

Application Number	Date of Appln	Committee Date	Ward
127901/FO/2020	14th Oct 2020		Deansgate Ward

Proposal Elevational alterations to New Bridge Street elevation to create new entrance/exit into Arena and installation of bollards along pavement edge

Location Manchester Arena , Hunts Bank Approach, Manchester, M3 1AR

Applicant , ASM Global, C/o Agent

Agent Miss Louisa Fielden, Avison Young, Norfolk House, 7 Norfolk Street, Manchester, M2 1DW

Description

The Site - The application relates to the Manchester Arena development, but specifically to the elevation of the Arena on New Bridge Street on the northern edge of the City Centre. The site is bounded to the south by railway lines which run through Victoria Station to the south-east. Beyond the railway lines is Hunts Bank, adjacent to which is the Stoller Hall, a live music venue. Adjacent to the east of the site is the A665. The A6042 adjoins the site to the north, beyond which is surface level car park and a Travelodge hotel. To the west of the site is the A56 and the River Irwell.

The surrounding area comprises a mix of uses including hotels, offices, retail, and some residential development, in addition to Victoria Station, live music venues, Chetham's School of Music, and surface level car parking. Planning permission was granted in December 2019 for a state-of-the-art campus for Creative and Digital Industries for The Manchester College which will be located opposite the Arena and Victoria Station.

The Cathedral Conservation Area lies to the south of the Arena site and there are also some listed buildings within the local area.

The Proposal - Planning permission is sought for elevational alterations to the New Bridge Street elevation to create a new entrance/exit into the Arena and the installation of bollards along the pavement edge.

Manchester Arena is now 25 years old and in a bid to maintain its standing and future-proof for the next 25 years, the owners are embarking on an ambitious transformation programme. The wider scheme proposes comprehensive external and internal changes to improve accessibility, permeability, safety and the visitor experience at the Arena. The first phase of the external works however, for which permission has been applied for under this application, centres on creating an improved access onto new Bridge Street to allow for an improved pedestrian movement strategy.

The plans provide a new egress route to New Bridge Street directly from the event floor, enabling an increase in standing floor capacity. In addition, the intervention on New Bridge Street would provide greater flexibility to the existing entrance point, which would enable it to welcome standing guests to enter the Arena quickly and safely without the need to navigate the seating area. The proposal would result in quicker, steadier and more efficient flows of footfall from and to the adjoining transport hubs and surrounding bars and restaurants, reducing crowding outside the site's perimeter. There would be no changes to existing operation access for artists, equipment / sets, deliveries and servicing and emergency access.

Additional vehicle mitigation furniture along the curb in the form of new bollards would protect the new entrance on New Bridge Street.

The New Bridge Street exit arrangements would follow the current road closure plan that has worked successfully without police assistance since 2007. The plan entails the closure of the south carriage way for 15 - 20 minutes on any shows egress, with a capacity larger than 8,000 using traffic marshalls and HVM equipment so that the roadway can be used until the crowd dispersal has taken place. The proposal would mean that the New Bridge Street side of the Manchester Arena complex would accommodate 3 large egress routes instead of the 2 large and 1 small routes currently in place.

Consultations

Publicity - The application was advertised in the local press and on site as one affecting a conservation area, listed buildings, a public right of way and in the public interest. No representations have been received as a result of this publicity.

Neighbours - Occupiers of properties surrounding the application site were notified of the proposal. No representations have been received.

Network Rail - No representations received

City Centre Regeneration - No representations received

Ward Councillors - No representations received

Environmental Health - Recommended a condition relating to noise from and acoustic insulation of the substation (however the substation is no longer part of the Phase 1a scheme being applied for under this permission).

Highway Services - Given its city centre location the site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus, tram and train.

Car parking provision is not affected and it is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

In principle we support an improvement to overall footfall efficiency through increasing the access/egress points, improved internal stacking/ticketing management and easing entry flow routes. However, we wish to understand further how this will impact on the adjacent highway. Given the potential capacity increase (from 21,000 to 24,000) coupled with an anticipated increase in the number of event goers exiting onto Trinity Way, we wish to understand how this may impact on the required duration of closure of the southbound lane and further crowd flow information is sought in this regard. In addition we seek further details of the likely impact/interventions to Hunt's Bank (particularly at egress), and how this might affect local bus services.

In relation to physical alterations any new external canopies should provide sufficient headroom clearance (2.4m) and horizontal carriageway clearance (minimum 0.45m). In the case of Trinity Way it would appear that the canopy will over-sail the adopted highway by more than 350mm so requires a highway license pursuant to Section 177 of Highways Act 1980 which the applicant can apply for through Environment on Call on 0161 234 5004.

The proposed ramp gradients provided are acceptable (at 1:21) and hostile vehicle mitigation measures (bollards) are supported.

In relation to the lighting proposals and in particular the focussed feature lighting on Trinity Way and Hunt's Bank, further details are sought to verify that these will not adversely impact on road users on the adjacent highway.

It is understood that any rainwater from the new ramp and canopy will be captured internally and used for irrigation purposes which is acceptable from a highway perspective.

Drop off for disabled access on Hunt's Bank will take place next to the new ramp and an additional five cycle racks will be installed which is acceptable to Highways.

In relation to HVM measures it is understood that fixed, hexagonal bee type bollards are proposed along the kerblines of Trinity Way and Hunt's Bank which is acceptable in principle from a highway perspective. In the case of Trinity Way this constitutes an amendment to the highway and, should the planning application be approved then such alterations would be undertaken through S278 agreement between the developer and MCC which would include any required technical approval. The following link can be used:

https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

Discussion and agreement is also required as to how the proposed HVM bollards will be maintained in future since they are non-standard item of highway street furniture.

It is also understood that retractable bollards will be installed on Hunt's Bank entrance as depicted on page 79 of the design and access statement. Further details are sought as to how these will operate and how the proposals would impact on the access and free flow of general traffic on Hunt's Bank.

The waste management arrangements are acceptable to Highways.

Should the planning application be approved it is recommended that a Construction Management Plan be conditioned which shall include, where appropriate the following details:

- o The routing of construction traffic;
- o Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o For large schemes a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

SUGGESTED PLANNING CONDITION(S): -

1. Off-Site Highways;
2. Construction Management Plan.

FURTHER HIGHWAY RESPONSE 17/02/2021: -

With regard to external lighting, further information has been provided and we are now satisfied that the measures will not adversely affect road users.

In relation to HVM measures, we support the retractable bollards placed on the footway providing access to the ramp. We understand that MCC retractable bollards have been installed on Hunt's Bank.

With regard to the arena capacity increase and the potential impact on the adjacent highway, upon receipt of the traffic management plan we are satisfied that the necessary measures are in place to minimise delay whilst maintaining road user and event goers safety.

FURTHER HIGHWAY RESPONSE 06/04/2021: -

It is understood that the Trinity Way and Hunt's Bank proposals are to be delivered in separate phases and that this application now covers only phase 1a (Trinity Way proposals).

This is acceptable to Highways and our requirement for off-street highways and Construction Management Plan conditions remain applicable.

Strategic Development Team - No representations received

Counter Terrorism Policing North West (CTPNW) - No representations received

GM Fire Rescue Service - No representations received

Greater Manchester Archaeological Advisory Service - Happy that there are no archaeological implications associated with this amended proposal.

Greater Manchester Police - Support the application subject to the layout issues within Section 3.3 being addressed and recommend that the physical security measures within Section 4 of the Crime Impact Statement are conditioned.

GMP - Operational Policing (CC) - No representations received

Historic England (North West) - Do not wish to offer any comments.

North West Ambulance Service - No representations received

Transport For Greater Manchester - No comments to make. No conditions requested.

United Utilities Water PLC - No representations received

Issues

Visual amenity - The minor alterations proposed on the New Bridge Street elevation are acceptable as it is considered that they would be in keeping with the elevational treatment of that elevation and they would not adversely affect the appearance of the building or visual amenity within the area.

Access - The new entrance would have a level access at one end and when inside the building there would be a lift to take people to other floors within the site.

Security - Hostile vehicle mitigation bollards and furniture along the curb would protect the new egress and ingress on the New Bridge Street side of the arena. A newly created large reception and screening area inside the footprint of the Arena would allow guests to be brought inside the venue much quicker, thus reducing queuing outside the area. Supplementary cleaning and queue management processes would ensure that this arrival experience is equal to that of the new primary entrance at Hunts Bank that is proposed under Phase 1b.

Highways safety - The southern carriageway of New Bridge Street is closed during large events at the Arena which helps to protect people who are exiting the Arena from this elevation. This would continue to be the case with the new entrance/exit that is being applied for here. Highways were questioned about the installation of a guardrail outside the new entrance but consider that bollards in this instance are acceptable.

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

For the above reasons, the proposal is considered to be acceptable and consistent with policies SP1 and DM1 of the Core Strategy.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been attached to the approval.

Conditions to be attached to the decision

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

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

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

Drawings

Site Location Plan A-0001 Rev P02, received by the Local Planning Authority on 14 October 2020

Proposed Plan - Trinity Way A-0201 Rev P03

Proposed Elevations 01 A-3201 Rev P03

Proposed Sections 02 A-3702 Rev P03

all received by the Local Planning Authority on 4 March 2021

The Operations and Management Statement for the Phase 1a Works by ASM Global, dated February 2021 V3

The Local Labour Agreement information by ASM Global, dated September 2020

The Event Day Temporary Road Closure information, received 4 March 2021

The recommendations within the submitted Crime Impact Statement by Greater Manchester Police, particularly those in Section 4, ref. 2016/0042/CIS/01, Version A, dated 12/02/21

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

3) Before development commences, full details of the proposed construction/fit-out arrangements from a highways perspective shall be submitted to and approved in writing by the City Council as Local Planning Authority. This shall include details on anticipated vehicular movements (type and frequency), routing of vehicles (including appropriate swept-path assessment), together with details of the location and arrangements for contractor parking any associated proposals for deliveries, storage and disposal/collection of materials. The details provided shall consider ongoing construction works and contractor parking in the locality. The development shall be implemented in accordance with the approved details.

Reason - To ensure an acceptable development during the construction phase, pursuant to policy DM1 of the Core Strategy.

4) Prior to the implementation of any off-site highway works, in this case the installation of bollards on the public footway on New Bridge Street, full details of the works to be undertaken, including a specification and scaled drawn information (site plan and contextual elevation drawings) for the bollards, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The works shall be completed in accordance with the approved details.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

5) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 127901/FO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Network Rail
City Centre Regeneration
Environmental Health
Highway Services
Strategic Development Team
Urban Design & Conservation
Counter Terrorism Policing North West (CTPNW)
GM Fire Rescue Service
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
GMP - Operational Policing (CC)
Historic England (North West)
North West Ambulance Service
Transport For Greater Manchester
United Utilities Water PLC
Highway Services
Environmental Health
City Centre Renegeration
Strategic Development Team
United Utilities Water PLC
Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Urban Design & Conservation
Counter Terrorism Policing North West (CTPNW)
GM Fire Rescue Service
GMP - Operational Policing (CC)**

North West Ambulance Service
Network Rail
Historic England (North West)

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

Representations were received from the following third parties:

Environmental Health
Highway Services
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
Transport For Greater Manchester

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