

Planning

Growth & Development

Delegated officer report for planning application

Application no. 129247/FO/2021

Date registered valid: 29 January 2021

Proposal: Use of stadium on the 16th and 17th October 2021 to host Speedway of Nations World Final (16:00 to 21:30)

Address: National Speedway Stadium Belle Vue Arena , 148 Kirkmanshulme Lane, Manchester, M12 4WB

Ward(s): Longsight Ward

Applicant: Mr Adrian Smith BV Arena , 148 Kirkmanshulme Lane, Manchester, M12 4WB

Agent (if any):

Case officer: Jennifer Atkinson
Tel: 0161 234 4517
Email: jennifer.atkinson@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 24 March 2021

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 1 February 2021 Expired: 22 February 2021

Neighbour notifications

Printed: 1 February 2021 Expired: 22 February 2021

Site notice

Posted: Expired:

Press advert

Published: 9 February 2021 Expired: 2 March 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site is approximately 6.97 ha, is rectangular in shape, and comprises land which is currently used for sport and recreation, principally a 6,024 seater National Speedway Stadium and Belle Vue Leisure Centre. The Speedway stadium, along with a new basketball centre, two floodlit 3G sport pitches and upgrading to the existing leisure centre, was recently completed following the granting of planning permission in 2014 (106133/VO/2014/N2 and subsequently replaced by 111092/JO/2016/N2). The site boundaries are defined by mature shrubs/trees and boundary treatment.

The main vehicular and pedestrian access to the Speedway Stadium is off Kirkmanshulme Lane which leads to a car parking area and main entrance to the stadium. There is also a pedestrian entrance to the leisure centre from this road. Vehicular access is also provided off Pink Bank Lane which provides access to a further car parking area.

The site is bounded by Kirkmanshulme Lane to the north, Pink Bank Lane to the west, the rear gardens of residential properties along Stanley Grove and Penketh Avenue to the south and the Belle Vue Greyhound and Speedway Stadium to the east. The Greyhound track, and associated facilities, have been established at the site since 1926 and have subsequently been used for Speedway and stock car racing.

The wider area is mainly comprised of residential properties and community facilities located within the neighbourhood of Gorton North. The area consists of tightly packed residential areas of terrace properties to the south of the site along with semi-detached properties, located off Kirkmanshulme Lane, to the north west. St Peter's RC high school is located off Pink Bank Lane to the east. There is a cinema complex, including associated car parking, beyond the north eastern part of the application site.

The site is considered to be relatively well served by public transport which provides good connections to other parts of East Manchester and the wider City. Hyde Road runs east –west

approximately 220 metres to the north of the application site boundary where there are good pedestrian and cycle links along with access to bus routes. There are also frequent bus services along Kirkmanshulme Lane, Pink Bank Lane and Stanley Grove. Belle Vue railway station is located on Hyde Road approximately 450 metres to the east of the application site. This station is on the Manchester Piccadilly to News Mills Central line.

Temporary planning permission was granted in June 2018 for use of the stadium on the 5th June 2018 and 7th June 2018 to host Speedway of Nations event together with associated temporary catering units, bar and welfare units

A further temporary planning permission was granted in July 2020 under 127476 to allow Use of stadium on the 5th or 12th September 2020 to host the British Speedway Final (17:00 to 21:30) and 24th and 25th October 2020 (15:30 to 22:30 with no racing beyond 21:00) to host Speedway of Nations event. This event did not take place due to Covid restrictions.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

Description of development

Use of stadium on the 16th and 17th October 2021 to host Speedway of Nations World Final (16:00 to 21:30)

Consultations & Notification Responses

Local residents/public opinion

No comments received

Highway services

No objections

Environmental Health recommend that conditions are imposed similar to those attached to approval 127476/FO/2020, including the restriction of no racing beyond 21:00 and controlling the limited dates and hours of use as applied for, spectator numbers, waste management and hours of deliveries etc.

Design for security at Greater Manchester Police

The temporary nature of the event makes it susceptible to crime and measures shall be put in place to prevent this.

The Development Plan

The Development Plan consists of:

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

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

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

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

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

All development should have regard to the character, issues and strategy for each regeneration area – in this case East Manchester. In addition, new development will be encouraged that maximises the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

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

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

The temporary event will have a positive impact on the local area in this it will support the local economy and temporary job creation. It will also raise the profile of the stadium as a leisure destination in line with the regular events that take place.

Policy EC1 '*Employment and economic growth in Manchester*' outlines the priorities for ensuring continued economic growth in the City. Major employment growth areas are identified within the policy. In addition, the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

The priorities for such developments include:

- Improving access to jobs for all via public transport, walking and cycling;

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

Development proposals should have regard to:

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

The proposal will support tourism in this part of the City and is well connected to sustainable transport modes.

Policy EC5 '*East Manchester*' outlines areas for specific employment growth. The Council will promote development which:

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

The proposal will support the local employment and economy in east Manchester and there is likely to be other positive benefits as a consequence of the event.

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

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

- Would reduce the negative impacts of road traffic.

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

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

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

In respect of policies T1 and T2, a clear strategy has been put in place for the development to manage the impact of the event on the local highway network, protect residential amenity and provide a suitable car parking solution.

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

The proposed temporary structures at the site are considered to be appropriate in terms of visual amenity and will not have a long term impact on the appearance of the site.

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

The event will enhance recreational provision at the application site.

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

There are no flood risk related matters as a consequence of this development.

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

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

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

The use and structures at the site are considered to be acceptable and will not have a detrimental impact on residential and visual amenity.

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

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

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

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

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

National Planning Policy Framework

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

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

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

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

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

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

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

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

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

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

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

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

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Open space, sports and recreation facilities, public rights of way and local green space states that open space should be taken into account in planning for new development and considering proposals that may affect existing open space. It is advised that Sport England are consulted where the loss of major sporting facilities is proposed.

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

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

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

Issues

Landownership – The City Council has an interest in this application as land owner

Major Development - The proposal, by virtue of the size of the site has been classified as a large scale major development. In addition, the planning application has been accompanied by an Environmental Statement (ES). As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development accompanied by an environmental impact assessment along with being of public interest. A site notices was displayed at the application site. In addition, notification letters have been sent to an extensive area of local residents and businesses.

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

The nature of the proposal is classified as an “Urban Development Projects” with a site area of more than 1 ha of development which is not a dwellinghouse. The original planning permission

related to the speedway stadium was subject to an Environmental Impact Assessment and therefore it was concluded that this planning application would also need to be assessed by the regulations.

The applicant has therefore accompanied the planning application with an Environmental Statement (ES). This statement considers the following issues:

- Noise and vibration;
- Traffic and access;
- Economy, populations and society

It has been considered that the other issues outlined within the original Environmental Statement do not require re-assessment as part of this planning application.

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

Principle

Planning condition 27 of planning permission 116218/JO/2017 restricts the operating hours of the speedway stadium until:

The speedway premises shall operate as follows:

Main Season (1st March - 31st October) - Speedway

- *Mondays, Wednesdays, Fridays and Saturdays only - Wednesday, Fridays and Saturdays -18:00 to 22:30*
- *Bank Holiday Mondays 11:00 to 14:00 or 12:00 (noon) to 15:00*
- *Good Fridays - 13:00 to 16:00*
- *There shall be no more than 43 meetings during the main season of which no more than 25 meetings will be held on Mondays, Bank Holiday Mondays and Fridays and no more than 18 meetings on Wednesdays or Saturdays*

Out of Season (1st November - 1st March) - Flat track racing

- *Sundays only - 14:00 to 18:00*
- *There shall be no more than 6 events during the out of season.*

Once the use of the stadium has ceased in accordance with the above operating hours all floodlighting shall be switched off.

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

In 2016 the speedway stadium was chosen to host the world cup. This was an above capacity event at 10,000 Spector's and therefore required its own planning permission (112418).

The stadium was again chosen to host the Speedway World Cup in 2018 (119762) but this time was not an above capacity event.

The stadium was chosen again 2020 but the event did not take place due to covid restrictions. Planning permission, however, was in place for this, under 127476 with the British final taking place on the 5th or 12th September between 17:00 to 21:30) and the Speedway of Nations event

(which would take place on the 24th and 25th October 2020 between 15:30 to 22:30 with no racing beyond 21:00).

The intention is to now operate the event in 2021 once Covid restrictions are lifted.

The intention is to operate to the parameters of the existing planning permission with regards to event management, car parking, capacity and opening hours. However, the events would increase beyond those permissible by the planning permission and in the case of the Speedway of Nations would take place on a Sunday which is not permissible by the planning permission.

As such, temporary planning permission is therefore sought to operate on these days.

It is considered that the principle of the development is acceptable. Policy SP1 of the Core Strategy states that new development should contribute to neighbourhoods of choice and protect and enhance the built environment as well have as having a positive impact in terms of the health and wellbeing of local communities. In terms of economic growth, policy EC1 is relevant in that it states that the City Council will support significant contributions to economic growth and productivity including tourism.

Whilst the policy recognises that such areas are mainly in the City Centre and Eastlands, weight should be given to this policy, along with policy SP1, in that hosting the Speedway World Cup will raise the profile of the new stadium along with boosting the local economy due to the potential number of visitors which will be attracted to the speedway stadium in a key regeneration area of Manchester.

Within policy EC1, a series of priorities for ensuring continued economic growth are outlined. It is considered that the proposal is compliant with this proposal in that it will be accessible to public transport (which will also be demonstrated elsewhere with this report) and be a good local employment generator with employees needed to support the development. The current facility generates approximately 10 jobs and for the temporary event this is likely to increase when hosting these major events.

As there are no other changes to the existing planning permission other than the days of operation, it is not considered that there will be any environmental impacts that would warrant consideration or updating in the Environmental Statement that was submitted with the application.

The principle of the proposal to host these events is considered to be acceptable in principle. The proposed use will increase the profile of the new stadium and highlight the quality of the facilities that are available. The proposal is ever more important due to the covid pandemic to support sports events. The covid situation is likely to result in no or limited spectator which should limit disturbance in the local area.

There will be social and regeneration benefits from the proposed use in that temporary jobs will be created and benefits to the local and Manchester economy in the form of visitors accessing other services and facilities in the area. The proposal therefore accords with policies SP1, EC1, EC5 and EN12 of the Manchester Core Strategy which seek to ensure leisure facilities act as catalyst for social and economic regeneration. Whilst there will be some impacts to the local neighbourhood, which will be considered in more detail below, these are temporary for the duration of the two day event after which the speedway activities will operate with the restrictions of the planning permission for the site.

It is recommended that some of the planning conditions with regards to car parking and event and traffic management are imposed on this planning permission to ensure they are enforced as part of the scheme.

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 a right to a fair hearing and to this end the local planning authority 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 recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation:

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the impact of the event on the local highway network and surrounding residents, particularly the importance of a robust management plan. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The permission hereby granted is for a limited period only, on the 16th and 17th October 2021.

Reason – The use hereby granted is for a temporary period only to facilitate the one off event at the national speedway stadium to host the speedway world cup pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

2) The use hereby permitted shall be discontinued no later than the 17th October 2021 and any temporary buildings and works comprising the development are required to be removed no later than one month from the use ceasing.

Reason – The use and buildings are required to cease and be removed from site within a specified timescale in order to allow reinstatement of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) The land shall be reinstated in accordance with planning permission 116218/JO/2017 and this reinstatement shall be completed prior to the next scheduled speedway event at the stadium and thereafter retained and maintained in accordance with these details.

Reason – To ensure that the land is reinstated to an appropriate standard in the interest of visual amenity and to restore the recreational value of the site pursuant to policies SP1, EN9, EN10 and DM1 of the Manchester Core Strategy (2012).

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

Drawing AL-00-001 and AL-90-200 stamped as received by the City Council, as Local Planning Authority, on the 29 January 2021.

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.

5) The operating hours as follows:

Speedway of Nations Final – 16:00 to 21:30 (with no racing beyond 21:00)

Once the use of the stadium track has ceased for speedway racing all floodlighting shall be switched off.

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

6) For the duration of the events, the stadium shall not be used by more than 5000 spectators at any time.

Reason - For the avoidance of doubt as the use of the stadium for more than 5,000 persons has implications in terms of noise and traffic generation and could result in a detrimental impact on the amenity of nearby residential areas pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

7) The development shall be carried out in accordance with the car park management plan associated with planning permission 116218/JO/2017.

The approved management of events shall be implemented in full from the speedway world cup.

Reason - In order to minimise the impacts from the demand for car parking at the speedway stadium and to ensure that suitable arrangements are in place to meet demand for parking without having a detrimental impact on surrounding residents pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

8) Any waste created external to the premises along Kirkmanshulme Lane shall be cleared up during and after the event.

Reason – In the interest of waste management pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

9) Deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00

Sundays: 09:00 to 20:00

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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

21 Hoskins Close, Manchester, M12 4JX
3 Ellen Wilkinson Crescent, Manchester, M12 4JU
27 Hoskins Close, Manchester, M12 4JX
St Peters RC High School, 142 Kirkmanshulme Lane, Manchester, M12 4WB
17 Hoskins Close, Manchester, M12 4JX
Ducie Athletics Facility, Pink Bank Lane, Manchester, M12 5GL
Car Spaces, Belle Vue Centre, Pink Bank Lane, Manchester, M12 5GL
25 Hoskins Close, Manchester, M12 4JX
29 Hoskins Close, Manchester, M12 4JX
137 Stanley Grove, Longsight, Manchester, M12 5QH
317 Stanley Grove, Longsight, Manchester, M18 7DP
313 Stanley Grove, Longsight, Manchester, M18 7DP
311 Stanley Grove, Longsight, Manchester, M18 7DP
307 Stanley Grove, Longsight, Manchester, M18 7DP
5 Penketh Avenue, Manchester, M18 7DG
7 Penketh Avenue, Manchester, M18 7DG
15 Hoskins Close, Manchester, M12 4JX
8 Penketh Avenue, Manchester, M18 7DG
Belle Vue Leisure Centre, Kirkmanshulme Lane, Manchester, M12 4TF
243 Stanley Grove, Longsight, Manchester, M18 7DP
277 Stanley Grove, Longsight, Manchester, M18 7DP
315 Stanley Grove, Longsight, Manchester, M18 7DP
255 Stanley Grove, Longsight, Manchester, M18 7DP
78 Mount Road, Manchester, M18 7BP
6 Ellen Wilkinson Crescent, Manchester, M12 4JU
Belle Vue Greyhound Stadium, Kirkmanshulme Lane, Manchester, M18 7BD
145 Kirkmanshulme Lane, Manchester, M12 4TP
153 Kirkmanshulme Lane, Manchester, M12 4TP
149 Kirkmanshulme Lane, Manchester, M12 4TP
151 Kirkmanshulme Lane, Manchester, M12 4TP
143 Kirkmanshulme Lane, Manchester, M12 4TP
10 Pencombe Close, Manchester, M12 4TA
269 Stanley Grove, Longsight, Manchester, M18 7DP
275 Stanley Grove, Longsight, Manchester, M18 7DP
273 Stanley Grove, Longsight, Manchester, M18 7DP
271 Stanley Grove, Longsight, Manchester, M18 7DP
5 Scarcroft Road, Manchester, M12 4TH
3 Scarcroft Road, Manchester, M12 4TH
7 Scarcroft Road, Manchester, M12 4TH
1 Scarcroft Road, Manchester, M12 4TH
14 Great Lake Close, Manchester, M12 4AZ
5 Pink Bank Lane, Manchester, M12 5GH
8 Pink Bank Lane, Manchester, M12 5GH
3 Penketh Avenue, Manchester, M18 7DG
6 Penketh Avenue, Manchester, M18 7DG
8 Ellen Wilkinson Crescent, Manchester, M12 4JU
13 Hoskins Close, Manchester, M12 4JX
319 Stanley Grove, Longsight, Manchester, M18 7DP

147 Kirkmanshulme Lane, Manchester, M12 4TP
8 Great Lake Close, Manchester, M12 4AZ
5 Great Lake Close, Manchester, M12 4AZ
Belle Vue Centre, Pink Bank Lane, Manchester, M12 5GL
303 Stanley Grove, Longsight, Manchester, M18 7DP
299 Stanley Grove, Longsight, Manchester, M18 7DP
281 Stanley Grove, Longsight, Manchester, M18 7DP
207 Stanley Grove, Longsight, Manchester, M18 7DL
183 Stanley Grove, Longsight, Manchester, M18 7DL
267 Stanley Grove, Longsight, Manchester, M18 7DP
237 Stanley Grove, Longsight, Manchester, M18 7DP
231 Stanley Grove, Longsight, Manchester, M18 7DL
223 Stanley Grove, Longsight, Manchester, M18 7DL
161 Stanley Grove, Longsight, Manchester, M18 7DL
147 Stanley Grove, Longsight, Manchester, M18 7DL
31 Hoskins Close, Manchester, M12 4JX
19 Hoskins Close, Manchester, M12 4JX
2 Ellen Wilkinson Crescent, Manchester, M12 4JU
4 Great Lake Close, Manchester, M12 4AZ
239 Stanley Grove, Longsight, Manchester, M18 7DP
225 Stanley Grove, Longsight, Manchester, M18 7DL
215A Stanley Grove, Longsight, Manchester, M18 7DL
213 Stanley Grove, Longsight, Manchester, M18 7DL
201 Stanley Grove, Longsight, Manchester, M18 7DL
177 Stanley Grove, Longsight, Manchester, M18 7DL
68 Mount Road, Manchester, M18 7BP
8 Pencombe Close, Manchester, M12 4TA
6 Great Lake Close, Manchester, M12 4AZ
1 Great Lake Close, Manchester, M12 4AZ
263 Stanley Grove, Longsight, Manchester, M18 7DP
191 Stanley Grove, Longsight, Manchester, M18 7DL
167 Stanley Grove, Longsight, Manchester, M18 7DL
295 Stanley Grove, Longsight, Manchester, M18 7DP
285 Stanley Grove, Longsight, Manchester, M18 7DP
80 Mount Road, Manchester, M18 7BP
2 Pink Bank Lane, Manchester, M12 5GH
215 Stanley Grove, Longsight, Manchester, M18 7DL
229 Stanley Grove, Longsight, Manchester, M18 7DL
189 Stanley Grove, Longsight, Manchester, M18 7DL
133 Stanley Grove, Longsight, Manchester, M12 5QH
247 Stanley Grove, Longsight, Manchester, M18 7DP
227 Stanley Grove, Longsight, Manchester, M18 7DL
217 Stanley Grove, Longsight, Manchester, M18 7DL
209 Stanley Grove, Longsight, Manchester, M18 7DL
199 Stanley Grove, Longsight, Manchester, M18 7DL
179 Stanley Grove, Longsight, Manchester, M18 7DL
173 Stanley Grove, Longsight, Manchester, M18 7DL
155 Stanley Grove, Longsight, Manchester, M18 7DL
149 Stanley Grove, Longsight, Manchester, M18 7DL
145 Stanley Grove, Longsight, Manchester, M18 7DL
72 Mount Road, Manchester, M18 7BP
66 Mount Road, Manchester, M18 7BP
6 Pencombe Close, Manchester, M12 4TA
10 Great Lake Close, Manchester, M12 4AZ

9 Great Lake Close, Manchester, M12 4AZ
7 Great Lake Close, Manchester, M12 4AZ
261 Stanley Grove, Longsight, Manchester, M18 7DP
249 Stanley Grove, Longsight, Manchester, M18 7DP
219 Stanley Grove, Longsight, Manchester, M18 7DL
205 Stanley Grove, Longsight, Manchester, M18 7DL
167A Stanley Grove, Longsight, Manchester, M18 7DL
159 Stanley Grove, Longsight, Manchester, M18 7DL
70 Mount Road, Manchester, M18 7BP
6 Pink Bank Lane, Manchester, M12 5GH
4 Pink Bank Lane, Manchester, M12 5GH
1 Pink Bank Lane, Manchester, M12 5GH
4 Pencombe Close, Manchester, M12 4TA
293 Stanley Grove, Longsight, Manchester, M18 7DP
257 Stanley Grove, Longsight, Manchester, M18 7DP
175 Stanley Grove, Longsight, Manchester, M18 7DL
305 Stanley Grove, Longsight, Manchester, M18 7DP
297 Stanley Grove, Longsight, Manchester, M18 7DP
291 Stanley Grove, Longsight, Manchester, M18 7DP
279 Stanley Grove, Longsight, Manchester, M18 7DP
265 Stanley Grove, Longsight, Manchester, M18 7DP
233 Stanley Grove, Longsight, Manchester, M18 7DP
211 Stanley Grove, Longsight, Manchester, M18 7DL
203 Stanley Grove, Longsight, Manchester, M18 7DL
195 Stanley Grove, Longsight, Manchester, M18 7DL
193 Stanley Grove, Longsight, Manchester, M18 7DL
185 Stanley Grove, Longsight, Manchester, M18 7DL
157 Stanley Grove, Longsight, Manchester, M18 7DL
135 Stanley Grove, Longsight, Manchester, M12 5QH
76 Mount Road, Manchester, M18 7BP
7 Pink Bank Lane, Manchester, M12 5GH
4 Penketh Avenue, Manchester, M18 7DG
14 Pencombe Close, Manchester, M12 4TA
181 Stanley Grove, Longsight, Manchester, M18 7DL
2 Great Lake Close, Manchester, M12 4AZ
251 Stanley Grove, Longsight, Manchester, M18 7DP
163 Stanley Grove, Longsight, Manchester, M18 7DL
74 Mount Road, Manchester, M18 7BP
1 Ellen Wilkinson Crescent, Manchester, M12 4JU
9 Hoskins Close, Manchester, M12 4JX
4 Ellen Wilkinson Crescent, Manchester, M12 4JU
12 Pencombe Close, Manchester, M12 4TA
151 Stanley Grove, Longsight, Manchester, M18 7DL
11 Hoskins Close, Manchester, M12 4JX
12 Great Lake Close, Manchester, M12 4AZ
3 Great Lake Close, Manchester, M12 4AZ
309 Stanley Grove, Longsight, Manchester, M18 7DP
287 Stanley Grove, Longsight, Manchester, M18 7DP
197 Stanley Grove, Longsight, Manchester, M18 7DL
165 Stanley Grove, Longsight, Manchester, M18 7DL
289 Stanley Grove, Longsight, Manchester, M18 7DP
259 Stanley Grove, Longsight, Manchester, M18 7DP
245 Stanley Grove, Longsight, Manchester, M18 7DP
241 Stanley Grove, Longsight, Manchester, M18 7DP

