



Our League Life National Hub
Planning Statement

December 2021

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1. Introduction

- 1.1. This Planning Statement (“the Statement”) accompanies an application for Full Planning Permission, submitted to Manchester City Council (MCC) in respect of a Site at the Etihad Campus, for the construction of the Our League Life National Centre (“OLL Hub”) for the Rugby Football League (RFL) (the “Proposed Development”).
- 1.2. This Statement assesses the Proposed Development against the requirements of the Development Plan and other material considerations that must inform the decision-making process. The Statement should be read alongside the wider planning submission detailed below.

The Applicant

- 1.3. The Applicant is the RFL (the “Applicant”) which is the National Governing Body for professional rugby league in England.
- 1.4. The mission of the RFL is to consistently deliver great rugby league experiences and their vision is for rugby league to be a growing, accessible and vibrant sport. The RFL is a values driven organisation with its core values being United, Respect, Excellence and Professional.
- 1.5. Rugby league has the potential reach, visibility and value beyond its core followers to make a major contribution to health outcomes, crime reduction, improved education and employment outcomes, volunteering opportunities and improved life satisfaction.

The OLL Concept

- 1.6. In acknowledgement of the social value potential of rugby league, in February 2020 the RFL developed a series of strategic objectives:
 - To build on rugby league’s unique position across northern towns;
 - To link in with existing and emerging local hubs servicing the entire rugby league family;
 - To provide a centre for real-world skills and training experiences;
 - To be the nation’s first hub for the development of skills and social mobility purely through sport;
 - To address the skills gap and capitalise upon the opportunities through sport between digital and health, and wellbeing innovation and education;
 - To increase aspirations through providing a unique base shared by elite national players and the community players and coaches, co-located with learning spaces for young people and adults who may be disengaged with traditional learning routes; and
 - To create community leaders.
- 1.7. The OLL Hub is intended to capitalise on rugby league as not just a sport but also a vehicle for social mobility. It is an education facility that will provide:
 - learning for students in further education) in rugby league related courses; through partnering arrangements with a local further education provider. Courses may include sports management, coaching, leadership, business administration, nutrition and physiology, grounds maintenance and sports facilities management, digital marketing, PR and communications, sports coaching, fitness programmes, leadership and motivation, health and safety, and event management. A hybrid model of education and training delivery will blend the RFL’s unique experience and capability with local education expertise.
 - a learning centre for professional RFL staff, for example in refereeing, groundskeeping, physiotherapy;
 - a community training facility for students of TEMA who will use the pitch as part of their curriculum offering;
 - a home training ground to the RFL’s national squads (Mens, Womens, and Partially-abled teams);

- an occasional match venue for amateur teams from across the North West;
- 1.8. All users of the OLL Hub will have access to the same facilities – TEMA students and amateur Rugby League teams will use the same pitch as the national teams who will undertake their match-preparation training there. Students will be able to watch the national teams play as part of their studies, in the same way as trainee professional RFL staff will, and teaching facilities will be used by students and the RFL alike.
- 1.9. The ability to be located at, and have access to, the world-class sporting and health facilities that the Etihad Campus already offers has been a key locational driver for the OLL Hub, which forms the centre of the OLL network nationally.
- 1.10. The Manchester Institute of Health and Performance (MIHP) located off Alan Turing Way at the Etihad Campus was a particularly important factor in bringing the OLL National Centre to East Manchester. The RFL will utilise the facilities at MIHP as part of the training, rehabilitation and development of the national squads.
- 1.11. The pairing of RFL facilities in East Manchester complements the vision for East Manchester, with the Etihad Campus at its epicentre, to be a globally competitive sport and leisure cluster which will continue to act as a powerful catalyst for the ongoing regeneration of East Manchester.

The Proposed Development

- 1.12. The formal description of the development contained within the Planning Application Form is as follows:
- “Full Planning Permission for the demolition of existing building on-site and the erection of a learning and training facility building (Use Class F1(a)) including classrooms, seminar rooms, offices, flexible conferencing space and workspace, kitchen facilities, changing facilities, a new spectator stand and ancillary community space, together with an upgraded rugby pitch for use as a training facility and occasional match and events venue, the erection of floodlighting, and related boundary treatment, access and highways works and other associated works.”*
- 1.13. Sections 4 of this Planning Statement provides a detailed description of the proposals. In short, they comprise the:
- demolition of the existing building on-site;
 - construction of the OLL Hub comprising the following ancillary facilities:
 - classrooms and seminar rooms;
 - offices;
 - flexible conferencing / social space and workspace;
 - kitchen facilities;
 - changing facilities and toilets;
 - 900-seat spectator stand;
 - community room;
 - treatment room;
 - media room;
 - stores and plant rooms; and
 - upgrading of the existing rugby pitch and the erection of boundary treatments, and six floodlights.

Pre-application Process

- 1.14. This application is submitted following the completion of a comprehensive pre-application consultation process with MCC and other key stakeholders, including MCC Highways, Environmental Health and Flood Risk, and GMP. Pre-application consultation has also been undertaken with the local community and interest groups in the form of a drop-in exhibition, virtual briefing meetings and online via the RFL website.
- 1.15. The outcome of that process is summarised and assessed within the Statement of Consultation submitted in support of this planning application.

- 1.16. Overall, the feedback received from the consultation was positive with support for the proposals expressed. In particular, support was shown for the provision of an educational facility which will act to support the local community and strategic objectives to grow skills and support economic growth more widely.

Application Documentation

- 1.17. The application documentation has been prepared in accordance with MCC's Validation Criteria (January 2020) which provides a comprehensive list of supporting documentation covering submission, determination and post determination stages of the application. The documents submitted in support of this application are as follows:
- Application Form and Ownership Certificate – prepared by Deloitte LLP;
 - Existing and proposed scheme drawings including plans, sections and elevations, (full schedule of drawings provided in the Design and Access Statement - prepared by Holmes Miller;
 - Design and Access Statement (DAS) – prepared by Holmes Miller;
 - Planning Statement - prepared by Deloitte LLP;
 - Screening Letter - prepared by Deloitte LLP;
 - Statement of Community Consultation – prepared by the Applicant;
 - Outline Demolition Specification – prepared by Curtins;
 - Outline Construction Management Plan– prepared by the Applicant;
 - Topographical Survey – prepared by Discovery Services Ltd;
 - Flood Risk Assessment and Drainage Strategy – prepared by Curtins;
 - Environmental Standards Statement / Energy Statement - prepared by Rybka;
 - Green and Blue Infrastructure Statement (Appendix B to this Statement) – prepared by Deloitte LLP;
 - Crime Impact Statement - prepared by Greater Manchester Police (GMP);
 - Transport Statement - prepared by Curtins;
 - Framework Travel Plan prepared by Curtins;
 - Operating Statement, prepared by the Applicant;
 - Noise Assessment – prepared by Sandy Brown;
 - Phase 2 Ground Conditions Report – prepared by Curtins;
 - Archaeology Note– prepared by Salford Archaeology;
 - Ecological Survey and Assessment – prepared by ERAP;
 - Local Benefits and Social Value Statement – prepared by the Applicant;
 - Servicing and Waste Management Strategy (within DAS) – prepared by Holmes Miller;
 - Ventilation, Extraction and Odour Strategy (within DAS) – prepared by Holmes Miller; and
 - Lighting Strategy (within DAS) – prepared by Holmes Miller.
- 1.18. The approach to the application documentation has been agreed with MCC as Local Planning Authority.
- 1.19. A Screening Letter has been provided to MCC which details that the application does not warrant the requirement for an Environmental Impact Assessment (EIA).

Structure of the Planning Statement

- 1.20. The remainder of this Statement is structured as follows:
- Section 2 provides a site description and considers the wider context of the site;

- Section 3 sets out the strategic and economic context of the proposals;
- Section 4 describes the application proposals and summarises the pre-application consultation which has taken place;
- Section 5 provides details of the planning policy framework relevant to the planning application;
- Section 6 provides a planning assessment of the key site-specific planning considerations against relevant planning policy and material considerations relevant to the determination of the application; and
- Section 7 provides our conclusions in relation to the overall merits of the proposals.

2. Site and Surroundings

- 2.1. This Chapter includes a description of the Site, its context to the surrounding area and the Site's suitability for the Proposed Development.

Site Location

- 2.2. The Application Site ("the Site") as shown in Figure 2.1 below, is located off Kirkstead Close, to the north of Bell Crescent within Beswick, East Manchester. The Site comprises 1.34 ha. in total, which includes 0.8ha of developed area when excluding the existing rugby pitch.

Figure 2.1: Site Location Plan (Source: Holmes Miller).



- 2.3. The East Manchester Academy and associated sports fields are located to the north and north-west of the Site. To the south-west of the existing sports pitch, a line of trees forms a boundary between the Site and the rear gardens of the two storey residential properties along Metcombe Way. Bell Crescent borders the Site from the south to the east, where a transparent metal mesh fence lines the site boundary to Bell Crescent to the south and east of the Site.
- 2.4. A surface car park is located to the north-east of the Site and comprises of circa 170 car parking spaces.
- 2.5. The wider area is characterised by a mixture of residential properties and much larger buildings used for sports, leisure and education.

- 2.6. The East Manchester Leisure Centre is located to the junction of Bell Crescent and Grey Mare Lane, whilst the Manchester City Football Club (MCFC) Training Ground is located to the east of Alan Turing Way, circa 300m from the Site.
- 2.7. The Etihad Stadium is located circa 600m to the north of the Site. The Co-op Live arena is also currently under construction on the Site to the north of the Etihad Stadium and is scheduled to open late 2023.
- 2.8. The Site is located in a strategically important location in relation to the Etihad Campus which is an area that has experienced significant change and renewal over recent years, establishing it as a major destination for sports, leisure and sports education.
- 2.9. The Site is situated within the Ancoats and Beswick Ward.

Etihad Campus

- 2.10. The Site is located within the Etihad Campus in East Manchester and within the Regional Centre. The Etihad Campus was first home to the Manchester Commonwealth Games in 2002, when it was formerly known as Sportcity. At this point in time, the Etihad Campus included the City of Manchester Stadium (now known as the Etihad Stadium), the Manchester Regional Arena and the National Squash Centre.
- 2.11. Since 2002, the Etihad Stadium has been the beacon of regeneration for East Manchester. The pace of economic growth within Manchester over the last ten years along with the ongoing investment from the City Council, the Abu Dhabi United Group and other partners, such as Sport England, has strengthened the focus of the Etihad Stadium and its environs as a focus for new investment and job growth in East Manchester.
- 2.12. This has included the delivery of the City Football Academy, which transformed 75 acres of reclaimed former industrial land into the world's leading training ground and one of the world's best elite performance facilities. Together with the expanded Etihad Campus' existing array of sports and community facilities, the project has delivered jobs and training opportunities for local residents and a new community hub incorporating sports and education facilities, in addition to the Manchester Institute of Health and Performance (MIHP), which is a world-class centre for scientific research, analysis and treatment. The Etihad Campus continues to be a critical location for sports excellence and education.

One Manchester

- 2.13. One Manchester is a provider of housing and community services in Manchester and is the principal landlord within Beswick. Formed in 2015 from an historic merger between two of Manchester's largest housing associations – City South and Eastlands Homes - they have led much of the transformation within the area in Beswick and East Manchester to date and currently own and manage more than 12,000 homes in central, south and east Manchester.
- 2.14. One Manchester are now in the process of embarking on the next phase of regeneration within East Manchester and Beswick specifically, with proposals in the pipeline to redevelop a Site off Grey Mare Lane to the north of the Site for a number of additional new homes and improvements to amenities and open spaces. The proposals are currently undergoing public consultation with local residents and businesses.

Site Description

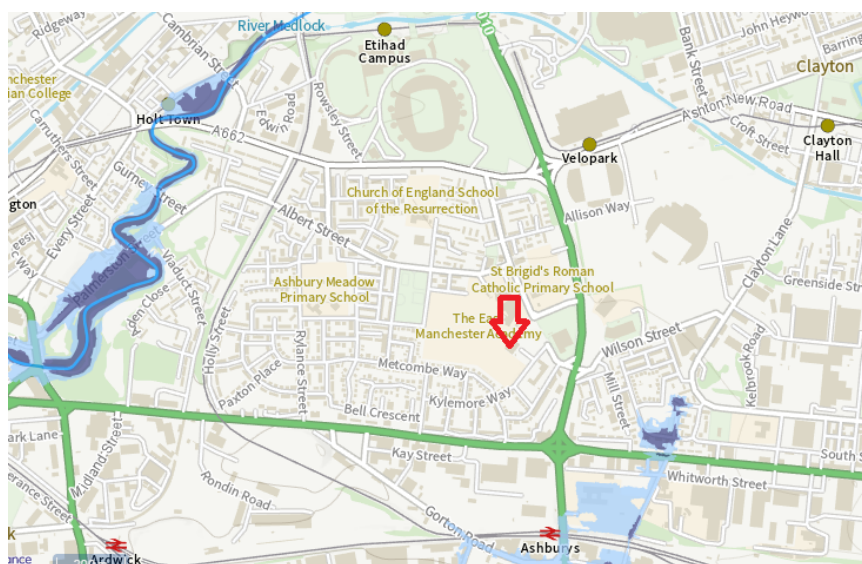
- 2.15. The Site currently comprises the single storey Beswick Local Shops, which have been vacant for a number of years, and an existing rugby pitch. The Site also comprises surface car parking spaces for 28 vehicles, albeit these are currently blocked-off and unable to be used.
- 2.16. The Site is currently accessed from Kirkstead Close which connects to Bell Crescent, onto Grey Mare Lane and then onto Alan Turing Way; a major arterial route through East Manchester.
- 2.17. There is an area of informal grassland with scattered scrub to the north of the existing building, with the East Manchester Academy sports field bounding the Site to the north.
- 2.18. The eastern edge of the Site follows the boundary line of the adjacent MCC surface car park joining up to the west of Kirkstead Close. To the south of the Site is an area of scattered trees, scrub and shrubbery which separates the Site from the adjacent Bell Crescent.

- 2.19. The existing rugby pitch occupies a large proportion of the Site and is currently used by students from the adjacent East Manchester Academy. The existing rugby pitch slopes up above the groundfloor level of the existing building and currently comprises rugby posts and a tall metal structure providing netting behind.
- 2.20. In total, there are 11 scattered trees and 20 scattered scrub located within the Site and a further group of trees separating the Site from the residential uses to the west.

Environmental Designations

- 2.21. The Site is not within, nor does it contain, any ecological designations including sites of specific scientific interest (SSSI), sites of biological importance (SBI) or special protection areas (SPA).
- 2.22. There are no Tree Preservation Orders within the Site.
- 2.23. The Site is not located within an Air Quality Management Area (AQMA).
- 2.24. It is entirely located within Flood Zone 1 and is therefore at a low probability of flooding. As with the majority of Manchester City Centre and the surrounding areas, the Site is located within the Conurbation Core Critical Drainage Area as identified from the Manchester, Salford and Trafford Strategic Flood Risk Assessment (2011).

Figure 2.2: Flood Map for Planning – Risk of Surface Water Flooding (Source: Government Flood Map for Planning).



Conservation and Heritage

- 2.25. The Site is not located within or adjacent to any Conservation Area. Similarly, there are no heritage assets within or immediately adjacent to the Site. The nearest heritage asset is circa 850m away comprising Ashton Canal Lock 8 to the South East of Ashton New Road. St Benedict's Church is also located circa 900m away in West Gorton.

Transport and Accessibility

- 2.26. The Site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the Site, and the Site is well situated to take advantage of the existing public transport infrastructure connecting to Manchester City Centre and other areas of Greater Manchester.
- 2.27. There are many residential properties within 500m of the Site in Beswick, with many bus stops comfortably within a 500m walk of the Site, with the closest being a c.250m walk east of the Site along Grey Mare Lane.
- 2.28. Located within the 500m – 1,000m walking catchment lies Ashburys train station, the Etihad Stadium and Velopark Metrolink stops, and parts of The Manchester College's Openshaw Campus. The pedestrian infrastructure which connects the Site to the nearby facilities is generally excellent and comprises well lit, wide footways with a number of controlled crossing points across key roads.
- 2.29. There are also many facilities within an 8km cycle catchment of the Site, which encompasses all of Manchester City Centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist

attractions and places of worship. The catchment also extends as far as Blackley and Moston to the north, Dukinfield and Ashton-under-Lyne to the east, Didsbury and Withington to the south, and Salford and beyond to the west. There is also a national cycle network within close proximity to the Site (Route 60) which can be accessed via the primarily fully segregated cycle lanes along Alan Turing Way. It is also in proximity to Regional Cycle Route 86 which connects the Etihad Stadium to Piccadilly Gardens.

- 2.30. As mentioned above, there are several bus stops near to the Site and Manchester Piccadilly Train Station, which can be used to travel to much of Greater Manchester and the wider UK, is within circa 2.5km of the Site and can be accessed by a multi-modal journey. The nearest Metrolink station is located approximately 1km to the north of the Site, which comprises the Blue Line running between Eccles and Ashton-under-Lyne.

Planning History

- 2.31. A planning history search for the Site has been undertaken using MCC's Public Access System. The most recent application of relevance specifically to the redevelopment of the Site is the following application which was approved in 2009:
- 090257/FO/2009/N2: *Mixed use development comprising 610 square metres of Class A1 retail floorspace and 43 dwellings, comprising a three storey block with retail on the ground floor and 6 no. apartments above, 30 no. two storey houses and 7 no. three storey houses with associated new road layouts, car parking and landscaping.*
- 2.32. The Site and the area immediately surrounding the Site, have an extensive planning history dating back a number of years, as summarised in Table 2.1.

Table 2.1: Site Planning History

Application Ref	Application Description	Status
106026/MO/2014/N2	<i>Reserved Matters application for approval of appearance, layout, scale and landscaping for the erection of detached building to form Sports Research Institute with associated car parking, landscaping and boundary treatment</i>	Approval 29 Jul 2014
101426/OO/2013/N2	<i>OUTLINE APPLICATION for development comprising new Sixth Form College, Rugby Pitch and Leisure Centre associated parking, landscaping, boundary treatments and other infrastructure works including new link road from Alan Turing Way with all matters to be considered: and Outline application for a detached building to form Sports Research Institute, and a detached building to form retail floorspace (700sqm) with all matters reserved; following the demolition of all existing on site structures.</i>	Approved 18 Apr 2013
090200/FO/2009/N2	<i>Installation of two new shop fronts in association with formation of 2 new retail units within existing supermarket building. external modifications to access ramp and steps and new stair access to car park</i>	Approval 13 Aug 2009
086108/FO/2008/N2	<i>Erection of 27 no. two and three storey semi-detached and town houses with associated car parking and landscaping</i>	Approval 29 Jul 2008
086107/FO/2008/N2	<i>Erection of 265 no. dwellings including 223 no. two and three storey houses and 42 flats, with a four storey block fronting Grey Mare Lane comprising 1377 square metres of retail with flats above and associated new road layouts, car parking and landscaping</i>	Approval 02 Jul 2008

Application Ref	Application Description	Status
081408/FO/2006/N2	<i>Erection of 258 dwellings comprising 61 apartments and 197 dwellinghouses and the creation of 1377 sqm of retail floorspace including associated landscaping and car parking</i>	Withdrawn 24 Jul 2007
066334/OO/NORTH2/02	<i>Outline application for 1100 dwellings, 1no. primary school, 1 no.secondary school, mixed use of retail 1400 sqm and commercial B1 business 5000sqm</i>	Approval 17 Mar 2003
045061/VO/NORTH2/94	<i>CITY COUNCIL DEVELOPMENT Continuation of use for a further limited period of land for city market</i>	Approval 10 Feb 1994
043547/FO/NORTH2/93	<i>Alterations to existing supermarket and extension into adjoining unit.</i>	Approval 10 August 1993
043412/VO/NORTH2/93	<i>Temporary relocation of City Council market</i>	Approval 20 May 1993
Adjacent Site		
087601/VO/2008/N2	<i>CITY COUNCIL DEVELOPMENT Erection of a part 2, part 3 and part 4 storey 900 place secondary school and 120 place sixth form, including a sports hall, community library and associated open space, sports pitches, landscaping, car parking and bus drop off facility and boundary treatment, following demolition of existing building</i>	Approval 04 Dec 2008
084825/OO/2007/N2	<i>CITY COUNCIL DEVELOPMENT Outline application for the erection of a new secondary school (maximum five storeys in height) incorporating sixth form facility and community provision including a public library, sports complex, car parking, landscaping, vehicular access from Albert Street and Grey Mare Lane and closure of streets running through the site</i>	Approval 18 Mar 2008
081416/OO/2006/N2	<i>CITY COUNCIL DEVELOPMENT OUTLINE APPLICATION for the erection of a new secondary school, (maximum five storeys in height), incorporating sixth form facility and community provision, including a public library, multi-use sports complex, car parking with access from Albert Street and landscaping, closure of streets running through the site</i>	Withdrawn 18 Oct 2007

- 2.33. In summary, the planning history of relevance to the Site is dated and no extant planning permissions of relevance exist.

3. Strategic Context

- 3.1. The Site's relationship to strategic economic growth and regeneration aspirations in this part of the City underlines the importance of sustainable development. The long-term viable reuse of this previously developed site represents an important further step towards delivering the full potential of the Etihad Campus and Beswick, and in doing so will make a significant contribution to a range of strategic objectives.
- 3.2. This section considers the Site's strategic economic and regeneration context in more detail.

Economic and Market Context

- 3.3. Manchester's increasingly buoyant economy continues to benefit from growth in financial and professional services and is being further strengthened and diversified by high added value growth in key sectors such as Creative and Digital, Science and Innovation, Culture, Sport and Tourism.
- 3.4. Manchester has seen unprecedented growth over the past two decades. Population growth in recent years has been particularly evident in the younger 20-35 year demographic, which is attracted to Manchester's lifestyle and increasing employment opportunities. This in turn is driving further economic growth and enhanced productivity. With a rapidly growing and youthful population, Manchester has enormous potential.
- 3.5. Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals and to providing an environment where individuals at all ages can grow their skills. There is a need to enable everyone, young and old, to seize the opportunities of living in a thriving economy by providing clear routes for people to make their aspirations a reality by upskilling or reskilling in a city with opportunities¹.
- 3.6. Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has deepened labour markets.
- 3.7. The Manchester Strategy 2016-25 identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by economic growth.

Sport

- 3.8. Manchester's pre-eminence in sport is represented by the presence of two of the leading football teams in England, Europe and the world with MCFC based at the Etihad Campus, and Manchester United Football Club (MUFC) located in Trafford Park.
- 3.9. The Etihad Campus specifically, is also home to the National Cycling Centre and has established itself as the home for the British Cycling Team. Additionally, the National Squash Centre has developed as a global centre of excellence, the GB Water Polo Team uses the pool facilities at Beswick, and the GB Taekwondo team is based at Ten Acres Lane.
- 3.10. The MIHP in Beswick is the home of the English Institute of Sport and the facilities within that complex are world leading. Other major sports such as rugby league, rugby union and cricket have a significant presence across the conurbation, with the rugby league moving their headquarters to the Etihad Campus to provide a focal point for the sport in the region and to raise the profile of rugby league nationally.
- 3.11. The Etihad Campus continues to be a critical location for sports excellence and education and has consistently been a major economic driver in its own right within the city region and national context. It is recognized in the Eastlands Regeneration Framework (ERF), as described further in Section 4, that the Etihad Campus is a place to drive forward the development of a globally competitive sport, leisure and recreation offer.
- 3.12. At the heart of the next generation of investment within the Etihad Campus lies the opportunity to capitalise upon the existing elite and community sports facilities, the presence of a global football brand, the array of leading edge National Sports Governing Bodies along with the talent that both trains and works for all of these organisations.

¹ Our Manchester The Manchester Strategy (2016)

Culture, Leisure and Tourism

- 3.13. The importance of culture, leisure, and tourism to the Manchester economy is increasing, underlining the significance of the City's existing and growing asset base. Manchester's image as a cultural City that attracts regional, national, and international events is a sign of its increasing importance in this sphere.
- 3.14. Manchester's cultural, tourism and leisure sector continues to grow significantly, a feature of a service-based high-growth economy. In recent years, this has been boosted by significant investment in new world class facilities and events, such as the Co-op Live Arena at the Etihad Campus, Whitworth Art Gallery and the forthcoming Factory in St. John's (which will become a permanent home for the Manchester International Festival) to name but a few, which have become recognised globally.
- 3.15. Such investments have sustained and opened new domestic and overseas markets, giving Manchester its status as the third most visited City in the UK by international visitors (after London and Edinburgh), with the total number of international visits to Manchester increasing by 42% between 2013-2018, compared to the UK growth rate of 16%. This growth in the visitor economy has been underpinned by, and acted as a catalyst for, a significant increase in the supply of visitor accommodation within the City Centre over the last decade.

Manchester - A Growing City

- 3.16. Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities.
- 3.17. With a diverse population of close to 600,000 people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London².
- 3.18. Manchester is one of the fastest growing cities in Europe. By 2025, almost 650,000 people are expected to live in the City, with the wider City Centre population growing to 100,000 as expected new apartment-led residential development adds further capacity³.
- 3.19. This exceptional increase in the city's population has been underway since the late 1990s and is the leading example in both Europe and the UK of a major urban centre reversing long-term population decline. However, the City is still some way below its historical peak population of 766,311, achieved in 1931. Forecasts suggest that the total population will grow by 189,800 from 2016 to 2036⁴. The Greater Manchester region has a resident population of over 2.8⁵ million and a combined GVA of over £62.7 billion.
- 3.20. GVA in the region is forecast to grow at an average annual rate of 1.7% per year up to 2036, in line with the UK average. This is equivalent to an additional £36.8 billion of economic activity in GM's economy in 2036. In addition, a significant proportion of forecast employment growth is expected to occur in sectors with higher than average GVA⁶. In 2017, almost one third of the GVA generated in Greater Manchester was produced in the City of Manchester⁷.
- 3.21. Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a more knowledge intensive service-based high-growth economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Business, Financial and Professional Services, Science and Innovation, and Creative and Digital, as well as Sports and Culture, Leisure and Tourism sectors⁸.

Manchester - Encouraging the Growth of a Dynamic Private Sector

- 3.22. With a thriving private sector, the City is a leading business location and remains a top place in Europe for foreign direct investment outside of London⁹.

² Office for National Statistics, 2011 Built Up Areas

³ MCC Forecasting Model 2018

⁴ GMCA Economic Forecast for Greater Manchester 2019

⁵ Invest in Manchester, Access to Talent, <https://www.investinmanchester.com/why-manchester/talent>

⁶ GMCA Economic Forecast for Greater Manchester 2019

⁷ Office for National Statistics, *ibid*.

⁸ MCC, State of the City Report 2018, https://www.manchester.gov.uk/downloads/download/6964/state_of_the_city_report_2018_whole_document - accessed August 2020

⁹ Ernst and Young (EY) *EY UK Attractiveness Survey (July 2019)*, [https://www.ey.com/Publication/vwLUAssetsPI/ey-uk-attractiveness-survey-2019/\\$FILE/EY-UK-Attractiveness-Survey-2019.pdf](https://www.ey.com/Publication/vwLUAssetsPI/ey-uk-attractiveness-survey-2019/$FILE/EY-UK-Attractiveness-Survey-2019.pdf).

- 3.23. Increasingly businesses are looking for benefits from agglomeration. Business sectors that are influenced by agglomeration (where entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations which can provide business and networking opportunities) are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff. Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering.
- 3.24. This is particularly prevalent in the sports industry where world-class sports, leisure and educational facilities sit alongside each other at the Etihad Campus, creating a world-class destination for sports excellence, education and innovation. The Etihad Campus provides the ideal environment to support the growth of sports businesses and harness the educational benefits this creates.

Manchester – A Mobile and Skilled Workforce

- 3.25. The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the City¹⁰. There is access to a pool of skilled people across a wide range of industries, and over 100,000 students in five Higher Education Institutions across Greater Manchester¹¹.
- 3.26. A feature of the City's economy and its employment growth has been the ability to attract an international workforce from Europe and beyond. International migration has contributed to economic growth in both the high skilled occupations, such as health and digital, and also in the leisure and care economies.

Manchester – National, Regional and City Region Connectivity

- 3.27. Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to and within the Regional Centre. This increases the City's capacity of its travel to work area (and therefore its pool of labour) and enhances connectivity between businesses. It also makes the City easier to get around and a better place to live.
- 3.28. Significant investment has been made in the Metrolink network, such as investment made since the 2002 Commonwealth Games including the opening of the Etihad Stadium Metrolink Stop in 2013. The Manchester Airport link also opened in 2015, and then the Second City Crossing in 2017. Most recently, the Trafford Park Metrolink line opened in 2020.
- 3.29. Metrolink services run through Manchester Victoria Station and Shudehill. There is also good access to Manchester Piccadilly Station, Oxford Road Station and Deansgate Station. In the future, this will be significantly extended through the development of a new integrated station to accommodate High Speed 2 (HS2) and Northern Powerhouse Rail (NPR).
- 3.30. As the Etihad Campus is developed further, the public transport offer will continue to evolve to reflect the changing nature of the Etihad Campus from a location that experiences high levels of public transport use for short and infrequent periods on Stadium event days to a location with a strong daily demand for public transport throughout the day¹². This will build on the highly accessible nature of the Site.
- 3.31. Furthermore, the ten year proposals for Greater Manchester to create an integrated, modern and accessible public transport system, as set out in the Greater Manchester Transport Strategy 2040 and the Strategic Transport Plan for the North, will also act to increase the accessibility of Manchester and further improve public transport connectivity to the Etihad Campus from a wider catchment.
- 3.32. In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, including the Bee Network initiative, continue to be delivered as part of major regeneration programmes. This enhances connectivity to jobs, education and recreational opportunities for the local workforce and residents.

Manchester - International Connectivity

- 3.33. Manchester International Airport is the third largest airport in the UK and is the primary gateway for the north of England. It usually serves 29 million passengers a year and connects to over 200 destinations worldwide.

¹⁰ Invest in Manchester, *Workforce*, <https://www.investinmanchester.com/why-manchester/workforce>

¹¹ Invest in Manchester, *Universities in Manchester*, <https://www.investinmanchester.com/why-manchester/education>.

¹² Arup Etihad Campus Transport Assessment (2020)

Direct flights serve all of Europe's major cities and the airport provides multiple long-haul routes to North America, the Middle East, Asia and Australasia.

- 3.34. The Airport is currently embarking on a £1 billion transformation programme of investment and improvement, including the new Terminal 2 Extension. Work at the Airport will also be carried out to maximise the potential of Manchester's existing two runways, which have the capacity to handle 55m passengers a year in a post COVID-19 environment¹³.

COVID-19 Impacts

- 3.35. Overall, there is a growing evidence base¹⁴ that suggests that the economy will have returned to pre-COVID-19 levels by Q1 2022, with growth of 5.1% projected for 2022. This is well in advance of the proposed completion of this project which is anticipated to begin construction in 2022.

Summary

- 3.36. Manchester continues to be one of the fastest growing cities in Europe. Alongside the population increase, the City's buoyant economic growth has been underpinned by a shift from its traditional manufacturing and industrial role toward a service-based, high growth economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Business, Financial and Professional Services, Science and Innovation, and Creative and Digital, as well as Sports and Culture, Leisure and Tourism sectors.
- 3.37. At the Etihad Campus specifically, there are numerous agglomeration benefits as world-class sports, leisure and educational facilities sit alongside each other, creating a world-class destination for sports excellence, education and innovation. In this environment, the City's economic growth and regeneration aspirations can flourish.
- 3.38. Planning policy and strategic regeneration initiatives at all levels seek to respond to these trends and unlock the hidden potential within the City.

¹³ Manchester Airport Group (MAG), *Manchester Airport is the UK's global gateway in the North* (2019), <https://www.manap.co.uk/about/>.

¹⁴ British Chambers of Commerce *BCC Forecast: UK set for an uneven economic recovery, despite record GDP growth* (June 2021) <https://www.britishchambers.org.uk/news/2021/06/bcc-forecast-uk-set-for-an-uneven-economic-recovery-despite-record-gdp-growth-2>

4. Proposed Development

- 4.1. This Section should be read in conjunction with the submitted application drawings and DAS, prepared by Holmes Miller. It provides a summary description of the key elements of the Proposed Development.

Design Brief

- 4.2. The mission of the RFL is to consistently deliver great rugby league experiences and their vision is for rugby league to be a growing, accessible and vibrant sport. The RFL is an organisation that prides itself on the following core values: United, Respect, Excellence and Professional.
- 4.3. The RFL has a reach, visibility and value beyond its core followers to make a major contribution to health outcomes, crime reduction, improved education and employment outcomes, volunteering opportunities and improved life satisfaction.
- 4.4. The RFL OLL concept seeks to capitalise on rugby league as not just a great sport but also a vehicle for social mobility. The OLL Hub will celebrate, expand and roll out existing good practice in rugby league communities across the north of England, adding value, and providing coordination. It provides a place for training in all aspects of the game from groundsmen, media through to sports science. It will also be used by the national teams on occasions for training purposes.
- 4.5. Overall, the Our League Life proposals will make a real impact through innovative education and training for young people and the wider community of Greater Manchester and further afield.
- 4.6. The proposed location of the OLL Hub at the Etihad Campus follows the relocation of the RFL Headquarters to the Etihad Campus. There were several reasons for the RFL's decision to relocate, including the ability to work closely with existing and future sporting organisations at the Etihad Campus together with proximity to the MIHP.
- 4.7. Similarly, the Proposed Development seeks to capitalise upon the agglomeration benefits of being located at the Etihad Campus; a world-class destination for sports, sports education and innovation.

Proposed Development

- 4.8. The Proposed Development comprises the development of the OLL Hub, which includes the demolition of the existing building on-site and the erection of a training facility building (Use Class F1(a)), which will provide a range of facilities including:
- classrooms and seminar rooms;
 - offices;
 - flexible conferencing / social space and workspace;
 - kitchen facilities;
 - changing facilities and toilets;
 - 900-seat spectator stand, including accessible seating;
 - community room;
 - treatment room;
 - media room; and
 - stores and plant rooms.
- 4.9. The Proposed Development also includes an upgrading of the existing rugby pitch, the erection of floodlighting, boundary treatments, and related access and highways works.
- 4.10. Six floodlights are proposed to be erected to illuminate the pitch during use in darker hours. Further information on the use of the floodlights is discussed in the Operational Management section below.

Form and Appearance

- 4.11. The form and appearance of the Proposed Development is compact and efficient and has been designed to build on the concept and aesthetics of the adjacent educational, sports and leisure building in Beswick and the Etihad Campus more widely. In particular, the Proposed Development reflects the design of the East Manchester Academy, the East Manchester Leisure Centre and MIHP through the use of solid side elevations and roof wrapping around an open, primarily glazed, frontage. Aside this, the high-quality design ensures it has a unique identity.
- 4.12. The building mass and position is dictated by the need to address the existing pitch location to the west of the Site yet has been designed to provide a clear and inviting primarily glazed façade from the entrance and facing the proposed improved public realm.
- 4.13. The rear elevation which faces the pitch has an open glazed appearance, similar to the front elevation which maximises the views and relationship between internal spaces and the pitch. This was a key aim of the brief and promotes an interaction between teaching and social accommodation with the sports environment.
- 4.14. To address environmental conditions and the existing pitch, the side elevations are splayed out and the roof and gable walls taper to overhang the spectator stand, providing additional weather protection and shading.

Layout

- 4.15. The building is set out across two levels with the tiered spectator stand occupying the western elevation of the building and accessed from both levels.
- 4.16. The building entrance is located centrally on the ground floor level, accessed from the north east, and providing access into a flexible circulation space which includes a staircase to the upper level.
- 4.17. The tunnel to the sports pitch is located immediately opposite the main entrance providing a view through the building with a Reception located to the right as you enter.
- 4.18. A number of ancillary rooms / facilities are then located along a corridor including: the changing rooms (including shower facilities and toilets); media room; treatment room; offices and a meeting room; kitchen; a community room; and WCs.
- 4.19. Separate entrance doors to the offices and the community room are provided from the front elevation.
- 4.20. Staircases are provided to the upper level at each gable end of the building. Lifts are proposed to provide access for all users across the building and are located within the entrance space and to the south eastern end of the main corridor.
- 4.21. On the upper level, there are further seats provided in the tiered spectator stand and a flexible conferencing / social / workspace and servery, alongside classrooms, seminar rooms and WCs. External flexible learning space is provided to the top of the spectator stand to enable students to watch and learn from any activities on the pitch.
- 4.22. In total the spectator stand provides for 900 seats, including ten accessible wheelchair spaces for disabled users, which are provided to the upper tier of the spectator stand, with a further two spaces provided on the ground floor level. The Proposed Development has been designed in accordance with the Green Guide to Safety at Sports Ground (The Green Guide) and Accessible Stadia Guide.

Landscaping and Boundary Treatment

- 4.23. The Proposed Development includes the provision of high-quality landscaping.
- 4.24. An entrance plaza is proposed which is intended to reflect the high-quality landscape design of the surrounding area whilst providing a flexible space in front of the building for site users and the local community to enjoy. The plaza comprises a series of soft and hard landscaping zones, including rugby ball shaped raised grass mounds and new shrub and tree planting.
- 4.25. To the south of the building, the existing trees off Bell Crescent will be retained in order to provide mature screening to the southern façade. Against the southern façade stainless steel plant supports will be fixed to the building in order to establish a green wall.

- 4.26. To the north of the building existing scrub and tree planting will be replaced by a combination of coniferous and deciduous medium-sized ornamental trees and native hedge planting along the boundary fronted with ornamental shrubs in order to visually contain the space around the entrance to the building, screen the service yard to the north of the site and replace lost trees and shrubs on the boundary of the East Manchester Academy.
- 4.27. In total eight scattered low-quality scrubs are required to be removed to facilitate the Proposed Development. To mitigate against this loss, the Proposed Development proposes to plant an additional 26 semi-mature trees, which represents a replacement ratio above 3:1.
- 4.28. A number of these trees are designed to sit in areas of soft landscaping in order to provide optimum root conditions. The trees to the western edge of the Site will remain undisturbed and in-place.
- 4.29. The hard landscaping of the plaza has been designed to provide a space which is accessible and safe and hard wearing. The proposed colour palette of the hard landscaping is reflective of the warm tones provided in the surrounding area.
- 4.30. Seating will be provided within the plaza area in the form of timber free-standing slatted benches and wall-mounted benches to match. The furniture will be chosen to be both sustainable and robust.
- 4.31. 2.4m high weldmesh fencing is proposed along the north boundary of the Site, with an access gate provided to enable easy access for student from the adjacent East Manchester Academy. Weldmesh fencing is also proposed to the north west and south east edges of the Proposed Development to restrict access to the Site, with gates provided to each emergency ambulance access point.
- 4.32. The existing roadside fence surrounding the existing trees to the east of the Site will be removed.
- 4.33. 6m tall ball stop fencing is proposed to be erected to the north end of the Site to match the southern end of the pitch. A 1.1m tall rail will also surround the existing pitch to ensure access to the pitch is restricted.

Access and Cycle Parking

Access

- 4.34. The main pedestrian access to the Site will be via the north-east, from the pedestrian zone at Grey Mare Lane, linking into the surrounding public realm between the East Manchester Academy and the East Manchester Leisure Centre. Secondary pedestrian access to the Site will be from Bell Crescent, adjacent to the vehicle access point.
- 4.35. It is expected that most site users will arrive by sustainable modes of transport given that the Site is easily accessible by active and sustainable modes of travel. A Travel Plan has been prepared which further encourages Site users to visit the site using sustainable and active modes of travel.
- 4.36. No new parking is proposed as part of this Proposed Development, however, if required, visitors and staff to the Site will have access to the MCC Car Park located immediately to the north of the Site, which can be accessed via the existing access point from Bell Crescent. This is discussed further under Section 6 of this Statement.
- 4.37. An existing service and drop-off layby is located immediately adjacent to the Site and public realm, accessed through the MCC Car Park. There is also an existing layby on Bell Crescent which provides a pick-up / drop-off point close to the Site. The layby's will also be used by coaches and delivery vehicles.
- 4.38. Steel bollards are proposed to edge the public realm to prevent unwanted vehicle access, with removable bollards proposed to the maintenance / emergency access points either gable end of the building.
- 4.39. The design team have worked to ensure that the OLL Hub will be a fully accessible and inclusive facility that can be navigated easily and enjoyed by all staff, visitors, competitors, and spectators.
- 4.40. The building has been designed in accordance with BS:8300, and Building Regulations Approved Documents, in addition to taking account of the requirements of Design for Access 2. The design also follows guidance within the Green Guide to Safety at Sports Ground (The Green Guide) and the Accessible Stadia Guide.
- 4.41. Each building entrance / exit is served by a level access. Major routes through the Site are accessible and will be provided with adequate lighting. Two passenger lifts also provide access to public areas of the building, one

accessed from the main entrance atrium and one to the east end of the building adjacent to the Conference / Social / Workspace stairwell.

Cycle Parking

- 4.42. 50 secure cycle parking spaces are proposed at the Site.
- 4.43. Green-roofed, timber-clad cycle shelters are proposed at either end of the building and in view from Site users; each housing 16 cycle parking spaces. A further 18 spaces are provided in the form of nine Sheffield Cycle Stands located immediately outside of the windows to the offices and underneath the canopy.

Operational Management and Events

- 4.44. The Proposed Development is primarily to be used as an educational / training facility for the following operations:
- On-pitch and off-pitch training and seminars;
 - The pitch will be used by three types of user groups:
 - RFL community (amateur) club training;
 - England Men's and Women's Teams for occasional training;
 - The East Manchester Academy training; and
 - Occasional events, such as youth tournaments for ages 7 -19.
- 4.45. Presentation evenings may also be held in the main function room which will have a capacity of up to 200 people.
- 4.46. It is acknowledged that there will be occasions when the facility will be used to host events, but these are to take place no more than ten times annually.
- 4.47. The pitch will be in use a maximum of 2 or 3 evenings per week on either a weekend or weekday, which will be its playing capacity allowing for normal wear and tear and assuming good grounds maintenance.
- 4.48. The Table below sets out the likely Operational Parameters of the Proposed Development for 'business as usual' operations, during events and during community rugby league club match days. They have been outlined to provide an indication and are not exhaustive. Further information on the Operational Management of the Proposed Development is set out within the Operating Statement, prepared by the Applicant and submitted in support of the planning application.

Table 4.1: Operational Management Parameters of the Proposed Development

Operating Hours	
Business as usual:	During standard term time – 30 weeks per annum. Mon-Fri: 8.30am - 9.00pm. Weekend afternoon matches until 9.00pm.
Events	Ten events in total per annum. 8:30am – 7:00pm between March and October.
Community RL Club Use	Occasional community match use Mon-Fri: Evenings until 9.30pm Occasional weekend evening matches (maximum 4 per year) where the pitch would be in use until 9.30pm.

Occupancy / Usage	
Business as usual:	Maximum usage*: • 150 F/T students (16-21yo); • 40 Adult learners/players; • 25 Staff.
Events	Maximum 1,000 attendees on site including players and maximum stand capacity of 900 supporters. Events will mostly comprise tournaments at junior/community level.
Community RL Club Use	Maximum usage: • 40 players, coaching staff and officials; and • 200 supporters and volunteers.
*NB in relation to ALL the above 'Normal/Average' will be defined at 80% of Max.	

Floodlights

- 4.49. The Proposed Development includes the erection of six floodlights, with four located to the western edge of the existing rugby pitch and two located either end of the proposed building. The floodlights provide directional lighting to the rugby pitch and are specifically designed to minimise any potential light spillage.
- 4.50. A Lighting Strategy is included as part of the Design and Access Statement prepared by Holmes Miller and submitted in support of this planning application.

Servicing and Refuse

- 4.51. A refuse store is proposed to be located to the east of the building within a secure louvred steel enclosure providing space for six 1100 litre Eurobins, including recycling bins. The location has been chosen due to its close proximity to the vehicle access point from Bell Crescent.
- 4.52. The MCC Waste Proforma has been prepared and appended to the Transport Assessment which is submitted as part of this planning application. This details that the level of provision mentioned above is suitable for the Proposed Development for daily use, with enough capacity to accommodate waste on days when events are to take place.
- 4.53. On refuse collection days, the bins will be pulled by site operatives to the adopted highway adjacent to Bell Crescent. Once the refuse has been collected the bins will be pulled back.
- 4.54. It is envisaged that refuse vehicles will pull up on Bell Crescent or utilise the existing layby that is located adjacent to the MCC car park access.

Use and Quantum

- 4.55. The Site is currently occupied by the vacant former Beswick Local Shops comprising circa 950 sq.m. of Use Class E floorspace. The Proposed Development seeks to demolish the existing vacant building and in place, erect the OLL Hub training facility building (Use Class F1(a)). The total quantum of development to be delivered is 3,398 sq.m GEA.
- 4.56. All the facilities within the OLL Hub building are proposed to be ancillary to the use of the building as a training facility for the RFL OLL concept.

5. Planning Policy Framework

5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.

5.2. This Section details the relevant documents that make up the Development Plan and material considerations such as guidance and MCC Strategic objectives.

5.3. Section 6 provides an assessment of site specific considerations of the Proposed Development in the context of relevant planning policy.

Local Development Plan

5.4. The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. To date only the Core Strategy DPD has been adopted by MCC. Within this context, the Development Plan comprises:

- Manchester Core Strategy (2012);
- Manchester Proposals Map (2012);
- Guide to Development in Manchester Supplementary Planning Document (2007)
- Saved Policies of the Manchester Unitary Development Plan (2005);
- Greater Manchester Joint Waste Development Plan Document (2012); and
- Greater Manchester Joint Minerals Plan (2013).

5.5. The Core Strategy was adopted in July 2012 and is the key overarching DPD within the LDF. The Core Strategy has replaced significant elements of the Manchester UDP as the document that sets out the long term strategic policies for Manchester’s future development and forms the primary framework that planning applications will be assessed against. Despite being largely superseded by the Core Strategy, a number of UDP Policies have been “saved” and comprise part of the Development Plan.

Material Considerations

5.6. The following published policy, executive reports and guidance documents are material considerations relevant to the Proposed Development:

- National Planning Policy and Guidance:
 - National Planning Policy Framework (NPPF) 2021, and informed by the accompanying National Planning Practice Guidance (NPPG).
- Supplementary Planning Guidance:
 - Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015);
 - Our Manchester Strategy 2016-2025;
 - Eastlands Regeneration Framework (2017);
 - Climate Change Emergency and Playing Our Full Part on Climate Change (2018);
 - Manchester Climate Change Framework: 2020-2025 (2020);
 - Draft Places for Everyone (2021);
 - Design for Access 2 (2003); and

- GD04 Waste Storage and Collection Guidance for New Developments (2017).

Adopted Manchester Local Development Plan

Manchester Core Strategy (2012)

- 5.7. The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.

Saved Policies of the Unitary Development Plan (1995)

- 5.8. The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however, a number of policies were saved on 11 July 2012 and remain extant.

National Planning Policy and Guidance

NPPF

- 5.9. The Government is committed to a plan-led system of development control, which was given statutory force by Section 38(6) of the 2004 Planning and Compulsory Purchase Act. Where an adopted or approved development plan contains relevant policies, Section 38(6) requires that an application for planning permission or an appeal shall be determined in accordance with the plan, unless material considerations indicate otherwise.

National Planning Policy Framework (2021)

- 5.10. The National Planning Policy Framework (NPPF, 2021) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so.
- 5.11. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

Achieving Sustainable Development

- 5.12. At the heart of the 2021 revised NPPF lies the 'presumption' in favour of sustainable development; the golden thread running through plan-making and decision taking (para. 11). The NPPF notes there are three dimensions to sustainable development; economic, social and environmental. These dimensions are considered to be mutually dependent with the NPPF, in its entirety, defining sustainable development.
- 5.13. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating well-designed, beautiful and safe places, with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment.
- 5.14. The NPPF states that 'the purpose of the planning system is to contribute to the achievement of sustainable development' (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their needs. It goes on to state that at a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.

Building a strong, competitive economy

- 5.15. Section 6 (paragraphs 81 to 84) is titled 'Building a strong, competitive economy'. It emphasises the Government's commitment to support economic growth, including that the planning system should help create conditions in which businesses can thrive. Local planning authorities should support existing business sectors, and foster innovation in these sectors to address the challenges of the future including being flexible enough to accommodate new and flexible working practices.

Promoting Healthy and Safe Communities

- 5.16. Section 8 (Paragraphs 92 to 103) deals with promoting healthy and safe communities. In paragraph 92 it states that planning policies and decision should aim to achieve healthy, inclusive and safe places which enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.
- 5.17. As outlined in Paragraph 93, to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.
- 5.18. Paragraph 98 deals with open space and recreation and states that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change.

Achieving well-designed places

- 5.19. Section 12 (paragraphs 126 to 136) is titled 'Achieving well-designed places'. It states that the planning process is fundamental to creating high-quality buildings and places. Good design is key to sustainable development and contributes to creating better places in which to live and work. It outlines that developments should aim to:
- Add to the overall quality of the area and function well over the lifetime of the development.
 - Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
 - Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
 - Establish or maintain a strong sense of place, using arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
 - Optimise the potential of the Site, create and sustain an appropriate mix of uses.
 - Create safe, inclusive and accessible environments which promote health and well-being.
- 5.20. The July 2021 Update to the NPPF has principally focused on improving the design of new developments in response to the consultation to the National Model Design Code consultation. Paragraph 128 specifically states that local planning authorities should establish design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. As described in Paragraph 129, this can be at an area-wide, neighbourhood or site-specific scale and can carry weight in decision making. The National Design Guide and Model Design Code should be used to guide decisions on applications in the absence of locally produced design guides or design codes.

Meeting the Challenge of Climate Change

- 5.21. Section 14 (Paragraphs 152 to 173) states that the planning system should support the transition to a low carbon future in a changing climate. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience.
- 5.22. Paragraph 154 states that new development should be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change and can help to reduce greenhouse gas emissions, such as through its location, orientation and design.

NPPG

- 5.23. The NPPG was published in March 2014 and sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource. The principle behind the NPPG fits in the wider objectives of the current government's attempt to make the planning system simpler, clearer and easier for people to use. This guidance

was developed following a detailed review of planning policy guidance through the Taylor Review between October and December 2012.

- 5.24. The NPPG stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or spaces that work well for everyone, look good, last well and will adapt to the need of future generations.
- 5.25. The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design.
- 5.26. The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.
- 5.27. This is achieved through providing:
 - An understanding of the relevant planning policies;
 - Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a Proposed Development;
 - Discussion of possible mitigation methods against impacts of Proposed Development; and
 - Identifying the information required to accompany a formal planning application.

Supplementary Planning Documents and Guidance

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

- 5.28. The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.
- 5.29. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.
- 5.30. The documents reflect and provide guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

Our Manchester Strategy 2016-2025

- 5.31. The Our Manchester Strategy 2016-25 was published by MCC in January 2016 and sets the ambitions for the City for the next decade. The Strategy sets out a 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;
 - Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
 - Be clean, attractive, culturally rich, outward-looking and welcoming.
- 5.32. The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.

- 5.33. The ‘Our Manchester’ approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the City’s communities.

ERF (2017)

- 5.34. The ERF was originally endorsed in 2011 which shaped and guided investment and development in East Manchester. It was updated in 2017 and a further draft for consultation of the document was published in 2019, although that version was not subsequently approved. As the 2017 ERF was approved, it is considered a material consideration in the determination of planning applications within East Manchester.
- 5.35. For clarification, the ERF sets out environmental, social, design and economic objectives which are relevant to the attainment of the regeneration of the East Manchester area which is supported by existing planning policy. It is not a planning policy document and it is not a site allocations document. As such this document has the status of a “Local Development Document” but not a “Development Plan Document” and should not be considered or viewed as formal planning policy and does not set out a series of tests to be passed.
- 5.36. The role of the ERFs has been to seek to guide the content of planning applications so that they have in mind the objectives for East Manchester. Throughout the various iterations of the ERF, and the thirty-year journey of transformation of East Manchester, the Etihad Campus has consistently been a major economic driver in its own right within the city region and national context. Successive Regeneration Frameworks have identified the Etihad Campus as a place to drive forward the development of a globally competitive sport, leisure and recreation offer. Over the last ten years’ significant new investment has been made to deliver new facilities that benefit the community with new local leisure and educational developments being part of an integrated approach to the transformation of the area.
- 5.37. The fully endorsed 2017 ERF has been prepared principally to encourage the next phases of activity in and around the Etihad Campus as well as the westward expansion of activity along the Ashton Canal Corridor, joining up with the eastward expansion of the City Centre taking place in Ancoats and New Islington.
- 5.38. The 2017 ERF highlights that sports is to be the economic, educational and community driver for the Etihad Campus and surrounding area and that *“at the heart of the next generation of investment within the Etihad Campus lies the opportunity to capitalise upon the existing elite and community sports facilities, the presence of a global football brand, the array of leading edge National Sports Governing Bodies along with the talent that both trains and works for all of these organisations.”*
- 5.39. The 2017 ERF goes on to state that the Etihad Campus will be home to global and national sports organisations where sports ‘centres of excellence’ can thrive and develop global best practice in sport. Underscoring this vision for the Etihad Campus are a number of strategic development ambitions which can be summarised as follows:
- Bring sport, education and commerce together;
 - Consolidate the Etihad Campus as a world-leading sports destination;
 - Strengthen the leisure and recreation asset base;
 - Capitalise on regeneration investment;
 - Support Manchester’s Green City initiatives;
 - Create a distinctive ‘Sense of Place’; and
 - Deliver improved social and economic outcomes.
- 5.40. In summary, the vision for the Etihad Campus within an Eastlands and City context in the 2017 ERF is to develop a place that can successfully host a globally competitive sport, leisure and recreation economic offer. As such the Etihad Campus will be:
- *“Home to global and national sports organisations where sports ‘centres of excellence’ can thrive and develop global best practice in sport;*
 - *The home of a leading Higher Education Institution that delivers a wide range of undergraduate and postgraduate sports related academic courses and which seeks to partner with other global leading academic institutions;*

- *A destination where residents and visitors will come to spend their time on leisure related activities; and*
- *Creating employment opportunities for local people and driving innovation and economic growth across the city.*

Climate Change Emergency and Playing our Full Part on Climate Change

- 5.41. Ecosystems play an important role in regulating climate. They currently absorb roughly half of manmade carbon emissions. Biodiversity and ecosystem services help to adapt to and mitigate climate change. They are therefore a crucial part of the effort to combat climate change. Healthy ecosystems are more resilient to climate change and so more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can frequently offer multiple benefits if its ecosystems are healthy.
- 5.42. There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.
- 5.43. In November 2018, MCC made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world renowned Tyndall Centre for Climate Research based at University of Manchester.
- 5.44. The key commitments are as follows:
- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
 - To adopt a carbon budget and emit only a maximum of 15 million tonnes CO₂ for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as "likely" to maintain global temperature change within 2°C as agreed in the Paris Agreement;
 - To achieve a 13% year-on-year reduction in citywide CO₂ emissions from 2018 to achieve this carbon budget.
- 5.45. On 10 July 2019, a motion asking MCC to formally declare a climate emergency was unanimously agreed. The motion declares that climate change is a serious risk to Manchester's future and committed to embedding the issue as an integral part of council decision-making – making sure that all key decisions are taken with the city's target of becoming zero-carbon by 2038 in mind.
- 5.46. In March 2020, the Executive adopted the Manchester Climate Change Framework 2020-2025. The five year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The measures include retrofitting buildings to improve energy efficiency, increasing the use of Electric Vehicle Vehicles, and seeking 100% renewable energy. Whilst this has also not been formally adopted into planning policy, it is a key consideration for future development proposals.

Places for Everyone (Draft)

- 5.47. The previous Draft Greater Manchester Spatial Framework 2020 is currently on hold following Stockport Council's decision to withdraw in December 2020. The Draft 'Places for Everyone' Plan is a new long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been prepared by the GMCA on behalf of the nine districts.
- 5.48. The Draft Plan will determine the kind of development that takes place across the city-region, maximising the use of brownfield land and urban spaces while protecting green belt land from the risk of unplanned development.
- 5.49. It will also ensure all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.
- 5.50. A final period of public consultation took place with regards to the Publication Draft 'Places for Everyone' Plan between 9 August 2021 and 3 October 2021. There is an intention to submit the Plan to the Secretary of State

in early 2022. It is therefore considered that the Plan is in an advanced stage of preparation and will hold some weight in the determination of planning applications within Greater Manchester.

- 5.51. The Plan promotes inclusion through a wide variety of ways, specifically citing the need to support improvements in education and research facilities and to increase the range and accessibility of cultural, leisure and sporting opportunities.
- 5.52. The Plan recognises the international reputation that the city has for sporting excellence and outlines a goal to positively change the lives of people across Greater Manchester through physical activity and sports. One of the ambitions is that the sub-region will be at the leading edge of providing children with excellent places to play, develop and learn. Specifically, Draft Policy JP-P 7 seeks to support greater levels of activity for all ages, including by:
 - Encouraging the incorporation of sports facilities in all education settings, made available for community use where possible, ensuring that they meet accessibility standards; and
 - Enabling the continued development of major sports facilities and events, which can further enhance Greater Manchester's international sporting reputation.

Design for Access 2

- 5.53. The Design for Access Manual was published in January 2000, it provides a practical guidance to inclusive design. It requires developments to be fully inclusive and accessible and the Council's vision is for Manchester to be recognised as the most accessible City in Europe. MCC recognises that inclusive design needs to take account of cross-impairment and community-based issues.
 - Design principles that will help to achieve accessible development that are relevant to the Proposed Development include:
 - MCC has agreed a hierarchy of road users, which prioritises the needs of pedestrians and disabled people, cyclists, public transport and finally other users. This hierarchy should be respected in the design and layout of all new developments.
 - Streets should be designed for local people to use. They should be attractive, accessible social spaces, which encourage use by all sections of the local community. Street furniture must be well designed, with clear function and positioned to avoid the creation of obstacles, clutter or confusion.
 - Whatever form of car parking takes, adequate provision is required for disabled people with clear, safe, accessible footways leading to the main door.
- 5.54. The Design for Access Manual provides further details and design standards for external areas and for within buildings.

Manchester's Green and Blue Infrastructure Strategy

- 5.55. MCC recognises that green and blue infrastructure is an essential part of creating a successful, livable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.
- 5.56. The vision for green and blue infrastructure in Manchester over the next ten years is that 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 green spaces 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.
- 5.57. Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality of life people expect and enhancing the City's global image as a place in which to live, work and invest.
- 5.58. A Green and Blue Infrastructure Statement is provided at Appendix B and sets out how the Proposed Development responds to the Vision and Objectives in the G&BI Strategy.

6. Planning Assessment

- 6.1. This Section assesses the proposals against the policies in the Development Plan and in relation to the key planning considerations of relevance to this application.
- 6.2. Where material considerations provide additional requirements or detail to the policies of the Development Plan that merit discussion, these are considered.

Principle of Proposed Use

- 6.3. The Site is located within the Etihad Campus, which is a key focus area for growth in sports, leisure and education. As outlined in the endorsed ERF (2017), the area has grown substantially over recent years and there is a continued objective to drive forward the development of a globally competitive sport, leisure and recreation offer.
- 6.4. The Site is located on the boundary of the Eastlands Area as defined by Core Strategy Policy EC 7. Within this area, the vision is to broaden the activities to ensure development opportunities secure the wider regeneration of the surrounding area and deliver maximum benefits for the community. Proposals are expected to show how development of the area will support the continued social, economic and physical regeneration of East Manchester.
- 6.5. Policy EC 7 (Eastlands) goes on to state that developments which support the overall vision for this major regeneration initiative on sites within the general environs of Eastlands will be appropriate, provided they do not prejudice other policies within the plan.
- 6.6. The Site is also located within East Manchester (Policy EC 5) and the Regional Centre (Policy EC 3), which are both areas identified as suitable for employment generating uses. The Regional Centre is also the focus for leisure and cultural activity as identified in Core Strategy Policy SP1 (Spatial Principles).
- 6.7. The Proposed Development represents an opportunity to bring a vacant brownfield site, which is a blight on the local environment, back into active use; improving safety and reducing anti-social behaviour in this area of Beswick and the Etihad Campus.
- 6.8. The Proposed Development will act to support the social, economic and physical regeneration objectives of the area and the Etihad Campus through improving an existing sports pitch and providing an education facility which will deliver numerous training opportunities in all aspects of rugby league and for all ages and abilities. It will act to provide a space for the local and wider communities to support people in leading healthy lifestyles, enjoying access to green space and improving access to sport. It aims to increase awareness of sport and raise people's aspirations through providing a unique base shared by elite national players and the community players and coaches. It is therefore supported by Core Strategy Policies (EN 9 Green Infrastructure) and EN 10 (Safeguarding Open Space, Sport and Recreation Facilities) and Policy EN12 (Area Priorities for Open Spaces, Sport and Recreation).
- 6.9. The OLL Hub will act to not only provide jobs for those working on-site but provide important training to enable career progression and to inspire people to develop a career in sport, which will have multiple social value and economic benefits; contributing to sustainability objectives outlined in the NPPF.
- 6.10. The location of the OLL Hub at the Etihad Campus, next to the East Manchester Academy and near to the MIHP means that it is well-positioned to not only capitalise upon the existing agglomeration benefits of the area, but to create numerous new opportunities to strengthen education and excellence in sport and rugby league in particular. It will act to support the existing presence of major sporting institutions and National Governing Bodies within the Etihad Campus and further strengthen the Etihad Campus as a world-class destination for sport.
- 6.11. For the reasons set out above, the principle of development is directly supported by adopted local and national policy and the endorsed ERF (2017).

Economic and Social Value

- 6.12. The Proposed Development would support the cluster of sports education facilities located at the Etihad Campus and the vision to create a world-class sporting destination.
- 6.13. Delivering benefits and social value to the community is at the heart of the RFL's OLL Project. It will deliver specialist training and learning across the rugby league family but also make a real impact through innovative education and training for young people and the wider community in Greater Manchester.
- 6.14. In particular, on a daily basis, the OLL Hub will provide opportunities for 150 students over the age of 16. It is estimated that 80% of these will be residents of Greater Manchester and the intention is that every single student will have improved employability skills from the experience. It will also accommodate 40 adult learners daily engaged in short course / CPD sessions such as referee or safeguarding training.
- 6.15. Importantly, the Proposed Development is proposed to be the central hub for a far more wide-reaching campaign, supporting the roll out of the OLL concept across the country which will act to further build upon the economic and social value of the Proposed Development.
- 6.16. The location of the Proposed Development adjacent to the East Manchester Academy, the MIHP, other education facilities, businesses and other major institutions located within the Etihad Campus, provides opportunities to work closely with students and upskill in all aspects of rugby league and sport and creates clustering and agglomeration benefits. This further underpins the Etihad Campus as a world-class destination for sport and strengthens Greater Manchester's national and global reputation as a centre for excellence for sport.
- 6.17. It is also anticipated that the Proposed Development will include circa 25 FTE staff once operational, with additional staff required for events. The project will also provide job opportunities within the construction industry. The Applicant will use reasonable endeavours to procure the workforce from the local community, creating a significant level of employment during the construction period. A contractor is yet to be appointed, but an outline Local Labour Agreement has been submitted with the application and this will be secured through a planning condition. The Applicant is committed to working with Manchester City Council Work and Skills team to ensure that job opportunities are provided to the local community.
- 6.18. Overall, the Proposed Development will act to support the objectives set out within Section 6 of the NPPF titled 'Building a strong, competitive economy', Policy SP1 (Spatial Principles) of the Core Strategy and the principles set out within the Guide to Development in Manchester SPD (2008).

Loss of Existing (Vacant) Retail

- 6.19. Although the Proposed Development will result in the demolition of the existing shops on the Site, these shops are currently vacant and have mostly been empty for a number of years. The Site is now misused and attracts anti-social behaviour.
- 6.20. The Site is located in a highly accessible location by a range of public transport routes and is within walking distance to the Eastlands District Centre. It is also understood that One Manchester are bringing forward retail proposals within the area along Grey Mare Lane, where there is already an existing Tesco Express, located close to the Site and which will act to further support the local community in Beswick.
- 6.21. The area is therefore considered to have appropriate retail provision, whilst further proposals are coming forward. As such, demolition of the existing vacant shops is considered appropriate.

Design

- 6.22. The design approach for the Proposed Development is discussed in detail within the Design and Access Statement prepared by Holmes Miller and has been informed by the aspirations of MCC design guidance contained within 'A Guide to Development in Manchester'.
- 6.23. The Proposed Development has been the subject of significant design consideration and evolution with input from a range of technical specialists and statutory consultees, including GMP.
- 6.24. A robust design approach has been taken to delivering a building that balances sustainability and a design that makes a positive contribution to the surrounding built environment. Where possible, sustainable materials are proposed, whilst the building envelope has been specifically designed to achieve high energy savings.

- 6.25. The Proposed Development has been designed to provide a functional, modern and high-quality education and training facility that responds to the client's brief, addressing the adjacent rugby pitch and its surrounding built environment.
- 6.26. The scale and mass of the Proposed Development are consistent with that of other large floorplate mid-rise buildings that are characteristic of the Etihad Campus.
- 6.27. The Proposed Development will transform the currently vacant and unattractive brownfield Site and will directly address and strengthen the public realm between the East Manchester Academy and the East Manchester Leisure Centre. It will also improve connections through Beswick and the wider Etihad Campus area through the provision of high-quality public realm plaza with hard and soft landscaping including shrub and tree planting.
- 6.28. The Proposed Development make effective use of previously developed land and will optimise a key site in a strategically important location, acting to support the Etihad Campus as a world-class destination for sports and leisure.
- 6.29. The Proposed Development is therefore in accordance with NPPF design policy and specifically Chapter 12 titled 'Achieving well-designed places' as well as responding to the principles set out within the Guide to Development in Manchester SPD (2008).

Transport and Parking

- 6.30. Although the Site currently includes an area of surface car parking, these spaces are not currently in use due to a blockade and thus it is considered that the development of the Site would not result in the loss of any existing car parking. The Proposed Development does not include any on-site parking.
- 6.31. This approach is considered suitable given that the Site is within a highly accessible location by a range of sustainable and active modes of travel. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the Site. There are also many residential properties within 500m of the Site in Beswick.
- 6.32. The Transport Statement assesses the Proposed Development and its relationship with the surrounding road network.
- 6.33. A TRICS assessment has been undertaken to establish the likely number of vehicular trips associated with the Proposed Development. The TRICS assessment found that significant increases of traffic to the Site is not expected. It is therefore not considered that the additional traffic generated by the Proposed Development would have an adverse impact on the surrounding highway network.
- 6.34. Access to the Site via means of sustainable transport has been thoroughly reviewed so as to capitalise on the opportunities to reduce the number of single occupancy car journeys. The accompanying Travel Plan sets out a range of measures to increase the level of walking, cycling and public transport use to and from the Site. The Travel Plan also seeks to reduce reliance on the private car in line with local and national sustainability objectives, including Core Strategy Policy T1 (Sustainable Transport).
- 6.35. The Proposed Development also seeks to improve facilities for those wishing to travel by sustainable modes of transport. This includes the provision of 50 secure cycle parking spaces, shower, changing and storage facilities.
- 6.36. The Applicant is also happy to commit to no large events on any day where a major event is to take place at the Etihad Stadium.
- 6.37. Where there are occasions that parking is required, the Site is located immediately adjacent to the MCC public car park. As detailed in the Transport Statement, a Survey of the adjacent MCC car park demonstrates that there is 70% capacity during the week and circa 65% capacity available during the weekend, which equates to circa 110 to 120 free spaces.
- 6.38. At present, the only restrictions on the car park are a maximum stay of 1 hour 45 minutes between 10am and 10pm on days when matches take place at the Etihad Stadium. There is also an overhead barrier to prevent larger vehicles from accessing the car park.
- 6.39. MCC are in the process of preparing a new Controlled Parking Zone (CPZ) to become operational once the Co-op Live Arena opens late 2023. The intention is that further restrictions will be placed over the MCC car park to

prevent people parking there for long durations of time. The exact nature of the CPZ is yet to be defined, but the Applicant has been in discussion with MCC with regards to securing circa 50 spaces associated with the proposed use whilst restrictions are otherwise in place.

- 6.40. It is recommended that a Condition is applied to a subsequent planning permission requiring the submission of a Parking Management Strategy prior to occupation of the proposed use.
- 6.41. It is therefore considered that, in the event that site users require car parking, the Applicant will have access to a sufficient level of car parking immediately adjacent to the Site.
- 6.42. A review of baseline conditions and highway safety in the vicinity of the Site has also been undertaken. It is not considered that there is an existing safety issue that is likely to be exacerbated by the Proposed Development.
- 6.43. Based on available up to date evidence, it is concluded that the Proposed Development is highly accessible and is suitably located to support a wide range of sustainable forms of transport and encourage reduced reliance on the private car, which aligns with strategic transport objectives, Chapter 9 of the NPPF titled 'Promoting sustainable transport', and Core Strategy Policies EN8 (Adoption to climate change), T1 (Sustainable Transport, and T2 (Accessible Areas of Opportunity and Need).
- 6.44. Please refer to the Transport Statement and Travel Plan for further details of the highways analysis undertaken in respect of the Proposed Development.

Noise

- 6.45. Sandy Brown has prepared an Environmental Noise Assessment report in accordance with Core Strategy Policy DM1 (Development Management) and Saved UDP Policy DC26.1 (Development and Noise).
- 6.46. The environmental noise survey carried determines the existing noise climate at the Site and at the nearest or most exposed noise sensitive receptor locations.
- 6.47. The Assessment then considers the acoustic impact of the Proposed Development as a result of the increased use of the sports pitch and the use of the spectator stand. The assessment also tests the worst-case scenario with full stand occupancy and pitch use by adults.
- 6.48. The Noise Assessment identifies minor increases in average noise levels at the nearest noise sensitive receptors as a result of increased training sessions on the pitch, with slight increases during full usage of the stand, which is only proposed to occur a maximum of ten times annually.
- 6.49. Given the infrequency of events and the short duration of training sessions, the impact is reduced. The Proposed Development is therefore not considered to lead to any significant increases in noise levels.
- 6.50. Limits for noise egress from items of plant associated with the development have been set in line with MCC guidance and in accordance with the assessment criteria at the nearest or most exposed noise sensitive receptors. Based on the proposed new building proximity to the nearest noise sensitive receptors, these limits can be achieved with suitable equipment selections and conventional plant and equipment attenuation measures.
- 6.51. With regards to construction noise impacts, construction noise egress limits for various levels of impact have been set based on the results of the noise survey.

Flood Risk and Drainage

- 6.52. The Site is located in Flood Zone 1, therefore, the risk of flooding to the Site from fluvial sources is low at less than 1 in 1,000 year annual probability and ground levels will not be altered significantly in delivering the scheme.
- 6.53. As with the majority of Manchester City Centre and the surrounding areas, the Site is located within the Conurbation Core Critical Drainage Area as identified from the Manchester, Salford and Trafford Strategic Flood Risk Assessment (2011). The full Site area including the rugby pitch is 1.34 hectares in total, whilst the area of the Site which is to be developed comprises only 0.8ha. Nonetheless, this is above the threshold of 0.5ha. for requiring a Flood Risk Assessment.
- 6.54. A Flood Risk Assessment and Drainage Strategy has been prepared by Curtins and is submitted in support of this application. The Strategy assesses the potential for flood risk on-site and considers the existing drainage

and surface water run-off on-site, the proposed site requirements and the application of sustainable methods of drainage.

- 6.55. The Drainage Strategy details that there are various combined sewers in the vicinity of the Site. The Site is proposed to drain to the United Utilities combined water network and will flow directly from the Site into the public combined sewers located within the close vicinity from the development. The existing drainage system on site discharges to the public sewers within Kylemore Way, to which United Utilities have confirmed that flows from the development can be accommodated. They also confirmed that the maximum permitted flow from the site is 5.0 l/s.
- 6.56. Due to the requirement for flow restriction and attenuation, the proposed surface water drainage is to be collected using an attenuation tank located below the external landscaping. Landscaped areas and permeable paving are also proposed.
- 6.57. A 6m easement for the sewer on Kirkstead Close is required (3m either side). The Applicant has engaged with United Utilities in relation to this easement who subsequently informed the project team of the need to investigate the opportunities for a sewer diversion under section 185 first and foremost, prior to agreeing any development in the easement. A 'Buildover' application has subsequently been submitted and we are awaiting a response from United Utilities.
- 6.58. The Proposed Development is therefore in accordance with Core Strategy Policy EN 14 (Flood Risk), EN 17 (Water Quality), Policy EN 8 (Adaption to Climate Change), and Policy DM1 (Development management).

Ground Conditions

- 6.59. A Phase 2 Ground Investigation Report has been prepared by Curtins and is submitted in support of the planning application. The Survey assessed the entire site in addition to the adjacent MCC Car Park.
- 6.60. Variable Made Ground was encountered across the site consisting of both cohesive and granular material. Soils indicative of cohesive glacial till were encountered in all exploratory holes which progressed through made ground. Bedrock geology was not encountered during this ground investigation.
- 6.61. With regards to groundwater, the Survey found that groundwater cannot be discounted during shallow excavations and any excavations for foundations and services are likely to require close side support in the short term.
- 6.62. In respect to the proposed end-use, no exceedances were recorded against the thresholds and therefore no contamination was identified across the Site. No suspected asbestos containing materials were identified within any of the exploratory hole logs or laboratory screening. The risk to site end users from soils is therefore considered to be Low.
- 6.63. During the ground gas monitoring programme, methane (CH₄) was recorded below the instrument's detection limit within all the monitoring wells within the building footprint. The risk to site end users from ground gases is therefore considered to be Low.
- 6.64. The Proposed Development is therefore in accordance with Core Strategy Policy EN 18 (Contamination and Ground Stability) and Policy DM 1 (Development Management).

Archaeology

- 6.65. A Desktop Assessment of the Site has been undertaken by Salford Archaeology in accordance with Core Strategy Policy EN 3 (Heritage) and a Note detailing the findings is submitted in support of the application.
- 6.66. The Note details that there are no sites of archaeological interest within the boundary of the Site. Similarly, the Site does not lie within a conservation area, and there are no designated heritage assets within the vicinity that would necessitate a consideration of any impact on their setting.
- 6.67. The Note therefore confirms that GMAAS is satisfied that there are no archaeological or heritage interests on the Site, and the Proposed Development will not have any impact on the historic environment. As such, GMAAS is happy that no further archaeological study is required to support the planning application.

Ecology and Arboriculture

- 6.68. An Ecology Survey has been prepared by ERAP and is submitted in support of this application. The Report presents a Desktop Study, data search, extended Phase 1 Habitat Survey and a licensed bat survey carried out in September 2021.
- 6.69. The Survey found that the proposals will have no adverse effect on statutory or non-statutory designated sites for nature conservation. The site also contains only common and widespread plant species. None of the habitats within the site are Priority Habitats. No invasive plant species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) were detected either.
- 6.70. The Survey did identify 11 scattered trees, 20 scattered scrub and a group of trees to the west of the rugby pitch are located within the Site. Eight low-quality scattered scrub are required to be removed to facilitate the Proposed Development, however, 26 trees are proposed to be planted to mitigate against this, which is above the 3:1 replacement ratio required by MCC. The trees to the west of the rugby pitch will remain in situ.
- 6.71. The building is considered to be of 'negligible' suitability for use by roosting bats; no further surveys are required in respect of roosting bats. None of the trees support any features suitable for use by roosting bats, and the presence of roosting bats at the site is reasonably discounted. The trees, shrubs and building do however support features suitable for use by nesting birds (although no sign of nesting birds was detected at the building).
- 6.72. In summary, the Proposed Development provides an opportunity to implement beneficial measures such as habitat creation that will safeguard habitats for wildlife such as birds and bats, with the aim of providing a net gain in biodiversity in accordance with the principles of the NPPF. It is concluded that the proposals are feasible and acceptable in accordance with ecological considerations and specifically Core Strategy Policy EN 15 (Biodiversity and Geological Conservation).

Air Quality

- 6.73. As detailed within the Transport Statement submitted in support of this planning application, significant increases in traffic to the Site is not expected.
- 6.74. The accompanying Travel Plan sets out a range of measures to increase the level of walking, cycling and public transport use to and from the Site. The Travel Plan also seeks to reduce reliance on the private car in line with local and national sustainability objectives, including Core Strategy Policy T1. The Proposed Development also seeks to improve facilities for those wishing to travel by sustainable modes of transport. This includes the provision of 50 secure cycle parking spaces, shower, changing and storage facilities.
- 6.75. Furthermore, the proposed plant equipment specification has been specifically chosen to be low emission.
- 6.76. In light of the above, it is not considered that the Proposed Development would have any significant impact on air quality and as such the need for an Air Quality Assessment has been scoped out of this submission. The Proposed Development is considered to be in accordance with Core Strategy Policy EN 16 (Air Quality).

Ventilation

- 6.77. The planning application is supported by a Ventilation and Odour Strategy which is contained within the Design and Access Statement prepared by Holmes Miller.
- 6.78. The Ventilation Strategy ensures Part F of the Building Regulations is met and that the air quality and occupant comfort within the building is satisfactory.
- 6.79. The Strategy details that the kitchen will be served with both mechanical supply and extract ventilation. Supply ventilation will be provided by an air handling unit, located within the accessible kitchen ceiling void. The extract ventilation will be provided by a dedicated bifurcated extract fan located in the adjacent room. Both units will be demand controlled and conform to DW172 'Specification for Kitchen Ventilations systems'.
- 6.80. Exhaust air will be expelled from the building in high velocity ductwork, through an open cone terminal at roof level to ensure there is no infiltration back into the building or mixing of air paths.
- 6.81. Other areas of the building will be served by mechanical ventilation heat recovery units, including the flexible conferencing space and the teaching and seminar rooms. Natural ventilation will be utilised in the building on

the ground floor, in admin and office areas, and on the first floor tutorial rooms, through single aspect openable windows.

- 6.82. The proposals are not considered to cause any harm to amenity and are considered to be fully in accordance with local and national planning policy, specifically Core Strategy Policy DM1 (Development Management).

Site Waste Management Strategy

- 6.83. A Waste Management Strategy is included within the Design and Access Statement prepared by Holmes Miller and submitted in support of the application. The Proposed Development will be consistent with the principles of the waste hierarchy outlined in Core Strategy Policy EN19 (Waste) and Policy DM1 (Development Management). This Strategy also details the waste and recycling facilities proposed within the building.
- 6.84. The MCC Waste Proforma has also been prepared and appended to the Transport Statement which is submitted as part of this planning application. This MCC Waste Proforma details that the level of provision mentioned above is suitable for the Proposed Development for daily use, with enough capacity to accommodate waste on days when events are to take place.
- 6.85. In summary, a refuse store is proposed to be located to the east of the building within a secure louvred steel enclosure providing space for six 1100 litre bins. The location has been chosen due to its close proximity to the vehicle access point from Bell Crescent.
- 6.86. On refuse collection days, the bins will be pulled by site operatives to the adopted highway adjacent to Bell Crescent. Once the refuse has been collected the bins will be pulled back. It is envisaged that refuse vehicles will pull up on Bell Crescent or utilise the existing layby that is located adjacent to the MCC car park access.

Operational Management

- 6.87. OLL Hub is first and foremost a training centre comprising classrooms, seminar rooms, ancillary offices, flexible conferencing space and workspace and an ancillary café / kitchen. It also includes ancillary changing facilities and a 900-seat spectator stand overlooking the existing rugby pitch.
- 6.88. The Operational Management parameters of the Proposed Development are summarised within Section 4 of this Statement and further information is provided within the Operating Statement submitted in support of this application.

Construction Management

- 6.89. An Outline Demolition Method Statement and Construction Management Plan has been prepared by the Applicant and is submitted in support of this application.
- 6.90. A contractor is yet to be appointed, but the Outline Demolition Method Statement and Construction Management Plan provides outline details of how the construction of the Proposed Development would be managed so as to minimise any potential adverse impact to the local community in accordance with Core Strategy Policy DM1 (Development Management).
- 6.91. It is anticipated that a planning condition would be attached to any Decision Notice requiring submission of a detailed plan following appointment of a contractor and in advance of commencement of development.
- 6.92. Construction activity will generally be in line with MCC Guidance, of 7.30am to 6pm Monday to Friday and 8am – 2pm on Saturdays (no noisy work until 8:30am), with any works outside of these hours being subject to prior approval from MCC in order to protect residential amenity.

Climate Change and Energy

- 6.93. An Environmental Standards and Energy Statement has been prepared by Rybka and is submitted in support of this planning application.
- 6.94. The Statement details that the building has been designed to achieve RIBA 2025 Performance Standards in relation to the building's fabric performance and the design has followed the energy hierarchy in accordance with Core Strategy Policy EN4.
- 6.95. The passive design measures which have been implemented in the buildings design include for:
- Enhanced fabric U- values which exceed the minimum required to meet Building Regulations;

- Taking advantage of thermal mass to reduce the reliance on comfort cooling;
- Optimising glazing strategy where glazing has been designed to meet good day light factors whilst not adversely impacting overheating (as defined in policy EN8). Hence improving the buildings fenestration performance;
- Artificial lighting design has accounted for natural daylight provision hence there is proposed to be a reduced reliance on artificial lighting throughout the day;
- Window G values have been optimised based on orientation and overheating requirements; and
- External shading has been utilised on both main elevations, considerably reducing unwanted solar gains (as required to comply with EN 8 guidelines).

- 6.96. These measures ensure the building has an inherent low operational energy baseline.
- 6.97. To ensure the Proposed Development can continue to transition towards net zero carbon in operation by 2038 in line with Manchester City Council ambitions, the building services systems have been designed to operate on electricity only to minimise on-site fossil fuel combustion and benefit from long-term grid decarbonisation.
- 6.98. Considerations of the options for incorporating low carbon technologies into the building are also outlined within the Statement. This identifies that an air source heat pump is suitable and has been selected as the thermal energy generation for this project.
- 6.99. The Environmental Standards and Energy Statement assesses the Proposed Development against the Local Development Plan and, with particular regard to Core Strategy Policy EN6, identifies that the design provides a 10.3% improvement over part L of the 2013 Regulations and a 19% improvement over Part L of the 2010 Regulations.
- 6.100. As set out in further detail in the Green and Blue Infrastructure Statement in Appendix B of this Statement, measures are also proposed to improve carbon sequestration through the public realm and biodiversity measures, including: tree and shrub planting, and the provision of a green wall, and green roofs to the cycle stores. The proposed Development acts to promote the City's existing green infrastructure through improving and making better use of the existing rugby field.
- 6.101. In addition, to promote sustainable travel, no car parking is proposed as part of this planning application. Instead, the Proposed Development seeks to further promote the existing sustainable modes of transport to the Site in accordance with Core Strategy Policy T1 (Sustainable Transport) and Policy T2 (Accessible Areas of Opportunity and Need).
- 6.102. Overall, the Proposed Development seeks to make effective use of brownfield land and has been designed with careful consideration for the long-term sustainability of the Proposed Development. The Proposed Development is therefore in accordance with NPPF Chapter 14 titled 'Meeting the Challenge of Climate Change', Core Strategy Policy SP1 (Spatial Principles), EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development), EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) and EN8 (Adaptation to Climate Change).

Lighting

- 6.103. The Proposed Development includes the erection of six floodlights, with four located to the western edge of the existing rugby pitch and a further two located to the eastern side of the pitch adjacent to each gable end of the building. The floodlights provide directional lighting to the rugby pitch and are specifically designed to minimize any potential light spillage to protect residential amenity in accordance with Core Strategy Policy DM 1 (Development Management).
- 6.104. A Lighting Strategy has been prepared by Rybka and is included within the Design and Access Statement prepared by Holmes Miller and submitted in support of the planning application.
- 6.105. In summary, the LED floodlighting will be designed in accordance with CIBSE LG4 (Sports Lighting) to provide Class One level of sports which accounts for International and National competition with illumination levels of 500 lux on the pitch.

- 6.106. To mitigate against any potential impact as a result of light spillage, the LED lighting scheme will be dimmable and pre-set scenes will be available to illuminate the pitch to lower levels. During local/regional training and competition events the lighting levels will be at a lower 300 LUX level.
- 6.107. It is noted that the majority of pitch activity will be focused during months of longer daylight hours between March and October and within the hours stipulated in Table 4.1. The floodlights are proposed to be in use only during darker hours and thus their use will be limited in this respect.

Safety and Security

- 6.108. Greater Manchester Police (GMP) have prepared a Crime Impact Statement (CIS), which is submitted with this planning application, in accordance with Core Strategy Policy DM1 (Development Management). It notes that the Proposed Development has been assessed against the principles of Crime Prevention in order to reduce the opportunities for crime and the fear of crime.
- 6.109. GMP Design for Security highlights that they are supportive of the Proposed Development and makes a number of recommendations, which have been addressed by the design team where possible. Where recommendations are unable to be addressed, a detailed justification is provided, as outlined within Section 4.1 of the Design and Access Statement.
- 6.110. The Site is currently misused for antisocial behaviour, with evidence of the misuse of drugs across the Site. The Proposed Development represents an opportunity to bring a brownfield site, which is a blight on the local environment, back into active use. Overall, the Proposed Development will improve safety and reduce anti-social behaviour on this key Site in Beswick and the Etihad Campus.

Planning Assessment Summary

- 6.111. This section of the Planning Statement demonstrates how the Proposed Development is in accordance with the Development Plan when taken as a whole and is further supported by the NPPF.
- 6.112. The effect of the Proposed Development has been comprehensively assessed through a range of technical reports. These documents propose mitigation where necessary to ensure that the impact of the Proposed Development is acceptable.
- 6.113. In summary, the Proposed Development fully accords with planning policy and material considerations when taken as a whole.

7. Conclusions

- 8.1. This Statement accompanies an application for Full Planning Permission, submitted to MCC in respect of a Site located off Kirkstead Close within Beswick, East Manchester and at the Etihad Campus, for the construction of the OLL Hub for the RFL. The Applicant is the RFL.
- 8.2. The formal description of the development contained within the Application Form is as follows:
“Full Planning Permission for the demolition of existing building on-site and the erection of a learning and training facility building (Use Class F1(a)) including classrooms, seminar rooms, offices, flexible conferencing space and workspace, kitchen facilities, changing facilities, a new spectator stand and ancillary community space, together with an upgraded rugby pitch for use as a training facility and occasional match and events venue, the erection of floodlighting, and related boundary treatment, access and highways works and other associated works.”
- 8.3. The RFL has a reach, visibility and value beyond its core followers to make a major contribution to health outcomes, crime reduction, improved education and employment outcomes, volunteering opportunities and improved life satisfaction.
- 8.4. The RFL OLL concept seeks to capitalise on rugby league as not just a great sport but also a vehicle for social mobility. The OLL Hub will celebrate, expand and roll out existing good practice in rugby league communities across the north of England, adding value, and providing coordination. It provides a place for training in all aspects of the game from groundsmen, media through to sports science. It will also be used by the national teams on occasions for training purposes.
- 8.5. It will act to provide a space for the local and wider communities to support people in leading healthy lifestyles, enjoying access to green space and improving access to sport. It aims to increase awareness of sport and raise people’s aspirations through providing a unique base shared by elite national players and the community players and coaches.
- 8.6. The OLL Hub will act to not only provide jobs for those working on-site but provide important training to enable career progression and to inspire people to develop a career in sport, which will have multiple immediate and knock-on social value and economic benefits.
- 8.7. Overall, the Our League Life Hub will make a real impact through innovative education and training for young people and the wider community of Greater Manchester and further afield.
- 8.8. The Etihad Campus continues to be a critical location for sports excellence and education. As outlined in the endorsed ERF (2017), the area has grown substantially over recent years and there is a continued objective to drive forward the development of a globally competitive sport, leisure and recreation offer.
- 8.9. The location of the OLL Hub at the Etihad Campus, next to the East Manchester Academy and near to the MIHP means that it is well-positioned to not only capitalise upon the existing agglomeration benefits of the area, but to create numerous new opportunities to strengthen education and excellence in sport and rugby league in particular. It will act to support the existing presence of major sporting institutions and National Governing Bodies within the Etihad Campus and further strengthen the Etihad Campus as a world-class destination for sport.
- 8.10. The Proposed Development seeks to make best use of an existing derelict brownfield site, which currently comprises the single storey Beswick Local Shops that have been vacant for a number of years. It also seeks to improve an existing sports pitch; seeking to maximise the social value benefits of sport for East Manchester, Greater Manchester and other northern communities.
- 8.11. The Proposed Development represents an opportunity to bring a brownfield site, which is a blight on the local environment, back into active use; improving safety and reducing anti-social behaviour in this area of Beswick and the Etihad Campus. Redevelopment of the Site will provide an attractive and much improved environment through the development of high-quality architecture and public realm. It will also act to improve connections to other public spaces and green and blue infrastructure, enhancing pedestrian permeability through the Etihad Campus and Beswick.

- 8.12. It has been specifically designed to be inclusive for all and is fully accessible for users of all abilities and has been designed in accordance with the Accessible Stadia Guide.
- 8.13. The proposals are therefore in accordance with, and positively contribute to, the aims of planning policy at national and local levels, including the NPPF and the adopted Manchester Core Strategy. The proposal will deliver a scheme that matches the requirements of the planning system is to deliver economically, socially and environmentally sustainable development. This means delivering a project that will continue the momentum for regeneration at the Etihad Campus and in East Manchester more widely; providing facilities which will support education and subsequent economic growth in Manchester.

Appendix A - Relevant Planning Policy

This technical Appendix provides details of the planning policy relevant to the Proposed Development to cross reference against when reading Section 6 'Planning Assessment'.

The Saved Policies of the Unitary Development Plan (1995)

Saved Policies of the Manchester UDP (1995)

DC26.1 Development and Noise - The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. The Council will consider both the effect of new development proposals which are likely to be generators of noise and the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Manchester Core Strategy (Adopted 2012)

Core Strategy Policy

Policy SP 1 Spatial Principles - The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. Development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice;
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible; and
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

EC 5 East Manchester - East Manchester is expected to provide approximately 80-85ha of employment land. The majority of this provision will be within the Regional Centre, specifically: Eastlands (see policy EC7), a major leisure visitor destination with ancillary retail and offices.

The district centres of Newton Heath, Eastlands, Gorton and Openshaw offer opportunities for small scale mixed use local employment opportunities. Larger scale proposals will be considered if good transport links exist to the City Centre/Regional Centre.

Policy EC 5 outlines the criteria with which the council will promote development in this location. The Council will promote development which:

- Ensures employment opportunities are connected via non-car modes to residential neighbourhoods;
- Takes advantage of key transport infrastructure;
- creates links to the Rochdale and Ashton Canals and links to the open space network including the Rochdale and Ashton Canals and the Medlock Valley, providing opportunities for walking and cycling to economic development opportunities;
- Has regard to listed buildings and conservation areas including Ancoats and the industrial heritage of the area.

EC 7 Eastlands Strategic Employment Location - Eastlands will accommodate 40-45 hectares of new development. This location is suitable for a major sports and leisure visitor destination with complementary commercial, retail and hotels.

Policy EC 7 outlines the requirements of new development at the Eastlands Strategic Employment Location, to broaden the activities in the area to ensure development opportunities secure the wider regeneration of the surrounding area and deliver maximum benefits for the community.

Core Strategy Policy

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

Policy EN 3 Heritage - Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices.

All development must follow the principle of the Energy Hierarchy. Wherever possible development must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies and should help to improve energy efficiency.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – Applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.

Policy EN8 Adaptation to Climate Change - All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN9 Green Infrastructure - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Policy EN 10 Safeguarding Open Space, Sport and Recreation Facilities – Proposals will be supported that: improve the quality and quantity of accessible open space, sport and recreation in the local area; provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity; and improve access to open space for disabled people.

Policy EN12 Area priorities for Open Spaces, Sport and Recreation - The priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include:

East Manchester: enhance existing facilities and provide new spaces and facilities in accessible locations.

Policy EN14 Flood Risk - Development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.

Policy EN15 Biodiversity and geological Conservation - The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Policy EN16 Air Quality - The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Policy EN17 Water Quality - With reference to the ManchesterSalford-Trafford SFRA and other relevant documents:

Core Strategy Policy

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

Policy EN18 Contaminated Land and Ground Stability - The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy EN19 Waste – the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T1 Sustainable Transport - To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses. Details of the types of measures to achieve this are outlined in the policy.

Policy T2 Accessible Areas of Opportunity and Need – The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport; and, is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Proportionate Traffic Impact Assessments and Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM1 Development Management - All development should have regard to the specific issues including effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and green infrastructure.

Guide to Development in Manchester Supplementary Planning Document (2008)

Guide to Development in Manchester SPD (2008)

New developments should maximise access for disabled people

The Council will expect developers to comply with the standards detailed in its "Design for Access 2" Manual, and to produce an access statement, which identifies their philosophy and approach to inclusive design.

Development should help sustain local neighbourhoods

The Council will encourage 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 urban form which blends in with, and links to, adjacent areas. Increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer, self-policed streets. However, density levels must be informed by the character of an area and the specific circumstances of a proposal.

Appendix B: Response to the Manchester Green and Blue Infrastructure Strategy

The table below outlines how the Proposed Development responds to the Manchester Green and Blue Infrastructure Strategy 2015 visions and objectives:

Vision:	Response:
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.	The Proposed Development comprises a sports education facility which is intended to improve access to sport for the local and wider communities and capitalise upon the social value benefits that sport provides. It aims to increase awareness of sport and raise people's aspirations through providing a unique base shared by elite national players and the community players and coaches. It will act to provide a space for the local and wider communities and to support people in leading healthy lifestyles, enjoying access to green space. The Site is currently underutilised and is occupied by a vacant and derelict building which attracts anti-social behaviour. Redevelopment of the Site will provide an attractive and much improved environment through the development of high-quality architecture and public realm. It will also act to improve connections to other public spaces and green and blue infrastructure, enhancing pedestrian permeability through the Etihad Campus and Beswick. The public realm comprises areas of hard and soft landscaping, including green space and trees and street furniture, which will act to provide a green landscape.
Objectives established to enable the vision to be achieved:	Response
1. Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers.	✓ The Site currently comprises a vacant building and an existing rugby pitch. The Proposed Development will bring an underutilised and unattractive site back into active use, which will include an upgrading of the exiting rugby pitch and a building which will provide education and training and ensure the benefits of the sports pitch are maximised. ✓ The development includes new public realm which will improve the quality of the green and blue infrastructure, and the streetscape; therefore, improving the routes and connectivity to the green infrastructure offer within the wider Etihad Campus and Beswick area.

Vision:	Response:
	✓ A number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site, including: • Shrub planting provision designed to enhance the ecological and aesthetic value of the Site; and • Tree planting. In total 26 new trees will be provided on the Site, which represents a replacement ratio above 3:1 recommended by Manchester City Council and representing a biodiversity net gain that will contribute to the City's green infrastructure; • Trees help with absorbing pollutants and support biodiversity. • Open landscaping, which will allow light and natural surveillance through the Site and surrounding spaces.
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.	✓ The creation of a new public realm on the Site will provide a green and inviting open space for the local community and users of the Site. ✓ This new public realm will improve linkages through the Etihad Campus and Beswick. ✓ The Proposed Development comprises a sports education facility which is intended to improve access to sport for the local and wider communities and capitalise upon the social value benefits that sport provides.
3. Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	✓ The public realm plaza connects in with the existing public realm delivered as part of the development of the East Manchester Academy and Leisure centre, improving access to other sporting facilities at the Etihad Campus and the wider green and blue infrastructure network.
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.	✓ The Proposed Development comprises a sports education facility which is intended to improve access to sport for the local and wider communities and capitalise upon the social value benefits that sport provides. It aims to increase awareness of sport and raise people's aspirations through providing a unique base shared by elite national players and the community players and coaches. It will act to provide a space for the local and wider communities and to support people in leading healthy lifestyles, enjoying access to green space. ✓ By enhancing the green and blue infrastructure on-site and within the Etihad Campus the local communities will benefit from activated streets, thereby enhancing the vitality of the local area. ✓ The inclusion of public realm may increase passive surveillance, making a positive contribution to reducing localised crime and increasing safety. ✓ Furthermore, by improving and enhancing the safety and provision of the public realm, members of the community will be more attracted to these spaces and to undertaking

Vision:	Response:
	sustainable modes of travel, such as walking and cycling, to access other areas of Beswick and the Etihad Campus. This has the potential to reduce reliance on private car journeys and generate health benefits associated with walking and cycling.



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