.



***View 7 - Northeast from Joe Mercer Way (daytime)***

The arena would be a dominant feature removing the surface car park. The view of the spire would be lost, however, the view of the arena, and its high quality architecture, is considered to be a positive addition for the users of the walkway and the campus. The stacked nature of the arena would be evident from this view as would the LED screens which wrap around this part of the building.

The impact of the building at night has been considered from this view point which demonstrates that its presence would be positive along Joe Mercer Way with the lighting scheme providing a cohesive addition to the campus.



***View 7 - Northeast from Joe Mercer Way (night time)***

*View 8* is a framed view looking north along Grey Mare Lane. Two storey buildings flank either side of the street and frame the southern end of the Etihad Stadium which terminates the view.



***View 8 - north along Grey Mare Lane***

There would be glimpsed views of the arena with the stadium remaining the dominant structure. The residential character of the street scene is retained.

View 9 the park provides an open area in a dense residential part of the city which provides a view across to the Etihad Campus. The homes in the view are modern properties along with a gas cylinder. The views across to the campus and the stadium are more evident in the winter months.



#### ***View 9 - East from Saxon Saint Park***

The view would remain largely unchanged. There would be a subtle view of the top of the arena above the roof line of the housing. The arena would not be readily understood and would largely blend in with the existing urban grain.

*View 10 looks west along Stuart Street East with buildings on both sides of the street framing the site. It is dominated by the road infrastructure and the housing which flanks the view.*



#### ***View 10 - West along Stuart Street East***

The characteristics of the view would remain largely unchanged, however, the arena would now terminate the view where once it was open. The high quality architecture of the building would be legible with the scale of the building in line with the height of the dwellings.

*View 11 is dominated by road infrastructure, including lighting columns, bollards and signage. There is a prominent tree line on both sides of the road and distant views of the Etihad Stadium.*



#### ***View 11 - South east along Hulme Hall Lane***

There would be a glimpsed view of the arena which would form a cluster with stadium. The LED screen would be visible which would add to the character of the view. The view of the stadium would remain unchanged and would become marginally more prominent with the expansion of the north stand.

The development would form a large and significant building within the viewpoints identified. The assessment has shown that the arena would, in most cases, provide a beneficial improvement to the townscape in terms of character and urban grain by redeveloping a low grade surface level car park.

The assessment has highlighted that there are three instances where there is likely to be an adverse impact (views 1, 2 and 6). These impacts are considered to be modest and are principally as a result of the heritage assets within these views. Whilst it is acknowledged that the setting of these assets would change, this is as a result of the current open nature of the site.

The significance and setting of these heritage assets would remain clearly evident within the context and legible. This is considered in detail elsewhere within the report. Any harm would be modest and outweighed by the substantial regeneration benefits that the development of such a high quality scheme would bring to this area.

Viewpoints 3, 5, 7 and 11 are considered to be moderately or significantly beneficial as a result of removing the surface car parking and developing a high quality building that complements and reinforces the character of the Etihad Campus and Stadium. The Stadium remains the dominant building with the architectural language, scale,

materiality and lighting of the arena enhancing the campus and its position adjacent to the stadium.

Views 3 and 7, when modelled during the night-time, confirm the beneficial impacts by highlighting the dynamic character of the arena building with the campus and wider context.

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

The site is not within a Conservation Area but there are a number of Listed Buildings nearby that could be affected by the development.

The urban grain around the site is a mixture of low quality surface level car parking and cleared sites with numerous large scale buildings such as the Etihad Stadium, the regional arena, 10 storey apartments buildings and other sporting venues.

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

An assessment of the impact of the development has considered a 1 km zone around the site. This has identified 13 listed buildings and 2 registered parks. These assets are as follows: 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 identified and assessed the heritage assets listed above and considers that 7 of these assets could be affected by the proposal as required by paragraph 128 of the NPPF. The impact on the setting of the identified heritage assets has also been evaluated within the townscape assessment above.

*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 of the park remain including the serpentine paths and the amphitheatre (also known as tulip valley) although 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 the park's design, its wider setting makes a minimal contribution to its significance. Notwithstanding this, there are points where the park is close to the site. The current vacant nature of the site has a neutral contribution to the setting of the park.

*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 current vacant status of the site has a neutral impact on the cemetery.

*Entrance Lodge to Main Entrance of Philips Park Cemetery (Grade II)* the significance of the Lodge principally relates to its connection to Philips Park Cemetery along with being of architectural merit. The lodges position on the junction of Alan Turing Way and Briscoe Lane results in the setting of the building being seen in the same context as the heavily trafficked Alan Turing Way, the buildings at the Etihad Stadium and the application 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 within its setting. The adjacent Lock Keepers Cottage (Grade II) is also seen within its setting and has group value. The site is situated within the background of the listed structure and its current 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 onto 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 also been eroded with the development of the high density apartments which now form the backdrop to the cottage from within 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 and now in use as residential and offices. Although the building has been modified, its distinctive chimney and exterior remains largely intact. The setting of the mill has been altered over time with other mill buildings and infrastructure being demolished with the mill now being set adjacent to a children's playground and low rise residential context. The assets relationship with the Ashton Canal remains intact. The site is situated in the far background of the setting of the listed asset 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 within the key viewpoints that were identified as part of the townscape visual impact assessment.

The scale of the impact, together with the impact on the significance of the heritage asset, has been judged to result in a low level of harm to the setting and significance of the identified heritage assets (with this low level of harm being considered against the relevant tests within the NPPF). However, it is also acknowledged that there would also be some heritage benefits as a result of the scheme which principally derived from the removal of this vacant site from the setting of these heritage assets together with enhancements in the form of landscaping and improved setting as a result of the new building

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

*Phillips Park (View 2)* the proposal would be visible when looking outwards from within the park due to the arena being present where there is currently an open vista.

Any impact on the setting and significance of the park should, however, be balanced against the evolution of development in this part of the city. The view examined within the heritage assessment represents one view amongst many from within the park. The setting of the park has been continually evolving from its industrial past to the most recent regeneration activity at the campus and surrounding area. 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 together with the arena representing another part of development evolution of this part of the city.

This overall effect is a low level of harm to the setting and significance of the heritage asset.

*Philips Park Cemetery* there would be glimpsed views of the development from various points within the Cemetery. However, these would be limited, due to the distance and topography of the cemetery relative to the site, and depend on the time of year and resulting tree coverage. The impacts of the arena on the cemetery would be considered to be low level of impact with the arena representing the continuation of regeneration activity in the area.

*Entrance Lodge to Main Entrance of Philips Park Cemetery (View 1)* the setting of the lodge would be materially affected by the proposal. The arena would form a visually dominant and modern addition to the street scene which would form the backdrop to the lodge. The arena would form a contrasting feature to the architecture of the lodge, and the historic setting of the cemetery. The long ranging views of the north stand of the Etihad Stadium would also be lost (which currently forms of the backdrop to the lodge albeit at a greater distance). This would result in a low level of harm to the setting of the lodge and cemetery from this view point,

however, it is considered that the historical and architectural significance of the lodge would remain legible and understood.

*Ashton Canal Lock Number 6 Immediately East of Forge Lane* would be seen in the same context as the proposed arena when viewed from the canal environment. This would result in a low level of harm to the overall setting of the lock and canal. The significance of the lock would not be materially impacted upon 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 to the area 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 6)* 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 harm to the overall setting of the lock and canal. 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, it is considered that 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 (View 6)* the proposal is clearly visible forming a dominant feature alongside the cottage which would result in a low level of 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 as a result of the development. The vacant nature of the site an open backdrop to the listed cottage, has not always been the case given the industrial past of the site. The arena represents the next stage of development activity for this site and 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 therefore not result in a material impact on the setting of the listed building with the arena 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 a number of heritage assets. It would, in most instances, result in a low level of *less than substantial harm*, as defined by paragraph 196 of the NPPF, to the setting and significance of the identified heritage assets. However, in each instance the heritage assets would remain legible and understood and outweighed by the substantial regeneration benefits that this development 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 will be considered in detail below.

## **Assessment of Heritage Impact**

The proposal would result in instances of low level of harm through changes to the setting of some listed buildings, listed locks and registered parks. These impacts are considered to result in a low level of harm to significance of some of the above assets and to fall within the category of less than substantial harm within the NPPF.

In these circumstances, it is necessary to assess whether the impact of the development 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) (paragraph 193 NPPF). Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 196 of the NPPF.

The application site is a development site, as defined within policy EC7 of the Core Strategy and its current condition as a surface level car park at best has a neutral impact on the local area and the surrounding heritage assets as identified above. This proposal would regenerate this key site in line with Council policy and bring a new leisure and entrainment offer to the Etihad Campus. A high quality distinctive arena building would be developed and integrated into the existing infrastructure and public realm at the campus. It would be a complementary form alongside the other sporting buildings at the campus and would form a positive addition to the local area.

The development would result in £350 million of investment at the site and the creation of 3,350 full time equivalent jobs during the 3 year construction period. There would also be additional employment growth in the supply chain. Over 70 companies would be involved in the construction supply chain across Greater Manchester and the wider region together with approximately 700-800 companies across the North West and nationally. This would support up to 6,500 jobs as a result of the project.

Jobs would be targeted directly at Manchester residents. When the arena is operational there would be 47 full time and 1,038 part time positions created which equates to 585 full time equivalent jobs (directly) within a range of roles.

The building would also be designed with sustainability at its heart and would aim to be one of the best arena buildings in Europe and would comprise a high quality and innovative design.

Historic England have chosen to not comment on the development proposals for this site.

The visual and heritage assessments undertaken demonstrates that a low level of harm to the surrounding heritage assets would arise in most instances. This is as a result of the development being viewed in the same context as the listed buildings/structures and park/cemetery. The level of harm is considered to be low level as the significance of the heritage assets would remain legible and understood both individually and where there is group value. The development must also 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 proposal would also be high quality in both its architecture and contribution to public realm, which would also bring its own heritage benefits. The building would also be one of the best arenas in Europe using the most up-to-date technologies to ensure it is highly sustainable and minimises its contribution to the climate 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 as required by virtue of S66 of the Listed Buildings Act, and paragraph 193 of the NPPF, 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 196 of the NPPF.

### **Impact on Archaeology**

There are no archaeological investigations required as part of this planning application as this has been dealt with by previous schemes. Accordingly, GMAAS advise that no archaeological mitigation is necessary.

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

The site is highly accessible with tram and bus routes and walking and cycling routes that integrate the area and the Etihad Campus, to the city centre and beyond. The site is 200 metres from the Etihad Metrolink Station which provides tram services to the city centre. Manchester Piccadilly station is a 25 minute walk. There are bus stops on Alan Turing Way, Ashton New Road and Bradford 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 Etihad Campus (in the form of Sheffield Stands) 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 access within a 10-20 and 20-30 minute cycle ride 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.

The arena would be the most sustainable in the UK and a travel plan would promote non car journeys. The location of the arena at the Etihad Campus, would comply with the NPPF which states that significant developments such as this should be

focused on locations which are sustainable, through limiting the need to travel and offering a genuine choice of transport modes (paragraph 103).

A transport assessment has been prepared as part of the Environment Statement which considers the transport implications of the development, which is to minimise the impacts of movements generated by development, and those at the campus, on the local area by promoting sustainable travel.

A typical arena event capacity would be between 16,000 and 20,000 (with maximum capacity of 23,500 on a limited number of occasions). This is significantly lower than a capacity event at the Etihad Stadium which currently has a capacity of 55,017 (rising to 62,170 with the expansion of the north stand). The arena would be operational all year round with approximately 120 events taking place with the potential to rise annually. Arena events would attract significantly lower crowds and movements than a football event at the stadium albeit on a more frequent basis.

There may be occasions where more than one event is held on a day, matinee and evening events (although these are expected to be lower capacity). In addition, there may be occasions where an arena event coincides with matches at the Etihad Campus. Where possible events would not be scheduled on the same day as stadium events in order to minimise impacts. In addition, should there be an event at both venues on the same day, it does not necessarily mean that arrivals or departures from the venues would be taking place concurrently. There are a range of potential event time combinations for the Stadium and the arena, the majority of which would result in little or no overlap between the arrival and departure of visitors to the two venues.

The worst case scenario represents around 10-15 events per year occurring at the same time. A third of coincided events are expected to take place on a weekday evening and thereby coinciding with rush hour traffic. The specific operational impacts of such events are considered in detail below.

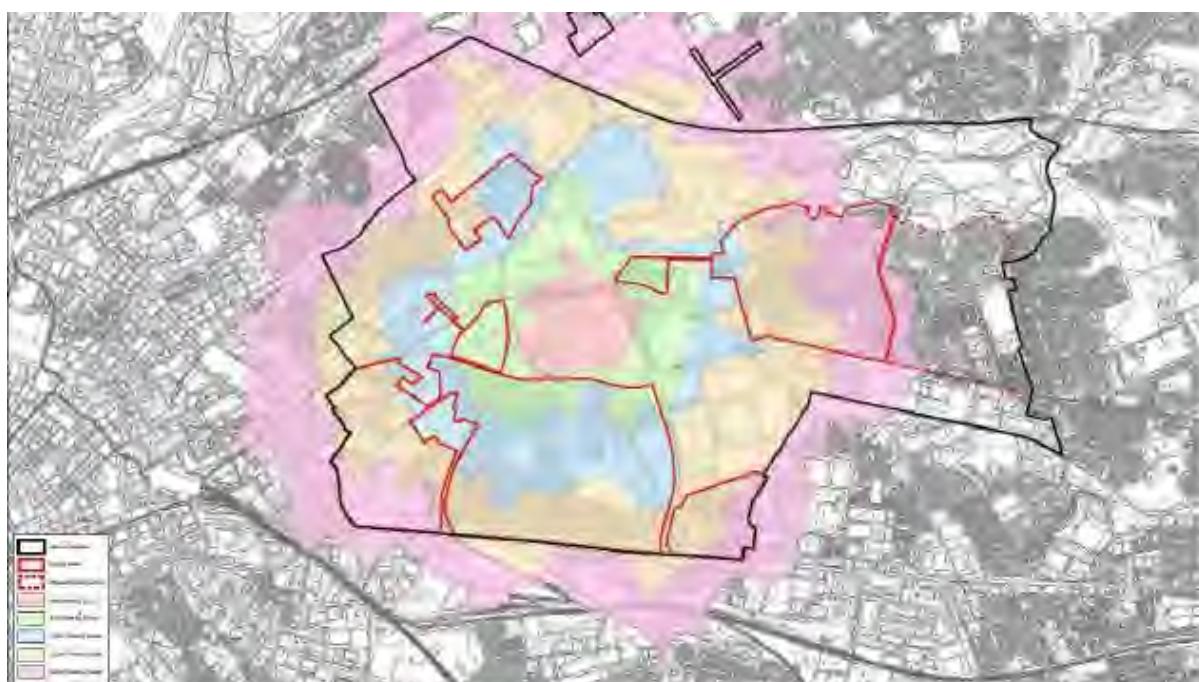
A variety of transport initiatives are in place which support movements to and from the Etihad Stadium. This proposal would build upon these measures by providing enhancements which would support the operation of the arena, the campus and connections to the city centre as part of minimising the impact on the local area.

There would be no additional onsite parking and the development would result in the loss of an 500 space surface car park. Surface car parks are available to the north of the Etihad Campus which are utilised on match days but would also be available for use by the arena. 3,000 spaces would be available when only an arena event is taking place. This would reduce to 500 spaces when an arena event runs in parallel with an event at the Etihad Stadium. The travel plan would, however, aim to reduce car journeys to the site.

These car parking spaces would only be available on a pre-booked basis and only shortly before an event to prioritise the football events. At the point of sale, messaging would encourage spectators to use sustainable modes of travel.

These car parks are part of the wider development strategy for the campus and fall within the strategic area identified by policy EC7 of the Core Strategy. It has been demonstrated that the arena can operate successfully without any on site car parking through a comprehensive package of measures that promote non car journeys to this highly accessible and well connected location.

There would be an increase in people at the area when an arena event takes place at the same time as a stadium event and it would be necessary to minimise the impact of this on surrounding communities. A Residents Parking Zone (RPZ) operates on stadium event days. In order to minimise the operational impacts of an arena and stadium coincided event, it is necessary to review and expand the RPZ. The enhanced RPZ would operate across a broader geographic area and seven days a week, at hours which include evening event times, to protect communities from on street parking.



#### ***Indicative Residents Parking expansion***

A special event operational plan would be put in place. This would include a targeted communication strategy to encourage attendees to use sustainable transport. It would advise that there is a stadium and arena event on at the same day and provide details on the transport modes to the campus, that no onsite parking is available (unless pre-booked and would not be released for booking until shortly before an event to discourage use) and advising that an RPZ is in operation.

The operational management of such a scenario would minimise overlap between arrival and departures times and there would be flexibility to adjust arena event stage times to achieve this, with a strategy in place to advise attendees of these changes in advance in order to influence arrival times.

Where necessary and appropriate, there would be enhancements to the capacity of public transport from the city centre, delivered in collaboration with TfGM, including

ensuring that every possible Metrolink service was operated by a double unit together with shuttle buses between the city centre and park and ride sites (and potentially other public transport interchanges).

There is also potential to consider integrated ticket packages which promote sustainable travel. Enhanced marshalling would also take place on key walking and cycling routes.

The food and beverage offer at the site would also increase dwell time at the arena and manage crowd flows and staggering of arrival and departure times. Analysis predicts that on major event days, spectators are likely to start arriving 2-3 hours before the start of a concert in order to secure a position close to the stage. However, it is unlikely that all spectators would arrive early. For a 19:00 event, estimates predicts that 30% of arrivals would arrive between 17:00 -18:00, 30% 18:00 -19:00 and 40% 19:00-20:00 with assumed spectator departure times of 100% at 22:00 – 23:00.

This reflects the fact that there would be people who would want to arrive early to stand near the front and that there would be people who leave arrive nearer the start time after eating and drinking in the city centre. A similar effect occurs on match days at the stadium.

There are also be spectators who have made an arena event as part of day trip or weekend away, so are likely to arrive early and experience the city centre.

All these behaviours are already evident on match days and with the benefits being seen on city centre hotels, bars and restaurants. This in turn impacts on the travel peaks to and from the campus.

The proposals are also likely to increase usage of the nearby rail stations both as an interchange to tram services or to facilitate walking to the campus (for example from Ashbury Station). This increase footfall would have a positive impact on the stations through increase ticket sales allowing further investment in these stations where necessary and appropriate.

In conjunction with the RPZ and the operational management plan, there would also be a series of other transport mitigation measures to support sustainable travel to the arena with the sole aim of reducing car journeys to the site.

As different spectator demographics could affect the community in different ways, a community liaison team would be established to tailor operational responses. This would include monitoring, review and implementation of measures depending on outcome and experience once the arena becomes operational.

Technology and digital platforms would communicate travel options and inform spectators of their travel options and provide real time information about tram, rail, bus and shuttle bus services. This would advise spectators to arrive early and stay after events to reduce peak impacts on movements on the various mode networks.

Walking routes between the city centre (from Great Ancoats Street) to the Etihad Campus would be improved. This includes 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.

Modifications are also required to the junction of Gate 1 and Alan Turing Way to allow left in left out traffic movements, improved cycle way, widening of the footway for crowd control thereby reducing Sportcity Way to 3 lanes and creation of a managed service vehicle route. There would also be a new emergency vehicle access from Alan Turing Way and provision of bollards (fixed and retractable) to protect crowds. The modifications would improve accessibility at the arena, and Campus, for servicing vehicles together with enhancing the pedestrian and cycling environment. These arrangements are acceptable to Highway Services.

Pick up and drop off arrangements would utilise the existing arrangements on Rowlsey Street and extend the area the full width of this road and along Phillips Park Road together with enhanced marshalling. The promotion of the pickup and drop off arrangements would also form part of the communication strategy, particularly for events which are targeted at younger audiences.

Modelling of the local highway network has been undertaken including in the worst case scenario (i.e. a full capacity arena event coincided with a full capacity stadium event). 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 implementation of the enhanced RPZ, and other sustainable transport mitigation measures, would reduce car journeys. The modelling demonstrates that car journeys for arena events could be some 12-15% lower (depending on whether these are weekday or weekend events) than those recorded for the Etihad Stadium. It is also anticipated that this would be a downward change as further improvements are made to public transport, walking and cycling infrastructure in the city and the downward trends in car ownership and use.

Servicing would take place off Sportcity Way and directly into a servicing yard to the east of the arena. It would be large enough for storage and for eight vehicles to load directly onto the event floor and is suitable from a highways perspective.

## **Accessibility**

The arena would be inclusively designed to ensure it is an accessible environment for all users in line with the Equality Act. All internal and external areas have been designed with suitable gradients and ramps for level access. There would be escalators and lifts alongside the main staircases together with assistance dog recreational areas, multi-faith room, signage and wayfinding, sound reinforcement and hearing enhancement systems and accessible parking arrangements.

There would be 118 permanent wheelchair positions at level 1 of the auditorium and a further 8 at level 3 which are distributed throughout the arena. This follows relevant guidance for an arena capacity of 15,000.

For a maximum capacity event of 23,500 the number of wheelchair positions would increase to 154 would be accommodated within the event floor area. Additionally, each suite would be able to accommodate at least one wheelchair user and each of the 'lounge Clubs' would be able to accommodate at least two wheelchair users for each of the four clubs.

The arena would have 52 demarcated spaces for disabled people in the north car park close to the principal arena entrances. There would be 83 accessible parking spaces and 91 spaces for ambulant disabled people within the orange car park with direct access to the south side of the arena via Forge Lane Bridge. A portion of these space would be beyond 50 metres. All parking for the arena would be managed and on a pre-booked basis which would ensure that those which require assistance can be prioritised for those with the greatest need.

It is acknowledged that future development activity at the campus may result in the loss of these surface level car parking spaces. In order to ensure that parking provision for disabled people is not reduced, a condition would require ongoing review to ensure it is available for arena events.

## **Ecology**

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

Scrub vegetation and trees would be removed. No protected species or nesting birds were identified at the site and therefore provided the vegetation is not removed in bird nesting season there is no particular risks in this regard.

The report acknowledges the close proximity of the development to the Ashton Canal. Mitigation must ensure that there are no leaks or debris into the canal during the works or drainage or surface water run-off into the canal. Impact of lighting on the canal also requires consideration.

The loss of green infrastructure is mitigated by the landscaping which includes tree and shrub planting, with wildflower planting to the canal and green screens to Alan Turing Way. This would enhance the green infrastructure and biodiversity at the site in line with policy EN9 of the Core Strategy.

The canal would be protected from the effects of construction activities through a construction management plan which would be secured by planning condition. In addition, the drainage strategy would ensure that there is no run off or drainage into the canal area.

## **Trees**

There are 22 individual trees, 9 group trees and shrubs at the site. 16 trees would be removed (14 category B and 2 Category C) and 6 group of shrubs/small trees (category C). This would include the lime trees to Alan Turing Way.

This loss of green infrastructure can be mitigated through the enhanced landscaping proposals which include 1208 sqm of wildflower planting to the Ashton Canal, 681 sqm of shrub (ornamental and native) planting beneath the tree planting, 1916 sqm of green screen to the eastern, southern and western boundaries and 67 trees of native and non-native species and bird and bat boxes along the canal edges. These measure would increase biodiversity and would be agreed by planning condition.

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

The public realm and landscape strategy would provide spaces and the setting for the building and provide space for crowd management. It would improve connections with the wider Etihad Campus.

The main access to the arena would be from Joe Mercer Way. A podium would be created to the south and east of the arena, alongside Joe Mercer Way and the Ashton canal, which would provide level access. New hard standing, soft landscaping, seating and wayfinding would be included.

Wildflower planting would be incorporated into the embankment of the Ashton Canal and green screens and decking would enhance the interface with the canal and improve biodiversity. Seating would overlook the canal and this area would also provide an attractive space on non-event days as a result of a double sided food and beverage facilities along the south side of the arena which would open up and activate the canal and public realm. Two stream litter bins within the public realm podium would encourage recycling.



***South side of the arena with the new landscaping and wildflower planting to the canal and food and beverage kiosks***

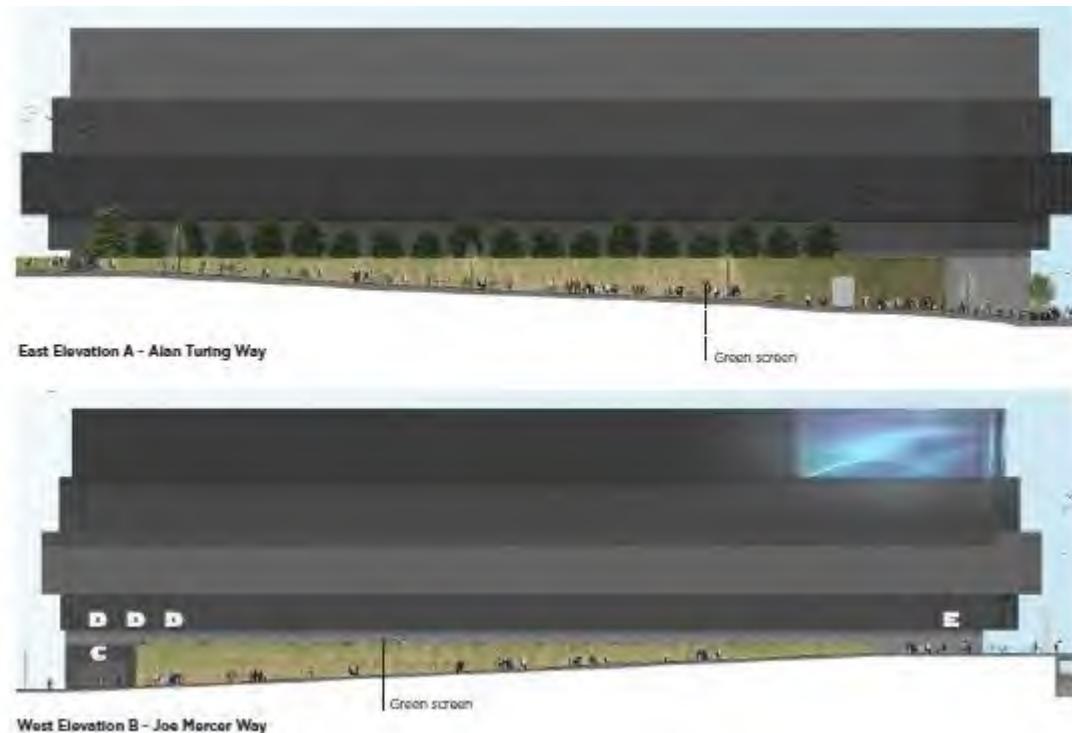


***Proposed landscaping scheme***

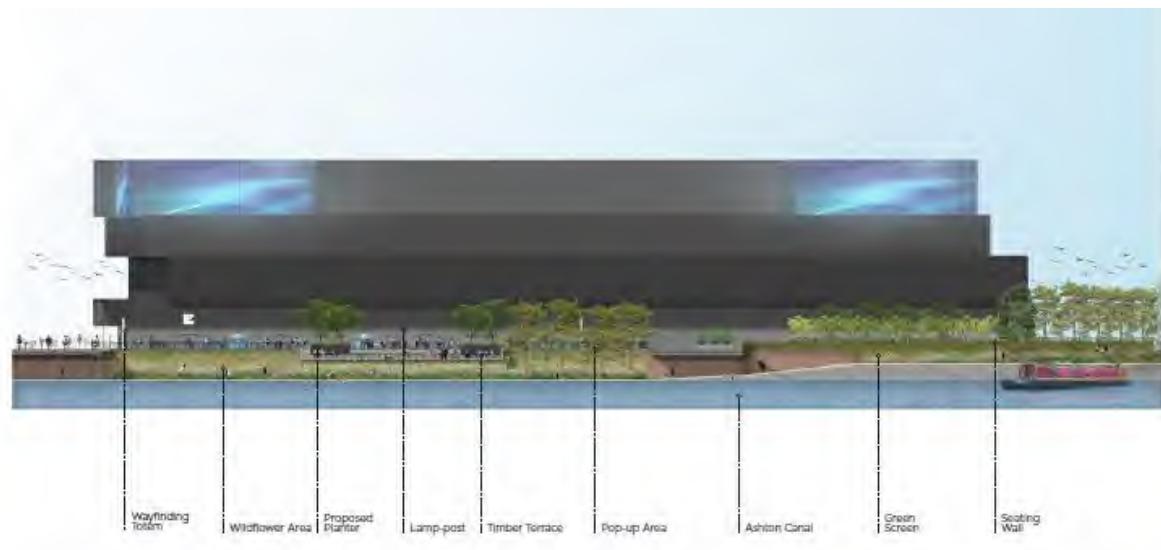
There would be a 'green ring' of infrastructure around the arena to improve the landscape and biodiversity. 67 trees would be planted and all boundaries would be softened by landscaping and green screens. The Joe Mercer Way boundary is treated with a green screen to provide soft landscape and address the level change.

Green screens on Alan Turing Way would provide a buffer to the podium and the heavily traffic road. This would improve the pedestrian footpath along Alan Turing Way and provide a screen to the compound behind.

The number of vehicle lanes on Sportcity Way would be reduced to create a widened footway adjacent to the arena. This would support crowd flow, create a VIP drop off area and provide a barrier between vehicles and pedestrians. It would be possible to close Sportcity Way to traffic when required. Raised planters and trees would complete the green ring around the building.



#### ***Landscaping and green screens to Alan Turing Way and Joe Mercer Way***



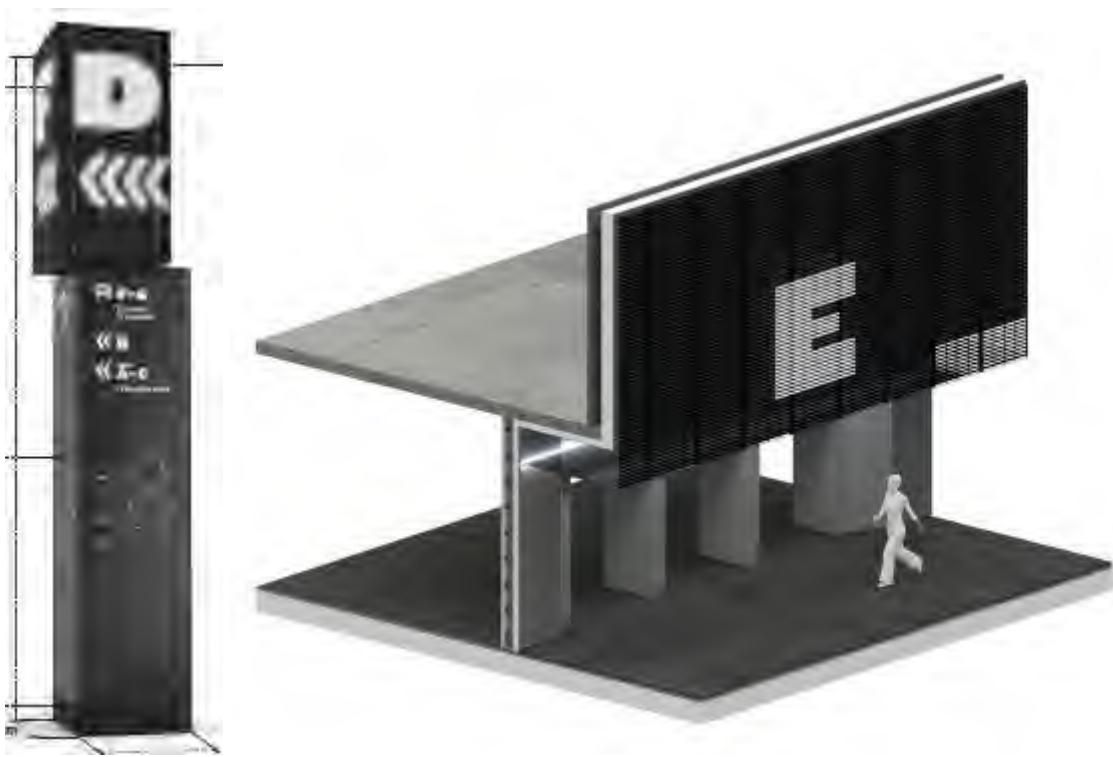
### ***Landscaping and planting to Sportcity Way***

#### **Signage and wayfinding**

The arena building would be supported by a variety of wayfinding and building signage to help support crowd and pedestrian movements within the public realm.

All building entrances would be highlighted using high level signage which can be seen from a distance to help with navigation. These entrance signs would utilise the same technology as the upper levels of the building which provide continuity and allows the signs to be switched off when not in use. The entrances would also be supported with internally illuminated static door signage which would provide additional information on arrival. 6 totem signs that complement the architecture of the arena would be located within the public realm to guide visitors around the development.

Five of the totem signs would be digital with a screen located within the upper section and would measure approximately 4.5 metres in height. These screens would provide information about accessing the arena, and the Etihad Campus, as well as displaying information in an emergency. The illumination of the totems would be no greater than 600 cd/sqm. The totem would be four sided with a steel frame and powder coated black. These would be positioned on the junction of Joe Mercer Way and Sportcity Way with the remainder located within the podium area to the south the arena.



***Example of a digital totem sign and building entrance signage***

There would also be one static totem (approximately 3 metres in height) and this would be located on Sportcity Way. This would be similar in appearance to the digital totems and would provide wayfinding information.

There would also be some feature 3D lettering introduced to the podium area adjacent to the canal. This features also forms part of the wind mitigation measures. The lettering would be constructed of mirrored glass and polished steel and at night they would be lit with LED lighting.

It is also intended that the roof would feature some branding in the form of naming of a selected branding partner. It is anticipated that this would be flush to the roof and would not be visible from the ground level.

The operations of the arena would also take advantage of technology through smart wayfinding through the use of bespoke mobile applications. This would provide information on accessible wayfinding support, live queue information, together with live egress and transport information.

***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 arena on the daylight and sunlight availability to the Stuart Street apartment building, which is located on the opposite side of Alan Turing Way, and the impact on light on Philips Park and the outdoor playing surfaces of the Manchester Regional Tennis Centre.

The assessment shows that there would be no adverse effect on either light from the sky or direct sunlight at the Stuart Street apartments. There would be no shading on the south west corners Philips Park or the outdoor playing surfaces at the tennis centre and would therefore meet the recommended 2 hours of sunlight on at least 50% of their area.

There would be no overlooking from the arena to nearby residential accommodation.

(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 located adjacent to an Air Quality Management Area (AQMA), due to the proximity to Alan Turing Way, where 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 proposal would result in the loss of a 500 space car park from the Etihad Campus and the arena would have no dedicated on site car parking. The arena would be supported by a travel planning strategy and operational management plan which would discourage car journeys and promote walking, cycling, tram or rail. A package of measures has been agreed to enhance the attractiveness of these alternatives travel modes which build upon the measures already in place to support alternative travel for football spectators. 240 covered cycle spaces would be created across the Etihad Campus.

Environmental Health concur with the conclusions and recommendations within the air quality report that the proposal would have a negligible impact on local air quality conditions as a result of the loss of the existing car park together with the mitigation measures would be secured by planning condition. 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 arena being suitable for sitting and standing with all the entrances being located in suitable positions. The surrounding roads would remain safe for their intended use as would the walk ways around Philips Park and Cemetery and the car parks to the north of the site.

During the winter months, some of these areas are more exposed to adverse weather conditions, particularly the podium areas, the areas at the southeast and southwestern corners of the podium (particularly near to the canal towpath) and on the opposite side of Alan Turing Way near to the Stuart Street apartments.

In order to improve the conditions within these areas landscaping is proposed within the southern edge and eastern side of the podium. The assessment demonstrates that with mitigation in place, the wind conditions at the site, and within the immediate area, improve considerably with the podium now suitable for use all year round.

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 for their required use.

#### (e) Lighting

A lighting assessment forms part of the Environmental Statement. This identifies a number of sensitive receptors which are within 500 metres of the site and could be affected by the lighting scheme for the development. These are, Philips Park Cemetery, Philips Park, the residential properties along Alan Turing Way, the Ashton Canal, Alan Turing Way and the immediate environs around the site.

The urban nature of the application site means the area is already well lit from existing street lighting and high intensity building lighting from existing buildings within the Etihad Campus.

There would be some low illuminance lighting to support the construction activities at the site with the effect being temporary for the duration of the construction activities.

The proposal would introduce lighting to the public realm together with façade lighting in the form of three media LED screens (south west and south east corners on the southern elevation and south west corner on the western elevation) with an illuminance level of 4000 cd/sqm and architectural lighting to the building facades.

The signs would be located to the top box façade only taking advantage too the key pedestrian walkways to the site. These signs would have multiple purposes displaying naming rights, commercial advertising and information of performances

and events. This signage is also the subject of a separate advertisement application (ref.126432/AO/2020).

The screens would contain static and moving images and would be visible from Alan Turing Way and the surrounding area.

Phillips Park Cemetery and Park are both areas of low illuminance and high sensitivity. The lighting assessment demonstrates that there would be a negligible impact on the park as a result of the lighting proposals for the arena.

The impact on Alan Turing Way would be negligible given it is a well-lit environment in order to be safe for traffic use.

The low rise residential properties off Stuart Street would have direct views of the site and may notice the lighting system functioning, but should not be unduly effected by light spill and glare. The Stuart Street residential apartment building, due to its more prominent position along Alan Turing Way, would be more sensitive to the new lighting installations. The wildlife corridor along the Ashton Canal would also be sensitive to any new lighting installations.

The lighting system may also be noticeable to the nearby tram network and in the interest of the safe working of the tram, it would be paramount that the functioning of the lighting system would not cause a distraction to the tram driver.

The lighting scheme is an integral part of the building design. When the lighting scheme is in operation, its functioning, changing of images and level of illumination would be noticeable to those who live, work and pass through this area. The extent of this would vary depending on the time of day, weather conditions and time of year.

In order to minimise the effects of the lighting scheme, this would be the subject of a control system which would allow the lighting to be dimmed depending on the level of daylight together with the frequency of the movement of the images. This would minimise the overall effects of the illumination and control the amount of light spill and glare in the local environment in order to ensure that there would be no unduly harmful impacts in this regard. The lighting control system should be agreed by planning condition.

### **Fume extraction**

Fume extraction would be required for the commercial operations within the arena. It is considered that a suitable scheme can be put in place and integrated into the scheme. In this regard, it is recommended that a condition of the planning approval is that the fume extraction details are agreed.

### **Noise and disturbance**

A noise assessment formed part of the Environmental Statement. This identifies that the main sources of noise would be from construction activities and associated traffic during the construction phase of the development together with operational impacts from entertainment noise out break from the arena and external crowd noise

together with noise from plant. The noise assessment has considered the impact from these noise sources on the nearest residential properties which are located on Stuart Street, Gibbon Street, Broxton Street and Briscoe Lane

Noise levels from the construction phase would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

When the arena is operational, the impact of the entertainment noise from within the arena auditorium has been considered. The arena design means that the auditorium would enclose the main stage and performance areas. This structure would significantly reduce noise transmission into the internal concourse areas, which surround the auditorium, which in turn would prevent any noise outbreak and unduly harmful impacts on the residential streets identified.

Noise from within the concourse areas themselves has also been assessed and this also concluded that the acoustic performance of these areas prevents any harmful noise outbreak from the concourse to the nearby residential properties.

The impact of crowd noise, from the external walkways and podiums on the south and eastern boundaries of the arena, has also been considered. Modelling of raised voices from a 23,500 capacity event demonstrated that there would be a negligible impact on the nearby residential streets which are separate by Alan Turing Way and other road infrastructure.

The plant specification for the arena has not yet been selected, however, it is considered that suitable mitigation can be put in place to ensure that there is no unduly harmful impacts in this regard. The mitigation should be secured by planning condition.

Provided that construction activities are carefully controlled and the plant equipment and arena is appropriately insulated to prevent noise outbreak, 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**

The waste generated by the development would be separated at source into waste streams. A large proportion of the arena's waste would be generated in the concourses. Litter bins would be regularly emptied in order to prevent them from overflowing with the waste being transferred to larger bin store areas.

Waste generated within the food and beverage concessions would be sorted within the units themselves. The hospitality areas waste would be stored within the kitchen areas on each level. Waste would be moved around the building using the service lifts.

For a maximum capacity event, approximately 7,300kg of waste would be generated (4502kg residual, 1307kg recyclable, 726kg organics and 726kg glass).

A fully enclosed service yard is proposed to the east of the arena and would be accessed from Sportcity Way and would include the waste storage area.

Waste removal would integrate as much as possible with the strategy already in place at the Etihad Campus thereby utilising existing infrastructure. However, there would be provision for 17 x 660 litre Eurobins for recyclable waste, 15 x 240 litre Eurobins for organics and 15 x 240 litre Eurobins for glass within the arena compound area.

A proportion of waste would be moved directly to the Etihad Campus waste compound for collection via the bin compound on level 1 podium. The remainder of the waste would be compacted on site within two skip compactors each with a capacity of 11m<sup>3</sup> and collected from the service yard by private contractor vehicles accessing and exiting the service yard via Sportcity Way to the north. Access to the service yard would be controlled and secure, with vehicles stopped at a point external to the building to allow them to be identified and checked before entering.

Mixed recyclables, glass and organics would be removed from the bin compound using 3.5t box vans.

There would also be a requirement for waste collections/street cleaning on the surrounding streets after events. A similar arrangement currently exists for stadium events.

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

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

The site is located in flood zone 1 ‘low probability of flooding’ and within 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 prepared as part of the Environmental Statement and 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 subject to the implementation of a surface water drainage strategy (which reduces flow rates) and waterproofing of the basement attenuation tank and plant roof to prevent ingress.

It would also be necessary to ensure that during the construction phase of the development there are no spillages or leaks into the Ashton Canal or ground water from piling activities. In addition, there shall be no inflation or run off into this area during the operational phases. This is to ensure that the water quality is not affected during these phases.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the approval, verification and monitoring of the drainage forms part of the conditions of the planning approval together with measures agreed in respect of piling and construction management to prevent harm to ground and canal water quality.

### **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 robust building facade and security strategy to minimise risks and threats to the building and its users. Counter Terrorist Advisors have also been involved in developing the security strategy for the building.

The site would be covered by an extensive CCTV and lighting system for the building and external areas which would remain operational on non-event days. The Etihad Campus also benefits from existing on site security arrangements which the arena would benefit from including on site security presence.

The public realm and the number of entrances and exits to the arena have been carefully designed in order to manage crowd flows and pedestrian movement together with mass entrance and exit to the building. Search and screening would be in operation at the arena together with the use of walk through metal detectors. The arena would operate a no bag policy with the exception of a small bag which would be the subject of a search. Crowd management and safety would be a key part of any future event management at the site.

Physical measures in the form of a separate and secure servicing yard in the north eastern part of the site together with careful consideration of the quality of the building facades/windows, landscaping and position of cycle provision would be designed to respond to safety and security considerations.

It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

### **Ground conditions**

There is known contamination at the application site, from previous industrial uses, together with recorded and unrecorded shallow coal workings from previous mining activity.

A ground conditions report and a coal mining risk assessment have been submitted. It is also noted that a separate planning permission has been sought for the site investigations and remediation works including trial piling, grouting of coal seams and mineshaft capping and other associated works under 127534/FO/2020 which is still under consideration.

The works to the coal seams and mineshaft should be carried out and verified in accordance with planning permission 127534, where possible, before any works are carried out for the proposed area.

Further details are required in respect of gas monitoring together with a remediation strategy in order to ensure that the site is appropriate remediated of the contamination. A verification report should be provided once the remediation works have been completed.

The approach for the contamination and coal mining should form a condition of the planning approval in order 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.

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.

## **Public opinion**

A variety of public opinion has been received in respect of this application. This opinion has expressed both support for the proposal, in terms of the social, economic and environmental benefits of the scheme, as well as objections in respect of the localised impacts on communities which live in close proximity to the site together with wider impacts on the Manchester Arena and the vitality of the city centre. Such opinion is only material where it raises land use and planning concerns which are detailed at the start of this report.

This report provides a detailed analysis of those comments and concerns. Whilst it acknowledged that there may be some localised impacts from comings and goings in the area when the arena is in operation, these would largely be confined to the campus itself and key routes to the site. An extended RPZ would protect surrounding roads together with other mitigation measures to encourage non car travel to the site.

The impacts on the Manchester Arena and the city centre are well documented in this report. The Manchester Arena is an important asset within the city's tourism

sector. There is a compelling and robust case for a second arena in Manchester, a model successfully adopted by other major cities both in the UK and globally. The regeneration benefits to East Manchester as a result are significant, particularly for local employment. Increased footfall and spend would occur in the city centre, particularly within the hospitality sector.

### **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.

### **Legal Agreement**

The proposal shall be subject to a legal agreement under section 106 of the Planning Act to secure the funding and delivery for a review and extension to the existing residents parking zone, an operational event management strategy, walking route improvement works, local labour commitments and waste management arrangements in mitigation of the various impacts outlined with the chapters of this report.

### **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 aspires to bring the best arena in Europe to Manchester, attracting the world's top events within a building which sets new standards in terms of design and environmental sustainability. This represents a £350 million of investment into the city and East Manchester.

Significant market analysis underpins the case for a second arena in Manchester – a model which has been adopted, and thrived, in other UK and global cities. A second arena would capture a growing market in live entertainment within concerts/music, family entertainment and sport (including Esports) driving this demand.

A growing population and highly successful tourism and economy make Manchester, and the Etihad Campus, an ideal location for the arena. The campus has an international profile for sporting events, which the arena would capitalise on, which would 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) and significant weight should be given to this (paragraph 80 of the NPPF).

The investment to Manchester as a result of the arena development would be central to the 'levelling up' agenda and prevent more market share being lost to London and other cities.

Sequential testing has demonstrated that no other site is available or suitable and the out of centre location of 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 a major leisure facility at the campus. There is a compelling case for the second arena which is robust and would not significantly impact on the Manchester Arena or the city centre (paragraphs 86, 87 and 89 of the NPPF) and a refusal based upon paragraph 90 of the NPPF is not warranted. Whilst there could be localised impacts upon parts of the City, and some diversion of trade from the existing arena, the City Centre overall would benefit from the proposals and the test under paragraph 89 is the effect upon centres as a whole. No other centre would be significantly adversely affected.

A comprehensive travel plan and extension to the RPZ would support non car journeys to the site and fully exploit the significant level of infrastructure at the site which would encourage walking, cycle, tram, rail and bus journeys to the arena (paragraphs 103, 105 and 111 of the NPPF).

An outstanding and innovatively designed building would be developed at the site which sets new standards for sustainability for UK arenas (paragraph 131 of the NPPF).

Careful consideration has been given to the impact of the development on the local area and it has been demonstrated that there would be no unacceptable impacts as a result of the development on 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 delivered as a consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraphs 193 and 196 of the NPPF).

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

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

<b>Recommendation</b>	<b>Minded to Approve subject to the signing of a section 106 agreement with regards to the review and expansion of the existing Residents Parking Zone (RPZ), an operational event management strategy, walking route improvement works, local labour commitments and waste management arrangements</b>
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### **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 matters such as the market case for two arenas in the City of Manchester, sustainability of the arena, noise and impact on the local highway network (including travel planning). 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

BRA-POP-XX-XX-DR-A-0600 Rev 00, BRA-POP-XX-01-DR-A-0632 Rev 00, BRA-POP-XX-01-DR-A-0633 Rev 00, BRA-POP-XX-XX-DR-A-0605 Rev 00, BRA-POP-XX-XX-DR-A-0606 Rev 00, BRA-POP-XX-XX-DR-YW-0660 Rev 00, BRA-POP-XX-DR-A-0623 Rev 00, BRA-POP-XX-ZZ-A-0624 Rev 00, BRA-POP-XX-ZZ-DR-A-0625 Rev 00, BRA-POP-XX-ZZ-DR-A-0626 Rev 00, BRA-POP-XX-ZZ-DR-A-0627 Rev 00, BRA-POP-XX-ZZ-DR-A-0628 Rev 00, BRA-POP-XX-ZZ-DR-A-0630 Rev 00, BRA-POP-XX-ZZ-DR-A-0631 Rev 00, BRA-POP-ZZ-01-DR-A-0613 Rev 00, BRA-POP-ZZ-DR-L-0652 Rev 00, BRA-POP-ZZ-01-DR-L-0654 Rev 00, BRA-POP-ZZ-01-DR-L-0656 Rev 00, BRA-POP-ZZ-02-DR-A-0614 Rev 00, BRA-POP-03-DR-A-0615 Rev 00, BRA-POP-ZZ-04-DR-A-0617 Rev 00, BRA-POP-ZZ-05-DR-A-0619 Rev 00, BRA-POP-ZZ-GF-DR-A-0611 Rev 00, BRA-POP-ZZ-GF-DR-L-0651 Rev 00, BRA-POP-ZZ-GF-DR-L-0653 Rev 00, BRA-POP-ZZ-M0-DR-A-0612 Rev 00, BRA-POP-ZZ-RF-DR-A-0620 Rev 00, BRA-POP-ZZ-ZZ-DR-A-0629 Rev 00 and BRA-POP-ZZ-ZZ-DR-L-0650 Rev 00

All stamped as received by the City Council, as Local Planning Authority, on the 6 March 2020

## Supporting information

Response to representations Volumes 1 and 2 prepared by Deloitte stamped as received by the City Council, as Local Planning Authority, on the 30 July 2020

Environmental Statement – Chapter 10 (Supplementary Noise Note) and Chapter 12 (Supplementary Transport Note) stamped as received by the City Council, as Local Planning Authority, on the 17 June 2020

Environmental Statement (main report) – Construction management and phasing, Air Quality and Dust, Ground Conditions, Townscape and Visual Impact, Noise and Vibration, Socio-Economic, Traffic and Transport, Water Quality, Drainage and Flood Risk, Wind Microclimate and Climate Change) stamped as received by the City Council, as Local Planning Authority, on the 29 April 2020.

Stage 1 Road Safety Audit – design team response prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020

Design and Access Statement Ref. BRA-POP-ZZ-ZZ-RP-A-7061 Rev 000 prepared by Populous, Heritage statement prepared by Deloitte, Daylight and Sunlight report prepared by BuroHappold (ref. 0042841), Ventilation Strategy prepared by ME Engineers, Tv Reception Survey prepared by SCS (Ref: 157929), Sustainability Statement (Rev 007) plus appendices prepared by BuroHappold, Statement of Community Involvement, Sequential Test prepared by Deloitte, Planning Statement prepared by Deloitte, Operating Schedule and EMP prepared by Laudation, Crime Impact Statement Rev D (ref. 2019/0841/CIS/01) and Broadband Connectivity Report prepared by ME Engineers stamped as received by the City Council, as Local Planning Authority, on the 6 March 2020

Appendices to Environmental Statement (including construction management plan (5.1), construction assessment methodology (6.1), traffic data (6.2) receptor locations (6.3), construction traffic modelling results (6.4), model verification (6.5), operational modelling results (6.6), geo-environmental and geo technical desk study (7.1), coal mining assessment (7.2), ground engineering interpretive report (7.3), market case volume 1 and 2 (8.1), economic impact of two arena in Manchester (8.2), exterior lighting assessment (9.1), highway safety report (9.2), noise and vibration (noise survey results) (10.1), noise and vibration (construction traffic noise) (10.3), townscape baseline effects (11.1), townscape baseline figures (11.3), TVIA viewpoints (11.4), transport assessment and transport assessment addendum (12.1), framework travel plan (12.2), flood risk assessment (13.1), drainage strategy (13.2) and GHG emissions assessment (date inputs and assumptions) (15.1) stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020

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, groundwater and culvert;
- 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)

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) Prior to the commencement of development, details of the method for piling, or any other foundation design using penetrative methods, 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 pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

5) The development shall be carried out in accordance with the flood risk assessment prepared by BuroHappold (ref. BRA-BHE-XX-XX-RP-CW-0131) stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020.

Reason – In the interest of managing the flood risk at the development pursuant to policy EN14 of the Manchester Core Strategy (2012).

6) Notwithstanding the drainage strategy prepared by BuroHappold (ref. BRA-BHE-XX-XX-RP-CI-0132 Dr) stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020, (a) the development shall not commence until a

scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within a Critical Drainage Area;
- No infiltration of surface water into the ground is permitted unless it can be demonstrated that there is no risk to ground water;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building. Hydraulic calculation of the proposed drainage system;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements) wherever possible. Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site, and details of any mitigation measures provided where overland flow routes are unable to flow away from the building;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

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).

7) a) Notwithstanding the Geo Environmental and Geo Technical Desk Study stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020, prior to the commencement of development hereby approved, the following details shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Provision of the calibration certificate(s) for the gas monitoring equipment to cover the entire monitoring period;
- Submission of a remediation strategy.

The development shall then be carried out in accordance with the approved remediation strategy.

b) A Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, prior to the first use of the development.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then associated works shall cease and/or the development shall not be occupied until, a report outlining what measures, if any,

are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

8) 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, ventilation/louvre details, 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).

9) (a) Notwithstanding the Coal Mining Risk Assessment (31 January 2020) prepared by Buro Happold Engineering and Method Statement for Proposed Grouting Works (03 July 2020) stamped as received by the City Council, as Local Planning Authority, on the 22 July 2020, prior to the commencement of the development, further intrusive site investigations relating to previous coal mining activity shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include a detailed remediation strategy should intrusive investigations identify that coal mining legacy on the site poses a risk to surface stability. These findings shall be supported by a plan which shows the location of all mine entries established as being present on the site and shall define the calculated zones of influence for these features.

The approved strategy shall be implemented in accordance with the approved details.

(b) prior to the first use of the development, a verification report shall be submitted for approval in writing by the City Council, as Local Planning Authority, in order to confirm completion of the remediation scheme in accordance with previously approved details.

Reason - To ensure that the coal mining legacy at the site is appropriately considered and remediation and mitigation is secured pursuant to policies EN18 and DM1 of the Manchester Core Strategy (2012).

10) 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).

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

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

12) 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 premises shall only be used as a multi-use arena (Use Class D2) (61082 sqm) with ancillary use of its facilities (Use Classes A1, A3 and A4) as specified in a strategy to be submitted and approved in accordance with Condition 15, and for no other purposes.

Reason - To ensure that the arena 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).

13) The arena capacity hereby approved shall not be used by more than 23,500 spectators at any time and there shall be no more than 15 arena events per year which take place day at the same time as events at the Etihad Stadium (of which no more than 5 would coincide with the evening peak).

Reason - For the avoidance of doubt and 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).

14) The arena shall be open for event and hospitality use in accordance with the days and hours as specified in the approved Operating Schedule and Event Management Plan v 1.3 prepared by Laudation stamped as received by the City Council, as Local Planning Authority, on the 6 March 2020, which shall include normal operation for events and hospitality between the hours of 0900 and 0000 Monday to Sunday.

In the event that there is a requirement to operate the arena or hospitality facilities beyond these hours, the hours of operation shall be agreed in advance in writing with the City Council as Local Planning Authority. Extended hours for a full arena event will only be acceptable on a maximum of 25 occasions per annum.

Reason - 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).

15) Prior to the first use of the arena hereby approved, a strategy for use of the ancillary retail and commercial spaces on non-arena event days shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, this shall include details of which facilities would be available and operating hours. The use of the ancillary retail and commercial spaces on non-arena event days shall be carried out in accordance with this strategy for as long as the arena is in use.

Reason – To facilitate the use of the ancillary spaces on non-arena event days in the interest of natural surveillance and activity at the arena and Etihad Campus as part of supporting the vitality of the campus pursuant to policies SP1, EC7 and DM1 of the Manchester Core Strategy (2012).

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

For the avoidance of doubt this shall include:

- Verification reporting providing photographic evidence of constriction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements 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 management and maintenance plan shall be implemented upon first use of the development and thereafter retained and maintained.

Reason – To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

17) (a) Notwithstanding drawings BRA-POP-ZZ-ZZ-DR-L-0650 Rev 00, BRA-POP-ZZ-GF-DR-L-0651 Rev 00, BRA-POP-ZZ-GF-DR-L-0653 Rev 00 and BRA-POP-ZZ-01-DR-L-0656 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020, prior to the first use of the development hereby approved, details of hard and soft landscaping treatments (including tree planting, street tree planting, 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.

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).

18) 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. For the avoidance of doubt 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).

19) 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).

20) The development hereby approved shall be carried out in accordance with the Sustainability statement and appendices stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020. For the avoidance of doubt the arena shall achieve a minimum of 34% improvement over Part L 2013

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.

21) 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.

22) (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 (Laeq) below the typical background (La90) 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).

23) (a) The acoustic insulation of the arena building hereby approved shall be implemented in accordance with the following documents:

- Appendix 10 of the Environmental Statement (Noise survey results) stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020;
- Acoustic response prepared by BuroHappold stamped as received by the City Council, as Local Planning Authority, on the 17 June 2020; and
- Technical Note 'Noise and Vibrations' stamped as received by the City Council, as Local Planning Authority, on the 3 July 2020

(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).

24) The development hereby approved shall be carried out in accordance with Operational Waste Management Strategy (within the Sustainability Statement) and drawing BRA-POP-ZZ-GF-DR-A-0611 Rev 00 stamped as received by the City

Council, as Local Planning Authority, on the 30 March 2020. 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 arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy (2012).

25) 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).

26) 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 and the safety of the tram lines in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy (2012).

27) 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).

28) The development shall be carried out in accordance with the Crime Impact Statement (Rev D ref. 2019/0841/CIS/01) (within the Sustainability Statement) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020. 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.

29) The arena hereby approved shall be carried out in accordance with the Framework Travel Plan (Appendix 12.2 of the Environmental Statement) stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020.

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).

30) Prior to the first use of the arena hereby approved, details of the location and specification of 240 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 arena 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).

31) Prior to the first use of the arena hereby approved, details of a coach parking 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 arena 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).

32) Prior to the first use of the development hereby approved, a scheme of highway works, as outlined within the Transport Assessment prepared by BuroHappold Engineering stamped as received by the City Council, as Local Planning Authority, 30 March 2020, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Modifications to the junction of Gate 1/Alan Turing Way including creation of left in/left out traffic movements, improved cycle facility, widened pedestrian provision, creation of servicing entrance and vehicle access/egress (Drawing BRA-BHE-XX-XX-DR-C-0230);
- Emergency vehicle access from Alan Turing Way including modification to pedestrian footway and access to the canal (Drawing BRA-BHE-XX-XX-DR-C-0240);
- Widening of footways along Sportcity Way including narrowing of carriage from 4 to 3 lanes (Drawing BRA-BHE-XX-XX-DR-C-0210);
- Installation of fixed bollards, retractable bollards and planters to Sportcity Way);
- Introduction of VIP drop off and U Turn facility;
- Extension of the existing taxi rank along the full length of Rowsley Street and Philips Park Road (including creation of a one-way system);
- Dropped kerbs and tactile paving to vehicle access points;
- Provision of additional Variable Message Boards (VMS) including agreed locations and timescale for implementation;

The approved scheme shall be implemented and be in place prior to the first use of the arena 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).

33) Prior to the first event 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. For the avoidance of doubt 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).

34) Prior to the first event the development hereby approved, details of a car park management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include how the surface level car parks at the Etihad Campus would be made available to support the arena development and its operations, particularly on match days, together with how disabled parking would be made available, managed, monitored and reviewed to

ensure disabled parking is always available at the development (including suitable levels of match days).

The approved plan shall be implemented upon the first event at the development and thereafter retained and maintained.

A review of the car parking management plan shall be submitted to the City Council, as Local Planning Authority, on an annual basis (on a date to be agreed) which details the ongoing management arrangements and any appropriate modifications should they be necessary.

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

35) Prior to the first event at the arena hereby approved, an Event Operations Management Plan for arena events and coincided arena and stadium events shall be submitted for approval in writing by the City Council, as Local Planning Authority. The strategy shall demonstrate how arena events will be managed particularly on stadium event days.

In this condition an Event Operations Management Plan means a document which includes:

- The measures proposed to be taken to discourage dependency on the private car by those visiting the arena;
- Evidence of a events coordination strategy with the Etihad Stadium and public transport providers;
- A minimum of 2 hours between matinee and evening arena events and maximum of no more than 15 coincided arena and stadium events (of which no more than 5 would coincide with the evening peak);
- A car parking strategy for managing existing car parking at the Etihad Campus including monitoring and a review mechanism;
- Pick up and drop off management arrangements along Rowsley Street including use of 'Geofence';
- A scheme for the management and dispersal of spectators to, and following events, from the Etihad Campus including the management/marshalling of key areas and routes including use of signage and adjustments of signal timings at key junctions;
- Measures to ensure the effective operational management of the Gibson Street/Asda junction;
- Monitoring of the use of public transport (including tram and buses);
- A messaging and communication strategy to promote public transport and other measures to the site (including walking and cycling routes, park and ride, tram, shuttle bus);
- A scheme for the collection, storage and disposal of litter on the surrounding road network; and
- Measures to monitor and review the effectiveness of the Event Operations Management Plan in achieving the objective of minimising the impact of an arena and an arena and stadium event including reducing dependency on the private car and promoting alterative travel options at the site.

Event Operations Management Plan which has been approved by the City Council, as Local Planning Authority, shall be implemented in full at all times when the arena hereby approved is in use.

Every 12 months from the first use arena event, an Event Operations Management Monitoring Review Document shall be submitted for approval in writing by the City Council, as Local Planning Authority. This review shall takes account the information about gathered during events and coincided events and any changes/additional measures should this be necessary. Any amendments to the event management plan shall be thereafter implemented in full.

If any event when operating, causes any pedestrian or highway safety concerns which in the opinion of the City Council, as Local Planning Authority, are detrimental to adjoining and nearby residential properties or highway and/or pedestrian safety, within 1 month of a written request, a scheme for the mitigation against the impacts shall be submitted for approval in writing by the City Council, as Local Planning Authority and once approved, such mitigation measures shall be implemented, with a timescale previously agreed in writing with the City Council, as Local Planning Authority, and thereafter maintained.

Reason - In order to minimise the impact on the local highway network, promotion of public transport, the safe movement of pedestrians along with ensuring adequate arrangements are in place for the collection of litter and waste following events at the development pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

36) Prior to the first event at the arena hereby approved, a crowd management strategy for the Etihad Tram stop shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall be implemented upon first use of the development and remain in use at all times when the development is operational (including with coincided events at the Etihad Stadium).

Reason – In the interest of public safety for users of the tram stop pursuant to policy DM1 of the Manchester Core Strategy (2012).

37) 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).

38) Notwithstanding the TV reception survey prepared by ME Engineers stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020, 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.

39) Prior to the first use of the development, details of any external roller shutters to the ground floor of the arena 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).

40) Prior to the first use of the development, details of the siting, scale and appearance (including samples of materials) of the boundary treatments (and green screens) 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).

41) Notwithstanding drawing BRA-POP-ZZ-RF-DR-A-0620 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020, prior to the first use of the arena 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 arena 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 policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

42) Notwithstanding the information shown on drawing reference BRA-POP-ZZ-RF-DR-A-0620 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 6 March 2020, prior to the first event at the arena, final details of a signage strategy for the roof signage 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 roof.

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

43) Prior to the first use of the development hereby approved, a scheme of improvements to the Ashton Canal, as indicated within the planning statement prepared by Deloitte stamped as received by the City Council, as Local Planning Authority, on the 6 March 2020 shall be submitted for approval to the City Council as local planning authority, together with a programme for the implementation of the works. The approved details shall be implemented in accordance with the agreed programme.

Reason – In order to make necessary improvements to the Ashton Canal with the aim of improving the accessibility and attractiveness of this route as a key walking route pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

44) Prior to the first use of the development hereby approved, details of the 3D public art installation shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of sitng, scale and appearance. The approved details shall then be implemented prior to the first use of the development hereby approved.

Reason – In the interest of visual amenity and to secure appropriate wind mitigation measures pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

#### Informatics

- 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: 126431/FO/2020 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:**

**Planning Casework Unit**  
**Network Rail**  
**Sport England**  
**Oldham Metropolitan Borough Council**  
**Tameside Metropolitan Borough Council**  
**Greater Manchester Ecology Unit**  
**The Coal Authority**  
**Environment Agency**  
**Greater Manchester Archaeological Advisory Service**  
**Greater Manchester Police**  
**Historic England (North West)**  
**Manchester Airport Safeguarding Officer**  
**National Amenity Societies**  
**Natural England**  
**Transport For Greater Manchester**  
**United Utilities Water PLC**

**Canal & River Trust**

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

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

