

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141779/JO/2024

Date registered valid: 19 December 2024

Proposal: Variation of planning conditions 2, 3, 4, 5, 7, 9, 10, 13, 24,33, 35, 37, 38 and 40 attached to planning permission 138987/FO/2024 to make alterations to landscaping proposals.,

Address: 550 Ashton New Road, Manchester, M11 4AX

Ward(s): Clayton & Openshaw Ward

Applicant: Manchester City Football Club Ltd

Agent (if any): Samantha Lee P4 Planning Limited

Case officer: James Bridgman
Tel: 0161 219 6202
Email: james.bridgman@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 14 March 2025

Application details

Type of application: Variation or Removal of Condition

Development type: Major Other

Date of site visit: 22 January 2025

Standard consultations:

Printed: 8 January 2025 Expired: 29 January 2025

Neighbour notifications

Printed: 8 January 2025 Expired: 29 January 2025

Site notice

Posted: 22 January 2025 Expired: 12 February 2025

Press advert

Published: 14 January 2025 Expired: 28 January 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

The application site measures approximately 1.28ha and lies to the south of Ashton New Road, located to the east of Manchester City Centre.

The site refers to the former HSBC banking building. The building is two storey in height. There are two access points from Ashton New Road on the northern boundary. The site is currently secured by boundary fencing.

The site was purchased by Manchester City Football Club (MCFC) and is currently used for storage associated with the adjacent Training Academy.

The site is bounded by the A662 Ashton New Road to the north, an arterial road into the city centre. The Ashton Canal also lines adjacent to the site.

Description of area

Eastlands District Centre lies on the opposite side of the road and contains a number of shops including an Asda Superstore, a Starbucks Coffee and a Timpson repair shop.

To the east of the site is the Ashton Canal beyond which lies within a predominantly commercial area with car dealerships, and industrial and logistics warehouses.

The western and southern boundaries of the site is the wider Etihad Campus comprising numerous training pitches within the ownership of the applicant.

The site can be easily accessed by a range of travel modes, including walking and public transport. There are bus stops along Ashton New Road with Velopark Metrolink station in close proximity, under 300m to the west.

The area benefits from a good level of pedestrian infrastructure with footways and adequate street lighting in place and so is in a very sustainable location.

The site is in Flood Zone 1 and lies within an Air Quality Management Area (AQMA). It is also adjacent to the Ashton Canal Lock, immediately to the east, which is Grade II Listed.

Description of development

Permission was granted under application 138987/FO/2024 for the erection of a two storey side extension to former bank to form training facility with associated earthworks, landscaping, boundary treatment, parking and access.

Consent is now sought for some minor material amendments to that approved scheme which would comprise the following:

Softworks

- Amendments to the tree specifications, larger trees will be placed around the boundary and smaller trees will be within the site.
- Previously planned tree retention is no longer feasible so existing trees will be removed and replaced.
- Wildflower areas and ornamental planting are reduced for easier maintenance.
- Wildflower mix will be changed to include both wildflower and grass seeds to ensure continuous ground cover when wildflowers are dormant.

Earthworks

- The bund on Ashton New Road will be removed.
- Bunds in front of the former HSBC building will be merged into a single bund.
- The bund behind the new training facility will be re-profiled.
- Contaminated soil, previously planned for removal, will now be safely reused on-site.

Hardworks

- The running track has been removed.
- The ramp at the rear of the training facility will be relocated closer to the access road, resulting in the removal of two trees which will be replaced.
- The new ramp will be more direct, improving accessibility and ease of use.
- Substitution of the ethylene propylene diene terpolymer (EPDM) surfacing will be replaced with tarmac and artificial grass.
- The path behind the facility will be widened from 2.5m to 4.5m.

The variation of some of the listed conditions will amend the wording to be in accordance with the details submitted and approved in writing by the City Council. This includes list of plans/documents agreed under the discharge of conditions application (App ref no CDN/24/0392) of permission 138987/FO/2024.

The above changes would require the variation of conditions 2, (Drawings) 3 (CMP), 4 (Local Labour), 5 (Drainage), 7 (Works to Trees), 9 (Piling), 10 (Ground Conditions), 13 (Materials), 24

(Boundary Treatment), 33 (Canal Screen), 35 (BNG), 37 (Works Close to Canal), 38 (CEMP) and 40 (Car Parking Layout) relating to permission 138987/FO/2024.

And also reflect the changes approved under 141196/NMC/2024 (Non material amendment to planning permission 138987/FO/2024 to amend curtain walling of the new training centre)

Consultations & Notification Responses

Publicity – The application has been advertised by way of Press and Site notice. Notification letters have also been sent to nearby businesses and residential properties. No comments have been received as part of that process.

Highway Services – The Landscape Masterplan Drawing Ref. 407-70D shows a new ramp located adjacent to the new access gate. It will provide access down to the pitches for the maintenance team who will be primary users and also for individuals with mobility issues.

It is requested that the proposed ramp meets MCCs Design & Access 2 DDA compliance.

Based on Design for Access 2 the ramp should meet 1 in 20 gradient. Landings should be at least the width of the ramp and a minimum of 1800mm x 1800mm, clear of any door swing or other obstruction.

Environmental Health – Clarification was requested on whether the changes would impact on the remedial measures set out in the approved remediation strategy in respect to condition 10 (ground condition).

It was confirmed the landscaping design does not have an effect upon the remediation strategy and therefore the principles of which remain the exactly the same. Environmental confirmed they had no further comments to make.

MCC Flood Risk Management – Comparison with CDN/24/0392 shows storage structures have been removed (2 x permeable paving). These have been replaced with soft landscaping, so no further comment is required.

United Utilities Water PLC – No comments to make with regards to this application.

Canal & River Trust – Have no objections if the wording of the conditions reflects agreed details that have been discharged under CDN/24/0392.

Greater Manchester Ecology Unit – The proposal will result in the loss of the species-rich grassland (wildflower) element of the scheme. The proposals will still achieve significantly more than the required 10% gain in biodiversity and would therefore raise no overall objection.

Neighbourhood Services (Trees) – advised they have no objection to the revised proposals.

Policy

The Manchester Core Strategy – Development Plan Document 2012-2027 (“the Core Strategy”) was adopted by the City Council on the 11th of July 2012:

SP1 – Spatial Principles

EC1 – Employment and Economic Growth in Manchester

EC3 – The Regional Centre

EC5 – East Manchester

EC7 – Eastlands Strategic Employment Location
EN1 – Design Principles and Strategic Character Areas
EN3 – Heritage
EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
EN6 – Target Framework for CO2 reductions from low or zero carbon energy supplies
EN8 – Adaptation to Climate Change
EN9 – Green Infrastructure
EN10 – Safeguarding Open Space, Sport and Recreation Facilities
EN12 – Quantity of Open Space, Sport and Recreation
EN14 – Flood Risk
EN15 – Biodiversity and Geological Conservation
EN16 – Air Quality
EN17 – Water Quality
EN18 – Contaminated Land and Ground Stability
EN19 - Waste
T1 – Sustainable Transport
T2 – Accessible areas of opportunity and need
DM1 – Development Management

Saved Unitary Development Plan for Manchester - The following saved UDP Policies are of relevance to this application:

- Policy DC26 – Development and Noise

Guide to Development in Manchester (SP) 2007

Eastlands Regeneration Framework (ERF) 2019 Update (Draft)

Green and Blue Infrastructure Strategy

The Places for Everyone Plan (PfE) – Joint Development Plan Document, for nine of the 10 boroughs which make up Greater Manchester adopted on 21st of March 2024:

- Policy JP-Strat2 – City Centre
- Policy JP-P1 - Sustainable Places
- Policy JP-G2 – Green Infrastructure Network
- Policy JP-G7 – Trees and Woodland
- Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity

National Planning Policy Framework

Issues

Impact on Trees

The Arboricultural Impact Assessment and Tree Survey confirms seven groups of trees, and four hedgerows will require removal to facilitate the development.

The trees collectively contribute significantly to the landscape and visual amenity of the site. However, individually it is recognised the trees to be removed are young, recently planted trees.

The applicant has submitted details of a replacement planting scheme to mitigate for the loss of any trees. The Council's Arboriculture Officer has reviewed the revised proposal and confirmed they have no objection.

The mitigation is replacement planting at 2:1, as following the removal of 93 trees they will be replaced with 186 trees.

It is considered the replacement planting scheme is sufficient to mitigate for the loss of any trees that will require removal to facilitate the development, in line with Policy EN9 of the Core Strategy.

Impact on Ecology and Biodiversity

An Ecology Survey & Biodiversity Net Gain Summary has been submitted for consideration as part of the application.

The level of biodiversity was calculated using the statutory Biodiversity Metric. Previously, for application 138987/FO/2024, the report confirmed the proposed development would have achieved a net gain of 1.4 habitat units and 0.22 hedgerow units. This equated to a biodiversity net gain of 38% and 28%.

The landscaping has since been amended and a revised Biodiversity Report and Biodiversity Metric was submitted in support of this current application. This report confirms that the proposed development will achieve a net gain of 2.32 habitat units and 0.22 hedgerow units. This equates to a biodiversity net gain of 79% and 28% respectively.

GMEU were consulted on this application. They advised whilst it is disappointing to lose the species-rich grassland (wildflower) element of the scheme, the proposals will still achieve significantly more than the required 10% gain in biodiversity.

The proposal is therefore acceptable and complies with Policy JP-G8 of PfE and Policy EN 15 of the Core Strategy.

Highways

The relocation of the new access ramp will be closer to the new access gate. This ramp will provide access for the maintenance team and any individuals with mobility issues. It is considered the redesign of the ramp will be more direct which will improve accessibility for users.

The Council's Highways Officer has confirmed the design of the ramp is acceptable and they have no concerns or objections to the variation of the proposal.

Ground conditions

Under a discharge of conditions application (CDN/24/0392), a remediation strategy was submitted to and approved by the City Council for the site in respect to ground contamination. This application does not impact on the proposed remediation strategy and therefore the Council's Environmental Health Officer has confirmed they have no objections to the variation of the proposal.

Flood Risk

The alterations to the landscaping include the removal of 2 permeable paving areas. Given these are to be replaced by soft landscaping, the Council's Flood Risk Management Officer has no concerns or objections to the alterations to the proposal.

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

In spite of the alterations to the landscape, it is considered a comprehensive landscaping scheme is still proposed including significant tree replacement. This would ensure a mature landscaped setting to the development. This would complement the high quality landscaping which already existing for the wider CFA site. Final details are still to be agreed by planning condition 16.

Other Legislative Requirements Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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: Approve

Article 35 Declaration

Condition(s) to be attached to decision for approval

1) The development must be begun no later than 16 April 2027

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

- 22-053-1111 REV A, 22-053-1112 REV A, 22-053-1135 REV A, 22-053-1150 REV A, 22-053-BSA-1110 REV A, 4 and 230565-SVM-ZZ-ZZ-DR-E-2202 REV P01 received by the City Council, as Local Planning Authority, on the 11 January 2024.
- 22-053-1102 REV B, 22-053-1130 REV B, 22-053-1131 REV B, 22-053-1132 REV B received by the City Council, as Local Planning Authority, on the 9 October 2024.
- 13636-MCW-MaG-ZZ-XX-DR-C-351_P1 and 13636-MCW-MaG-ZZ-XX-DR-C-352_P1 received by the City Council, as Local Planning Authority, on the 13 May 2024
- 407-70D, 407-71D, 407-72E, 407-73D, 407-75D, 407-78D, MCW-MaG-ZZ-XXDR-C-200 Rev C3 and MCW-MaG-ZZ-XX-DR-C-211 Rev C2 received by the City Council, as Local Planning Authority, on the 19th of December 2024.

Supporting information

- Design and Access statement,
- Air Quality assessment
- Coal Mining Risk Assessment
- Crime Impact Statement
- Planning Statement
- Noise Impact Assessment
- Ground Investigations Report (ref. CCG-C-23-13703),
- Demolition Soil and Waste Management Plan,
- Waste Management strategy,
- Bin Store Plan and Transport Statement

All received by the City Council, as Local Planning Authority, on the 11 January 2024.

- Energy Statement (ref. 230565-SVM-ZZ-ZZ-RP-Z-3100 P02) received by the City Council, as Local Planning Authority, on the 19 March 2024.
- Response to CRT letter received by the City Council, as Local Planning Authority, on the 2 April 2024.
- Local Labour Statement
- Method/Risk Assessment for mitigation of Ground Contamination report by Van Elle Ltd dated March 2015

All received by the City Council, as Local Planning Authority, on the 13 May 2024.

- Construction Environmental Management Plan received by the City Council, as Local Planning Authority, on the 20 May 2024.
- IGE Consulting Ltd Remediation Strategy Report (Ref. 4154-01 A) dated May 2024 received by the City Council, as Local Planning Authority, on the 20 June 2024.
- Drainage response received by the City Council, as Local Planning Authority, on the 24 June 2024.
- Cadent correspondence received by the City Council, as Local Planning Authority, on the 19 July 2024.

- Flood Risk Assessment and Outline Drainage Strategy (ref. MCW-MaG-ZZ-XX-RP-C-001 Rev 6),
- Updated Biodiversity Net Gain Summary,
- Arboricultural Statement,
- Tree Protection Plan,
- Works in proximity to Ashton Canal Rev. 2

All received by the City Council, as Local Planning Authority, on the 19th of December 2024

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) The details of the approved Construction Management Plan (Construction Environmental Management Plan received by the City Council, as Local Planning Authority, on the 20 May 2024) shall be carried out in accordance with the approved details and remain in situ for the duration of the construction of the development (approved under CDN/24/0392).

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) The details of the approved Local Labour Proposal (Local Labour statement received by the City Council, as Local Planning Authority, on the 13 May 2024) shall be carried out in accordance with the approved details and remain in situ for the duration of the construction of the development (as approved under CDN/24/0392).

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) The drainage for the development shall be carried out in accordance with the following approved details as approved under CDN/24/0392:

- Drainage response received by the City Council, as Local Planning Authority, on the 24 June 2024 including Flood Risk Assessment and Outline Drainage Strategy
- Cadent correspondence and drawing MCW-MaG-ZZ-XX-DR-C-200 Rev C2 received by the City Council, as Local Planning Authority, on the 19 July 2024

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).

6) 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).

7) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown on the Arboricultural Assessment (including a tree survey schedule and Tree Constraints Plan), as received by the City Council, as Local Planning Authority, on 19 December 2024, and

particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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 Core Strategy.

8) 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 Core Strategy.

9) Any piling or other foundation using penetrative methods shall be implemented in accordance with the details of the Method/Risk Assessment for mitigation of Ground Contamination report by Van Elle Ltd dated March 2015 and received by the City Council, as Local Planning Authority, on the 13 May 2024 during the construction of the development (as approved under CDN/24/0392).

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 ensure any piling will not result in contamination of groundwater pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

10) The development shall be carried out in accordance with the IGE Consulting Ltd Remediation Strategy Report (Ref. 4154- 01 A) dated May 2024 received by the City Council, as Local Planning Authority, on the 20 June 2024. The approved remediation measures must be carried out in accordance with the approved 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 Core Strategy.

11) 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 development 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 Core Strategy.

12) Prior to the first use of the development hereby approved, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

This shall demonstrate that the completion of works in accordance with the approved remediation strategy approved as part of condition 10. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

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 Core Strategy.

13) The materials to be used on all external elevations of the development shall be carried out in accordance with the approved samples and specifications within the materials schedule received by the City Council, as Local Planning Authority, on the 13 May 2024 (as approved under CDN/24/0392). The approved detail shall be implemented in full as part of the development.

With the exception of the bull nose sample including fixing details. In order to formally close out this condition further details are required and shall be submitted to and approved in writing by the City Council, as Local Planning Authority within 3 months from the date of this planning permission.

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).

14) Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) the premises shall only be used as a training facility building (Use Class F1(a)) including classrooms, offices, flexible gym and workspace, kitchen facilities, changing facilities, 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).

15) 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.

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).

16) (a) Prior to the first use of the development hereby approved, details of hard and soft landscaping treatments (including 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 pursuant to policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

17) 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).

18) The development hereby approved shall be carried out in accordance with the Energy Statement (ref. 230565-SVM-ZZ-ZZ-RP-Z-3100 P02) received by the City Council, as Local Planning Authority, on the 19 March 2024

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.

19) The development hereby approved shall be carried out in accordance with Servicing and Waste Management Strategy received by the City Council, as Local Planning Authority, on the 11 January 2024. The details shall be implemented prior to the first use 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).

20) (a) Prior to the first use of the development hereby approved, a building and site lighting scheme including details of illumination shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) Prior to first use of the development, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements approved as part of part (a) of this condition. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

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

21) 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).

22) The development shall be carried out in accordance with the Crime Impact Statement - prepared by Greater Manchester Police (GMP) received by the City Council, as Local Planning Authority, on the 11 January 2024. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

23) Prior to the first use of the development hereby approved, a Travel Plan Framework shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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).

24) The boundary treatment shall be carried out in accordance with drawing no. 407-73 Rev D received by the City Council, as Local Planning Authority, on 19 December 2024.

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. 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).

25) (a) Prior to the first use of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (Laeq) below the typical background (La90) level at the nearest noise sensitive location.

(b) 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 as part of 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. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development 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).

26) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the air source heat pumps (including appropriate acoustic details in line with condition 25) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the air source heat pumps are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

27) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the photovoltaic solar panels shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the air source heat pumps are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

28) Prior to the first use of the development, a signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for the development and used to inform any future advertisement applications for the building.

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

29) (a) Prior to the first use of the development, details of cycle provision has be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented, made available upon first use and retained and maintained in situ for as long as the development remains in use.

(b) The number of cycle spaces shall be reviewed annually as part of the travel plan requirements of condition 23 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional cycle spaces identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures and air quality pursuant to policies SP1,T1, T2, EN14 and DM1 of the Manchester Core Strategy (2012).

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

- Monday to Saturday 07:30 to 20:00
- no deliveries/waste collections on Sundays/Bank Holidays.

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

31) Prior to the first use of the development hereby approved, a scheme of highway works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Reinstatement of redundant access points to paving including tactile paving as appropriate and Traffic Regulation Orders (TRO)

The approved scheme shall be implemented and be in place prior to the first use of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

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).

32) (a) Prior to the first use of the development, details of location and specification of the EV charging provision as outlined in the Energy Statement (ref. 230565-SVM-ZZ-ZZ-RP-Z-3100 P02) received by the City Council, as Local Planning Authority, on the 19 March 2024 shall be submitted for approval. This shall include provision for two car parking spaces to be fitted with EV charging ports together with infrastructure to a further 22 car parking spaces.

(b) The number of EV charging space spaces shall be reviewed annually as part of the travel plan requirements of condition 23 of this planning permission (commencing from the date of the first use of the development). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional EV spaces identified as part of this review shall be implemented within two months of approval of the annual agreement.

The approved details shall be implemented as part of the development, be available upon first use and thereafter retained and maintained in situ.

Reason - In the interest of Air Quality pursuant to policy EN17 of the Manchester Core Strategy (2012).

33) The screening for the plant area shall be carried out in accordance with Drawing No.407-79 Rev C (as agreed under as approved under CDN/24/0392). The approved details shall be implemented and be in situ upon first use of the development and thereafter retained and maintained.

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 – In the interest of providing and appropriate screen to the Canal edge in the interest of the visual amenity pursuant to policy DM1 of the Manchester Core Strategy (2012).

34) Prior to the removal of the concrete fascia panels on the north-western elevation, a dusk bat emergence survey shall be submitted for approval in writing, by the City Council, as Local Planning Authority. The report should detail any mitigation required and a timescale for its implementation.

The mitigation measures shall be implemented in accordance with the timescales.

Reason - In the interest of ensuring bats are protected pursuant to policy EN15 of the Manchester Core Strategy (2012).

35) (a) The development hereby approved shall be carried out in accordance with the Ecology and Biodiversity Net Gain report received by the City Council, as Local Planning Authority, on the 19th December 2024.

(b) Prior to the first use of the development agreed within part (a) of this condition, a verification report for that development will be required to validate that the works undertaken at that stage conforms to the recommendations and required approved within part of part (b) of this planning condition.

(c) In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the Biodiversity Net Gain Assessment. A verification report and measures shall be agreed until such a time as each phase of development comply with parts (a), (b) and (c) of this planning condition.

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. 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 - In the interest of securing a biodiversity mitigation strategy for the Red Bank Neighbourhood pursuant to policies SP1, EN9, EN17 and DM1 of the Manchester Core Strategy (2012).

36) Prior to the first use of the development, a detailed 30 year landscape environmental management plan (LEMP) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the hard and soft landscaping areas for the relevant development will be maintained including maintenance schedules and repairs. The LEMP shall then be implemented as part of the relevant phase of development and remain in for the duration of the plan.

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 Core Strategy.

37) The development shall be carried out in accordance with the following drawings and documents (as approved under CDN/24/0392):

- 13636-MCW-MaG-ZZ-XX-DR-C-351_P1 & 13636-MCW-MaG-ZZ-XX-DR-C-352_P1, received by the City Council, as Local Planning Authority, on the 13 May 2024
-
- 13636- MCW-MaG-ZZ-XX-DR-C-350_P2, 13636- MCW-MaG-ZZ-XX-DR-C-353_P2, Management of Works Adjacent to the Ashton Canal v2, as received by the City Council, as Local Planning Authority on 19 December 2024

The approved scheme shall be implemented as part of the development.

Reason - In the interest of protecting the historic canal infrastructure pursuant to policy DM1 of the Manchester Core Strategy (2012).

38) The development shall be carried out in accordance with the approved Construction Environmental Management Plan received by the City Council, as Local Planning Authority, on the 20 May 2024 and remain in place for the duration of the development (as approved under CDN/24/0392).

Reason - To safeguard the adjacent canal, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

39) No gates shall open outwards onto adjacent highway.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

40) The car parking layout shall be carried out in accordance with drawing nos. 407-70 Rev D and 407-75 Rev C, received by the City Council, as Local Planning Authority, on the 19 December 2025. The car park shall be surfaced, demarcated and laid out prior to the first use of the development and thereafter retained and maintained.

Reason - In the interest of providing sufficient car parking for the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see:

[https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/](https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/)

- It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place

- Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

- You should ensure that the proposal is discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

- Whilst the building to be demolished has been assessed as negligible risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed

- The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).
- The applicant/developer is advised to contact the Canal & River Trust Infrastructure Services Team on 01782 779909 or email Enquiries.TPWNorth@canalrivertrust.org.uk in order to ensure that any necessary consents are obtained and the works comply with the Canal and River Trust Code of Practice affecting the Canal and River Trust to ensure the water ways are protected and safeguarded.

Appendix 1 – List of consultees & neighbours notified

Highway Services
 Environmental Health
 MCC Flood Risk Management
 United Utilities Water PLC
 Canal & River Trust
 Greater Manchester Ecology Unit

Flipout, Asda Eastlands Sportscity, Ashton New Road, Manchester, M11 4BD
 575C Ashton New Road, Manchester, M11 4EA
 Timpons, Asda Eastlands Sportscity, Ashton New Road, Manchester, M11 4BD
 Flat 2, 1 Croft Street, Manchester, M11 4RQ
 Flat 1, 1 Croft Street, Manchester, M11 4RQ
 Medical Centre, MCFC Facilities Management Building, 161 Clayton Lane, Manchester, M11 4TS
 33 Croft Street, Manchester, M11 4RQ
 First Floor, Derby Arms, 575 Ashton New Road, Manchester, M11 4EA
 Flat At, Derby Arms, 575 Ashton New Road, Manchester, M11 4EA
 564 Ashton New Road, Manchester, M11 4RP
 566 Ashton New Road, Manchester, M11 4RP
 MCFC Facilities Management Building, 161 Clayton Lane, Manchester, M11 4TS
 Next, Unit B Sportscity, Ashton New Road, Manchester, M11 4BD
 34 Croft Street, Manchester, M11 4RQ
 575B Ashton New Road, Manchester, M11 4EA
 575A Ashton New Road, Manchester, M11 4EA
 Asda Eastlands Sportscity, Ashton New Road, Manchester, M11 4BD
 City Football Academy, 400 Ashton New Road, Manchester, M11 4TQ
 572 Ashton New Road, Manchester, M11 4RP
 570 Ashton New Road, Manchester, M11 4RP
 Derby Arms, 575 Ashton New Road, Manchester, M11 4EA
 564 - 566 Ashton New Road, Manchester, M11 4RP
 Flat Above, 572 Ashton New Road, Manchester, M11 4RP
 Greater Manchester Police Bradford Park, 571 Ashton New Road, Manchester, M11 4AA
 Decathlon, Asda Eastlands Sportscity, Ashton New Road, Manchester, M11 4BD
 Supercuts, Asda Eastlands Sportscity, Ashton New Road, Manchester, M11 4BD
 The Learning Factor, Asda Eastlands Sportscity, Ashton New Road, Manchester, M11 4BD
 Flat Above, 570 Ashton New Road, Manchester, M11 4RP
 568 Ashton New Road, Manchester, M11 4RP
 Co-op Academy Belle Vue Connell Sixth Form College, 301 Alan Turing Way, Manchester, M11 3BS

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Site of Biological Interest - Name: Ashton Canal (West)

Coal Authority - Development High Risk - Name: DEVELOPMENT_HIGH_RISK_AREA

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (More) -

Area Team Boundary - Name: CENTRAL