

DRAFT PLANNING CONDITIONS 126431 (11 September 2020)

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

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

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

Drawings

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

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

Supporting information

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

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

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

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

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

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

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

3) Prior to the commencement of development (excluding the specified enabling works as set out in the Enabling Works List prepared by Deloitte dated 9 September 2020), a detailed construction management plan outlining working practices and highway management shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Noise and vibration monitoring;
- Consultation with local residents/businesses;
- Measures to prevent leakages into the Ashton Canal, groundwater and culvert;
- Compound locations where relevant;
- Hoarding location and design;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;
- Details to prevent any impact on tram infrastructure;
- Loading and unloading of plant and materials;

- Construction and demolition methods, including use of cranes, (which must not oversail the tramway)

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

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

4) a) Prior to the commencement of the development (excluding the specified enabling works as set out in the Enabling Works List prepared by Deloitte dated 9 September 2020), details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

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

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

5) Prior to the commencement of development (excluding the specified enabling works as set out in the Enabling Works List prepared by Deloitte dated 9 September 2020), details of the method for piling, or any other foundation design using penetrative methods, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

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

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

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

7) Notwithstanding the drainage strategy prepared by BuroHappold (ref. BRA-BHE-XX-XX-RP-CI-0132 Dr) stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020, (a) excluding the specified enabling works as set out in the Enabling Works List prepared by Deloitte dated 9 September 2020, the development shall not commence until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

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

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

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

8) a) Notwithstanding the Geo Environmental and Geo Technical Desk Study stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020, prior to the commencement of development hereby approved (excluding the specified enabling works as set out in the Enabling Works List prepared by Deloitte dated 9 September 2020), the following details shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of a remediation strategy.

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

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

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then associated works shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

9) a) Prior to the commencement of development (excluding the specified enabling works as set out in the Enabling Works List prepared by Deloitte dated 9 September 2020) the following shall be submitted for approval in writing by the City Council, as Local Planning Authority: A programme for the issue of samples and specifications of all material to be used on all external elevations of the development. The programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development to include details of full sized sample panels, jointing and fixing details, details of the drips to prevent staining and ventilation louver details, that will be prepared for inspection and a strategy for quality control management.

b) All samples and specifications shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed for part a) of this condition.

The development shall be carried out in accordance with the approved materials.

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

10) The Site investigation and remediation works including trial piling, grouting of coal seams and mineshaft capping and other associated works shall be carried out in accordance with The Coal Mining Risk Assessment (31 January 2020) prepared by Buro Happold Engineering and Method Statement for Proposed Grouting Works (03 July 2020) stamped as received by the City Council, as Local Planning Authority, on the 22 July 2020.

Upon completion of the approved intrusive site investigations and remedial works to mitigate the risk of coal mining legacy at this site, a verification report, or equivalent statement prepared by a competent person, shall be submitted for approval in writing

by the City Council, as Local Planning Authority. This document shall confirm the methods and findings of the additional intrusive site investigations and the completion of the remedial works and/or mitigation necessary to demonstrate that the site has been made, safe and stable for the proposed development at this site.

Reason – In the interest of ensuring the works are undertaken to a suitable standard pursuant to policy EN18 of the Manchester Core Strategy (2012).

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

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

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

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

13) Notwithstanding the provisions of The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (or any order revoking and re-enacting that Order with or without modification) the premises shall only be used as a multi-use arena (Sui Generis) (61082 sqm) with ancillary use of its facilities as specified in a strategy to be submitted and approved in accordance with Condition 16, and for no other purposes.

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

14) The arena capacity hereby approved shall not be used by more than 23,500 spectators at any time unless otherwise agreed in writing in advance with the City Council as local planning authority and licensing authority, and there shall be no more than 15 arena events per year which take place at the same time as events at the Etihad Stadium.

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

15) Prior to the first use of the arena hereby approved details of the hours of use shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved hours shall then be implemented as part of the development and remain in use thereafter.

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).

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

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

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

For the avoidance of doubt this shall include:

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

The management and maintenance plan shall be implemented upon first use of the development and thereafter retained and maintained.

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

18) (a) Notwithstanding drawings BRA-POP-ZZ-ZZ-DR-L-0650 Rev 00, BRA-POP-ZZ-GF-DR-L-0651 Rev 00, BRA-POP-ZZ-GF-DR-L-0653 Rev 00 and BRA-POP-ZZ-01-DR-L-0656 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020, prior to the first use of the development hereby approved, details of hard and soft landscaping treatments (including tree planting, street tree planting, boundary treatments and appropriate samples of materials of hard landscaping) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first use of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed,

uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

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

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

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

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

21) The development hereby approved shall be carried out in accordance with the Sustainability statement and appendices stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020.

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

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

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

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

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

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

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

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

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

25) The development hereby approved shall be carried out in accordance with Operational Waste Management Strategy (within the Sustainability Statement) and drawing BRA-POP-ZZ-GF-DR-A-0611 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020. The details shall be implemented prior to the first event at the development and thereafter retained and maintained in situ.

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

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

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

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

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

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

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

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

29) The development shall be carried out in accordance with the Crime Impact Statement (Rev D ref. 2019/0841/CIS/01) (within the Sustainability Statement) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020. The development shall only be carried out in accordance with these approved details and shall comply with the physical security specification set out in Section 4 of the report.

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

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

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those visiting and working at the development;
- ii) a commitment to surveying the travel patterns of spectators and staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for spectators, staff and visitors, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

31) Prior to the first use of the arena hereby approved, details of the location and specification of 240 covered cycle spaces within the Etihad Campus shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first use of the arena and thereafter retained and maintained in situ for as long as the development remains in use.

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

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

For the avoidance of doubt this shall include the following:

- Modifications to the junction of Gate 1/Alan Turing Way including creation of left in/left out traffic movements, improved cycle facility, widened pedestrian provision, creation of servicing entrance and vehicle access/egress (Drawing BRA-BHE-XX-XX-DR-C-0230);
- Emergency vehicle access from Alan Turing Way including modification to pedestrian footway and access to the canal (Drawing BRA-BHE-XX-XX-DR-C-0240);
- Widening of footways along Sportcity Way including narrowing of carriage from 4 to 3 lanes (Drawing BRA-BHE-XX-XX-DR-C-0210);
- Installation of fixed bollards, retractable bollards and planters to Sportcity Way)

- Extension of the existing taxi rank along the full length of Rowsley Street and Philips Park Road.

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

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

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

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

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

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

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

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

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

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

- The measures proposed to be taken to discourage dependency on the private car by those visiting the arena;

- Evidence of a events coordination strategy with the Etihad Stadium and public transport providers;
- A car parking strategy for managing existing car parking at the Etihad Campus including monitoring and a review mechanism;
- Pick up and drop off management arrangements along Rowsley Street;
- A scheme for the management and dispersal of spectators to, and following events, from the Etihad Campus including the management/marshalling of key areas and routes;
- A messaging and communication strategy to promote public transport and other measures to the site (including walking and cycling routes, park and ride, tram, shuttle bus);
- A scheme for the collection, storage and disposal of litter on the surrounding road network; and
- measures to monitor and review the effectiveness of the Event Operations Management Plan in achieving the objective of minimising the impact of an arena and an arena and stadium event including reducing dependency on the private car and promoting alternative travel options at the site.

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

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

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

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

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

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

38) Excluding vehicle activity associated with the operation of events at the development, and movement of waste within the Etihad Campus between the development and the existing Etihad Waste Compound, deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Sunday 07:30 to 20:00

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

39) Notwithstanding the TV reception survey prepared by ME Engineers stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020, within one month of the practical completion or at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first used or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

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

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

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

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

42) Notwithstanding drawing BRA-POP-ZZ-RF-DR-A-0620 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020, prior to the first use of the arena hereby approved, details of the specification, siting, scale and appearance of the solar panels to the roof (including cross sections). The approved details shall then be implemented prior to the first use of the arena and thereafter retained and maintained in situ.

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

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

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

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

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

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

44) Notwithstanding the information shown on drawing reference BRA-POP-ZZ-RF-DR-A-0620 Rev 00, prior to the first event at the arena, final details of a signage strategy for the roof signage shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be used to inform future signage for the roof.

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

45) Prior to the first use of the development hereby approved, a scheme of improvements to the Aston Canal, as indicated within the planning statement prepared

by Deloitte stamped as received by the City Council, as Local Planning Authority, on the 6 March 2020 shall be submitted for approval to the City Council as local planning authority, together with a programme for the implementation of the works. The approved details shall be implemented in accordance with the agreed programme.

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

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

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

Informatives

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

| & River Trust directly to establish the position regarding the need to carry out works along the Ashton Canal, including lighting, vegetation clearance and signage. The applicant is advised to contact the Trusts Estate Management Team on 0303 040 4040 or email Matthew.Hart@canalrivertrust.org.uk.