

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139236/FO/2024 and 139256/AOH/2024

Date registered valid: 12 February 2024

Proposal: Installation of external design installations along the City Link urban pathway with associated lighting and
Installation of illuminated and non-illuminated advertisements and external design installations along the City Link urban pathway.

Address: City Link , Holt Town, Manchester, M40 7FQ

Ward(s): Ancoats & Beswick Ward

Applicant: Eastlands Arena Limited

Agent (if any): Mr Cameron Radford Deloitte LLP

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

Recommendation: Approve

Date of recommendation:

Application details

Type of application: Full Application Consent

Development type: Major Other

Date of site visit:

Standard consultations:

Printed: 6 March 2024 Expired: 27 March 2024

Neighbour notifications

Printed: 15 February 2024 Expired: 7 March 2024

Site notice

Posted: Expired:

Press advert

Published: 20 February 2024 Expired: 5 March 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site comprises of an existing pathway connecting between Holt Town Metrolink Stop and the Etihad Campus known as City Link. The route is approximately 1.1 km and runs along the Metrolink track. The River Medlock runs underneath part of the route.

There are two underpasses along the route (New Viaduct St Viaduct and Cambrian St Viaduct).

The path is concrete paved and level with lampposts along the route.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

The areas adjoining the route comprise of either vacant land, tree clusters and low-rise industrial uses.

The uses immediately surrounding the arena comprise mostly large-scale buildings associated with the Etihad Campus, including the Etihad Stadium, Manchester Regional Arena and National Squash Centre to the south and Manchester's Tennis and Football Centre and Co-Op Live Arena to the north.

There is a large amount of surface level car parking to the north and to the south adjacent to the Etihad Stadium.

To the south east there are parcels of vacant land, situated adjacent to low rise commercial units wedged between the River Medlock (which runs alongside the route) and Ashton New Road.

To the west of the route, there are other low rise commercial units and parcels of vacant land wedged between the route and the Ashton Canal further west.

There is some low rise family housing located to the south of where the route starts along Ashton New Road however the relationship between this residential area and the route is limited by the dense vegetation and A662 Ashton New Road.

Description of development

The aspiration of the proposed development is to create a safer and more attractive route to the Etihad Campus.

There has been a long standing aspiration to improve this route. Various planning permissions at the Etihad Stadium and the planning permission for the new arena, have highlighted the importance of this walking route in order to support a range of transport and active travel mitigation measures as part of creating a truly sustainable campus.

Works have already been undertaken to the route as part of Section 106 obligations under the arena planning permission.

This proposal seeks to make further interventions to the route in order to create a unique visitor experience to the Campus.

A total of 16 measures would be installed along the route as follows:

- **1. Trail start installation (Structure)** - Height: 5.3m Width: 6.2m Depth: 0.65m, externally illuminated: The start icon acts as a beacon, way finder and introduction of the design language featured in the route. The edge lit geometric style references the colour and materiality of the design language for the trail whilst the structural form subtly directs visitors down the route. The design features geometry found in nature using bold lines to create a curve suggestive of a leaf edge. During the day the coloured acrylic on the face provides a colourful gradient through the palette, whilst at dusk and into the night the whole frame glows to provide a photo moment for social media.
- **2. Advert (Mural)** - Height: 2.2m Width: 34.4m Depth: 0m. Painted sign
- **3. Busker Locations x 3 (temporary):** Removable mat, to be used temporarily on match days and removed at the end of each use.
- **4. Content Wall:** Height: 2.4m Width: 25.1m Depth: 0.14m. Blasted / galvanised and wet painted steel vertical panels with steel black perforated mesh. Painted / Powder coated aluminium horizontal rails. Internally illuminated. This de-constructed screen uses LED strip lighting fixtures to maximise the content across the width of the wall. This is a flexible solution to enable seamless moving image and will allow us to convey through light and sound the stories and sounds of Manchester, as well as creating custom content for specific major events on the Etihad Campus. 440 linear meters of LED fixtures this effectively produces dynamic surface for graphics and video content. A temporary banner will be required until final details have been agreed with tfgm.
- **5. Light Antenna installation x2:** Screen Height: 1.1m Width: 0.63m Depth: N/A Structure Height 9.8m Width 1.8m Depth 1.8m. Lattice steel mast construction. Glazed with through

cast coloured acrylic. Glazing rebates to provide flush exterior finish. 2 x digital display screens built with the structure. The twin antenna structures are a reference to the Manchester skyline and its industrial origins with a re-imagined nature inspired crystalline surface aesthetic that ties in with the glowing colour palette of the trail. During the day the crystalline acrylic will cast shifting colour patterns on the walkway whilst during the hours of darkness they become a beacon of coloured light with a striking beam of light projecting into the sky to elevate the apex of each tower. Their scale and striking visual statement create a landmark to guide visitors along the route from the tram stop and link to the Hive Bridge beyond. There are also practical elements to the structures as they carry digital displays to convey the climate pledge messaging and branding, as well as speakers allowing for an audio.

- **6. Audio Hive Tunnel:** Lighting Installations to the underside and outer faces of the existing Cambrian Way bridge structure. A series of hexagonal lighting pods arranged in a lattice formation. Pods are manufactured from Aluminium sheet metal / Perspex acrylic. Within each pod is a sealed IP67 Lighting module (aluminium) Lids to the pods are safety boded and secured with 6 tamper proof screws. Pods are bolted to a series of discrete supporting frames manufactured in powder coated aluminium or galvanised steel. These frames are fixed to the brick work of the bridge using resin anchor bolts through the existing masonry. Externally illuminated. Intermittent - LED Modules are set to change across the day / evening and react to people passing through , however these can be controlled independently to program different lighting states and brightness levels. As a tribute to nature's hardest working collective, the Hive installation speaks to a community coming together for collective good. Ultimately relevant when describing the followers of a football team or musical artists, a community of like-minded individuals coming together and creating an experience larger than the sum of its parts. Adopting the hexagonal structure of nature's greatest architects, the installation covers the ceiling and facade of the viaduct as a habitat for digital art. The embedded lighting pulses and shimmers as if self-aware whilst a discreet audio installation completes a feeling of immersion giving cause to pause and take in a moment of calm and wonder. The lighting will incorporate both the artistic effect and practical lighting of the path using low energy LED lighting. The size and scale of the hexagons is suitable to house artistic lighting, public lighting and speakers for the audio playback. The subtle hues in the lighting shift gently across a gradient of warm white to lavender and pastel shades, in alignment with the colour palette.
- **7. Lighting the Way:** Lightweight decorative mesh waves layers attached to the existing pedestrian barrier between Cambrian street bridge and rail / road bridges at New street Viaduct. Resurfacing of the asphalt to include glow in the dark surface chips, additional architectural lighting in the trees. Electro plated mild steel mesh, finished in outdoor powder coat finish. Mesh to be connected via clamp fixing to existing steel work to allow removal for maintenance if required. Tarmac Ulti-glow material for resurfacing Ground Anchors / vandal proof lighting housings any embedded lighting in treeline. Externally illuminated.
- **8. Graffiti Wall:** Height: 2.2m Width: 34.4m Depth: 0m
- **8. Bridge 2 Visual Design Artwork:** 3m x 20m x0m (Paint finish). Externally Illuminated. Lighting provided from the opposite side of the pathway. Static lighting installation built around LED PAR fixtures arranged in 4 floor-mounted banks of 3 fixtures (Red Green Blue) combined these mix to generate a white spot on the painted wall. As path users break the beams their shadow is projected in colour on the painted wall.
- **9. Designed HVM Bee/Sheep:** Discreet fabricated structure to over clad existing concrete HVM block Fabricated in steel. Finished with a durable wet paint finish. Can be lifted and removed via hidden lifting eye fixings. Position/orientation and arrangement in consultation

with GMP / CFG with reference to required protections and public capacity along the route. re-imagine one of the Hostile Vehicle Mitigation (HVM) block into a stylised creature. We have seen across the world, how the creation of a character, carefully curated and animated across social media can become synonymous with a location, venue or festival. This playful creature will appeal to audiences walking to and from the venue and present a fun photo opportunity moment.

- **10. Walk of Fame:** Installation of steel grid of tessellated hexagons in existing asphalt pathway to be infilled with concrete hexagonal pavers. Pavers will be replaced with custom cast units containing the hand / foot print / signatures / lettering of chosen persons. Height: 0.65m Width: 2m Length: 10m. The walk of fame is a section of the path dedicated to celebrating the achievements and contributions of Manchester's alumni. From legendary football players to widely appreciated artists, this installation recognises greatness through permanent markers cast in concrete panels embedded into the surface. In a playful way famous footballers may leave a boot print, artists may imprint their hands, an Olympic cyclist may leave a tyre print as a fun take on the famous Hollywood Walk of Fame. As each imprint is added, featuring names years and signatures, the slabs are replaced with the concrete tributes allowing for the installation to evolve over time.
- **11. Large 'M' Sign:** 5.74m x 5.75m x 1.05 (structure) 1.07m x 0.603m (Screen x 2). Externally illuminated. The sculptural M installation provides a moment towards the end of the walking route where visitors can create social content. Becoming a landmark icon of the trail the positioning offers an opportunity to capture a personal moment with the installation whilst capturing views of the venue in the background. Sharing the materiality of the venue the sculpture features clean lines, a dark satin material finish and a neon edge light to reflect the signature blue halo of the building. Ground to underside of structure to be made accessible for wheelchair users.
- **12. Climate large arch:** 8.3m x 11.8m x 2.5m. Externally illuminated. Marking the end of The Manchester Way (or the start for those travelling home) we have imagined the final arch taking inspiration from the earlier light antenna installations and to draw together the visual language of the elements of the walking route. This crystalline form allows light to pass through the coloured panels during the day bathing the surrounding area in dappled coloured light. After dark, a series of discreet lighting fixtures give a dramatic burst of colour, encouraging visitors to engage. This culminating moment recognises the collective effort that visitors have taken to reduce the carbon impact of event attendance. An LED display beneath the arch shows a total for the number of people passing through to both increased awareness and celebrate those choosing to make a contribution to climate change. Touch tap (NFT) technology built into the base releases reward incentives to visitors via the co-op live app for walking sustainable route supported by the climate pledge in the form of vouchers and offers.

Consultations & Notification Responses

Publicity: The application has been advertised by way of site and press notices. Notification letters have also been sent out to local residents and businesses. The following comment has been received:

Highway Services advise that appropriate maintenance regime needs to be in place with regards to the installations.

Environmental Health advise that the lighting levels should be agreed prior to first use and a condition should be imposed in the event that contamination is encountered.

Flood Risk Management Team advise that given the works are in close proximity to the River Medlock (statutory main river), the developer should ensure that appropriate Flood Risk Activity Permits are in place with the Environment Agency (if required).

Neighbourhood Services (Trees) advise it is not clear if any trees are affected.

Greater Manchester Archaeology Advisory Service (GMAAS) advise that proposed development does not threaten the known or suspected archaeological heritage.

Greater Manchester Ecology Unit (GMEU) advise that the ecology reports are acceptable subject to mitigation.

Design for Security at Greater Manchester Police advise that they understand the intentions to increase usage of the existing link. The proposals are acceptable in principle subject to a Crime Impact Statement being prepared.

Metrolink (TfGM) advise that conditions are required relating to lighting to avoid driver distraction, CMP and electromagnetic interference.

Network Rail advise that they have no objections.

Environment Agency advise that they have no objections.

Aerodrome Safeguarding advise that they have no objection subject to an informative. There are also no objections from Barton Aerodrome and the NHS Heliport Manager.

Canal and River Trust advise that they have no comments to make.

Policy

Manchester Core Strategy (2012) – relevant policies including SP1, EC1, EC5, EC7, EN1, EN3, T1, T2, EN9, EN15, EN18, EN19, DM1 and DM2.

Unitary Development Plan for the City of Manchester (1995) – relevant policies include E3.3, DC15, DC20 and DC26.

Places for Everyone

National Planning Policy Framework

Eastlands Regeneration Framework (ERF) (Draft)

Town and Country Planning (Control of Advertisements) Regulations 2007

The Local planning authority shall exercise its powers under these Regulations in the interests of amenity and public safety, taking into account—

(a) the provisions of the development plan, so far as they are material; and

(b) any other relevant factors.

(2) Without prejudice to the generality of paragraph (1)(b)—

(a) factors relevant to amenity include the general characteristics of the locality, including the presence of any feature of historic, architectural, cultural or similar interest;

(b)factors relevant to public safety include—

(i)the safety of persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);

(ii)whether the display of the advertisement in question is likely to obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air;

(iii)whether the display of the advertisement in question is likely to hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

(3) In taking account of factors relevant to amenity, the local planning authority may, if it thinks fit, disregard any advertisement that is being displayed.

(4) Unless it appears to the local planning authority to be required in the interests of amenity or public safety, an express consent for the display of advertisements shall not contain any limitation or restriction relating to the subject matter, content or design of what is to be displayed.

Issues

Principle of development and contribution to regeneration

There is a long standing aspiration to improve links and encourage pedestrian movements to the Etihad Campus. Improvements have been made to the route over the years following successive planning permissions to expand facilities at the Campus. This proposal, however, seeks to make a more significant intervention into the area to provide a unique visitor experience together with making this a safer and more attractive route to the Campus.

The principle of this is supported by policies SP1, EC5, EC7 and T2 together with the objectives outlined with the ERF.

The proposal would contribute positively to the ongoing regeneration of the Etihad Campus as an internally renowned sporting, recreation and visitor destination together with the ongoing work to masterplan the Holt Town area.

Visual amenity

The proposed installations would transform the route making it more vibrant and animated improving its safety and visual appearance.

The structures would vary in shape and size and type of illumination providing unique features along the route. The structures would, however, only be visible from within the walking route and Campus itself minimising their overall impact on the character and appearance of the wider area.

A combination of material and features would be used to form their structure which would be high quality in nature and robust. All the structure would be unique in character and appearance and have their own identity.

The proposed structures would form an interesting and vibrant addition to the walking routes ensuring that it remains one of the principle routes to the stadium and encourages walking and cycling.

Residential amenity

The City Link is an existing walking route connecting Holt Town/New Islington with the Etihad Campus. The route was established as part of the Commonwealth Games in 2000. The route is well used on match days for fans travelling to and from the Campus.

Various measures over the years have been undertaken to the walking route to improve its appearance and make it more attractive. The route is a priority, as part of the transport strategy for the Campus, and measure to improve it are a priority.

Comings and goings, and noise and disturbance, are already expected on stadium, arena and other event days at the Campus.

The improved lighting along the route would improve the safety and security of the route.

Public safety

The installations and signage has to be considered in the context of any public safety impacts on aerodrome, road, rail and tram. The route is in close proximity to a tram line, major road route and rail line together with being located on the flight path to Manchester airport. There are lighting installations which could impact on the safe operations.

There are no objections from an aerodrome safeguarding perspective subject to an informative relating to lighting and use of cranes.

There are also no objections from Network Rail or Metrolink.

Impact on ecology

Ecology reports have been prepared as part of this application. GMEU are content with the proposal subject to mitigation outlined in the report which includes provision of new bat boxes and minimising the lighting on darker areas. A planning condition is proposed to ensure that this is secured.

Impact on heritage

The application site is not located within a conservation area and does not contain nor is immediately adjacent to any designated heritage assets. The closest designated assets are located approx 200-250m west of the Site and include Brunswick Mill (Grade II); Spectator Mill (Grade II); Hope Mill (Grade II*) and Bridge No.5 over Ashton Canal (Grade II). These heritage assets are primarily clustered together along the Ashton Canal and form part of a small collection of mills associated with Manchester's industrial past,

The extant Cambrian Street arches helped to provide an east to west connection for residents and businesses in Ancoats and Beswick neighbourhoods. Later in 1965 (as depicted by Figure 5) it can be observed that the arches remain and the route underneath and through the arches remains as a highway providing north to south connections.

The Cambrian Arches are considered to be non designated heritage assets and are part of the group value of other areas of infrastructure associated with the canal and railway line.

The proposals seek to introduce a bridge lighting system consisting of hexagonal pods made of aluminium and acrylic, each containing a sealed lighting module. The pods are secured with tamper-proof screws and mounted on discrete frames made of powder-coated aluminium or galvanized steel, which are fixed to the bridge using resin anchor bolts.

The proposed intervention will be carefully installed onto the underside of the arches and will help to animate the structure and enhance its significance.

Whilst the installations would form a modern features to the underside of the arch, the historical appearance and group value with the wider area would remain legible and understood. The improvements to lighting in the arches would also make them more accessible.

Whilst there would be a low level of harm cause to the arches, which would be less than substantial, there would be sufficient public benefit associated with improved usability of the arches which would outweigh this.

Lighting

The majority of the installations would have some form of lighting element to them. This is welcomed as it would form a safe and attractive use to the route. The lighting levels associated with some of the installations would seek to maximise the visibility of their usage. It has been agreed with the applicant that the final lighting levels would be agreed before being formally brought into use to allow an appropriate level to be tested. This would be done so in conjunction with TfGM in the interest of tram safety. This should form part of the conditions of the planning approval.

Crime impact

Design for Security at Greater Manchester Police support the principle of the development and a crime impact statement has been prepared to support the proposals.

Impact on Archaeology

GMAAS have confirmed there are no archaeology implications as a result of the development.

Impact on Ground Conditions

There are known contamination in this area. Environmental Health have advised that should contamination be encountered then a remediation strategy should be prepared. This should be secured by a condition of the approval.

Operational Management

The applicant has prepared an operational management plan for the development which seeks to ensure that the structures are regularly monitored and repaired should and defects be found.

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.

Decision notice for 139236/FO/2024

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with other matters. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval 139236

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

CWT-101 - CWT_001 - SITE PLAN
CWT-102 - CWT_001 – PLAN
CWT-103 - CWT_001 – ELEVATION
CWT-111 - CWT_002A - SITE PLAN
CWT-112 - CWT_002A – PLAN
CWT-113 - CWT_002A – ELEVATION
CWT-113 - CWT_002A – ELEVATION 3 MONTH TEMPORARY VINYL BANNER
CWT-121 - CWT_002B - SITE PLAN
CWT-122 - CWT_002B – PLAN
CWT-123 - CWT_002B – ELEVATION
CWT-141 - CWT_004 - SITE PLAN
CWT-142 - CWT_004 – PLAN
CWT-143 - CWT_004 – ELEVATION
CWT-151 - CWT_005 - SITE PLAN
CWT-152 - CWT_005 – PLAN
CWT-153 - CWT_005 – ELEVATION

CWT-161 - CWT_006 - SITE PLAN
CWT-162 - CWT_006 – PLAN
CWT-163 - CWT_006 – ELEVATION
CWT-171 - CWT_007 - SITE PLAN
CWT-172 - CWT_007 – PLAN
CWT-173 - CWT_007 – ELEVATION
CWT-181 - CWT_008 - SITE PLAN
CWT-182 - CWT_008 – PLAN
CWT-191 - CWT_009 - SITE PLAN
CWT-192 - CWT_009 – PLAN
CWT-193 - CWT_009 – ELEVATION
CWT-201 - CWT_010 - SITE PLAN
CWT-202 - CWT_010 – PLAN
CWT-203 - CWT_010 – ELEVATION
CWT-251 - CWT_G1 - SITE PLAN_REVA
CWT-252 - CWT_G1 - PLAN_REVA
CWT_253-CWT_G1 -ELEVATION
CWT-261 - CWT_G2 - SITE PLAN_REVA
CWT-262 - CWT_G2 - PLAN_REVA
CWT_263_-CWT_G2-ELEVATION
CWT_001_CONSTRUCTION DETAIL
CWT_002A_ CONSTUCTION DETAIL
CWT_002B_CONSTRUCTION DETAIL
CWT_004_CONSTRUCTION DETAIL
CWT_005_CONSTRUCTION DETAIL
CWT_006_CONSTRUCTION DETAIL.
CWT_007_CONSTRUCTION DETAIL
CWT_008_CONSTRUCTION DETAIL.
CWT_009_CONSTRUCTION DETAIL
CWT_010_CONSTRUCTION DETAIL
CWT_001_ADVERTISING
CWT_002A_ADVERTISING
CWT_002B_ADVERTISING
CWT_006_ADVERTISING
CWT_007_ADVERTISING
CWT_008_ADVERTISING
CWT_009_ADVERTISING
CWT_010_ADVERTISING
CWT_B1-3_ADVERTISING_BUSKING LOCATIONS
CWT_G1_ADVERTISING DRAWING_REVA
CWT_G2_ADVERTISING DRAWING_REVA
CWT-001_REVJ - SITE PLAN – OVERVIEW
CWT-221_REVA - CWT_B1 - SITE PLAN .
CWT-222_REVA - CWT_B1 – PLAN
CWT-231_REVA - CWT_B2 - SITE PLAN
CWT-232_REVA - CWT_B2 – PLAN
CWT-241_REVA - CWT_B3 - SITE PLAN
CWT-242_REVA - CWT_B3 – PLAN
NS2328_CWT_001_DESIGN DOCS
NS2328_CWT_0010_DESIGN DOCS
NS2328_CWT_002B_DESIGN DOCS
NS2328_CWT_009_DESIGN DOCS

Supporting documents

Covering Letter, prepared by Deloitte
Ecology Report, prepared by Helen Hamilton Ecology
Ecological Inspection For Bats And Birds, prepared by Helen Hamilton Ecology
Crime Impact Statement, prepared by GMP Secure by Design
Letter of Support from Greater Manchester Police
Operational Management Strategy, prepared by New Substance
Construction Management Plan, prepared by New Substance
Logistics Plan, prepared by New Substance
Design and Access Statement, prepared by New Substance
Advertisement Lighting Specifications, prepared by New Substance
Advertisement Information checklist, prepared by New Substance

Ground Condition and Excavation Summary received by the City Council, as Local Planning Authority, on the

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

3) The development hereby approved shall be carried out in accordance with the Ecology Inspection for Bats and Birds prepared by Helen Hamilton Ecology Ltd and Ecology Update Report prepared by Helen Hamilton Ecology Ltd received by the City Council, as Local Planning Authority, 22 March 2024 and 14 March 2024 respectively.

The mitigation measures as outlined in paragraph 4.10 to 4.12 of the reports shall be implemented and made available prior to the first use of the development hereby approved.

Reason – In the interest of protecting bats and enhancing the ecological environment pursuant to policy EN15 of the Manchester Core Strategy (2012).

4) Notwithstanding the Operational management and maintenance received by the City Council, as Local Planning Authority, on the 12 February 2024, a final strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented upon first use of the development and thereafter retained for as long as the development remains in use.

Reason – To ensure that there are clear maintenance and management arrangements are put in place for the development pursuant to policy DM1 of the Manchester Core Strategy (2012).

5) Prior to the commencement of the development, a Tram Construction Management Plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall provide a method statement on construction and risks to the tram line including safe methods of working. The approved Plan shall then be implemented for the duration of the works.

Reasons: To ensure that the works are carried out in a manner that the integrity of the Tram Structure and Tram Operations are not adversely impacted and that all appropriate permits are obtained in accordance with Working Safely Near a Tram Line pursuant to policy DM1 of the Manchester Core Strategy (2012).

6) Prior to the commencement of development in association with installation CWT-002A detailed designs of the proposal shall be submitted for approval in writing by the City Council to determine the impact on the adjacent Tram Line. The approved details shall then be implemented and thereafter retained and maintained.

Reason: To ensure that Tram operations are not adversely impacted or future inspection and maintenance activities unduly compromised pursuant to policy DM1 of the Manchester Core Strategy (2012).

7) With the exception of the time periods when the signal sighting/driver distraction assessment is being carried out, the lighting display associated with this development shall not be illuminated until an assessment report (including agreed details of the intensity, frequency of the lighting, colours and any other mitigation required including the prevention of any dark/bright spots) has been submitted for approval in writing by the City Council, as Local Planning Authority.

The assessment must include mitigation measures and the lighting associated with the installation must not be brought into first use without until verification has been provided to the City Council, as Local Planning Authority, that the measures are in place.

Reason: To ensure that the lighting from the development does not adversely impact the safe operation of Metrolink, its users or those using the walking route in the vicinity of the tramway pursuant to policy DM1 of the Manchester Core Strategy (2012).

8)(a) Within one month of the first use of the development, an electromagnetic compatibility plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. This plan shall detail that there are no electromagnetic compatibility impacts predicted from the development in line with BSEN 50121 and BS EN 61000-6-4 (emissions) including pre-development testing.

(b) Within one month of 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 compliance with the criteria agreed in part (a). In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the electromagnetic compatibility 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 - In the interest of safeguarding Metrolink infrastructure pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

- The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN14 & EN17 of the Core Strategy.
- The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>
- The operator will need to comply with CAA publication CAP736 and the Air Navigation Order Article 240.

CAP 736: <https://www.caa.co.uk/our-work/publications/documents/content/cap-736/>

Article 240 - Endangering safety of an aircraft - A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft. See <https://www.legislation.gov.uk/ukxi/2016/765/article/240/made>

We recommend that the lights are locked into position and prevented from directing light towards the MAN approach or the aerodrome.

We recommend that permission is sought from the CAA as per CAP 736 to enable any necessary NOTAMs to be put into place initially before inclusion in the Manchester AIP.

- The assessment, as required by condition 9, must be carried out by Metrolink and will require the co-operation of the Applicant with regards to operating the variables for the installation in order to determine what is acceptable to Metrolink and what, if any, mitigation is required.
- Informative; The cost of the assessment and any additional mitigations deemed necessary must be borne by the Applicant and it should be noted that 6 weeks notice is required in order for Metrolink to convene the Assessment Committee.

Planning conditions for 139256/AOH/2024

1) No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

No advertisement shall be sited or displayed so as to:

(a) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);

(b) obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or

(c) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

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

Drawings

CWT-101 - CWT_001 - SITE PLAN

CWT-102 - CWT_001 – PLAN

CWT-103 - CWT_001 – ELEVATION

CWT-111 - CWT_002A - SITE PLAN

CWT-112 - CWT_002A – PLAN

CWT-113 - CWT_002A – ELEVATION

CWT-113 - CWT_002A – ELEVATION 3 MONTH TEMPORARY VINYL BANNER

CWT-121 - CWT_002B - SITE PLAN

CWT-122 - CWT_002B – PLAN

CWT-123 - CWT_002B – ELEVATION

CWT-141 - CWT_004 - SITE PLAN

CWT-142 - CWT_004 – PLAN

CWT-143 - CWT_004 – ELEVATION

CWT-151 - CWT_005 - SITE PLAN

CWT-152 - CWT_005 – PLAN

CWT-153 - CWT_005 – ELEVATION

CWT-161 - CWT_006 - SITE PLAN

CWT-162 - CWT_006 – PLAN

CWT-163 - CWT_006 – ELEVATION

CWT-171 - CWT_007 - SITE PLAN

CWT-172 - CWT_007 – PLAN

CWT-173 - CWT_007 – ELEVATION

CWT-181 - CWT_008 - SITE PLAN

CWT-182 - CWT_008 – PLAN

CWT-191 - CWT_009 - SITE PLAN

CWT-192 - CWT_009 – PLAN

CWT-193 - CWT_009 – ELEVATION

CWT-201 - CWT_010 - SITE PLAN
CWT-202 - CWT_010 – PLAN
CWT-203 - CWT_010 – ELEVATION
CWT-251 - CWT_G1 - SITE PLAN_REVA
CWT-252 - CWT_G1 - PLAN_REVA
CWT_253-CWT_G1 -ELEVATION
CWT-261 - CWT_G2 - SITE PLAN_REVA
CWT-262 - CWT_G2 - PLAN_REVA
CWT_263_-CWT_G2-ELEVATION
CWT_001_CONSTRUCTION DETAIL
CWT_002A_CONSTUCTION DETAIL
CWT_002B_CONSTRUCTION DETAIL
CWT_004_CONSTRUCTION DETAIL
CWT_005_CONSTRUCTION DETAIL
CWT_006_CONSTRUCTION DETAIL.
CWT_007_CONSTRUCTION DETAIL
CWT_008_CONSTRUCTION DETAIL.
CWT_009_CONSTRUCTION DETAIL
CWT_010_CONSTRUCTION DETAIL
CWT_001_ADVERTISING
CWT_002A_ADVERTISING
CWT_002B_ADVERTISING
CWT_006_ADVERTISING
CWT_007_ADVERTISING
CWT_008_ADVERTISING
CWT_009_ADVERTISING
CWT_010_ADVERTISING
CWT_B1-3_ADVERTISING_BUSKING LOCATIONS
CWT_G1_ADVERTISING DRAWING_REVA
CWT_G2_ADVERTISING DRAWING_REVA
CWT-001_REVJ - SITE PLAN – OVERVIEW
CWT-221_REVA - CWT_B1 - SITE PLAN .
CWT-222_REVA - CWT_B1 – PLAN
CWT-231_REVA - CWT_B2 - SITE PLAN
CWT-232_REVA - CWT_B2 – PLAN
CWT-241_REVA - CWT_B3 - SITE PLAN
CWT-242_REVA - CWT_B3 – PLAN
NS2328_CWT_001_DESIGN DOCS
NS2328_CWT_0010_DESIGN DOCS
NS2328_CWT_002B_DESIGN DOCS
NS2328_CWT_009_DESIGN DOCS

Supporting documents

Covering Letter, prepared by Deloitte
Ecology Report, prepared by Helen Hamilton Ecology
Ecological Inspection For Bats And Birds, prepared by Helen Hamilton Ecology
Crime Impact Statement, prepared by GMP Secure by Design
Letter of Support from Greater Manchester Police
Operational Management Strategy, prepared by New Substance
Construction Management Plan, prepared by New Substance
Logistics Plan, prepared by New Substance
Design and Access Statement, prepared by New Substance
Advertisement Lighting Specifications, prepared by New Substance

Advertisement Information checklist, prepared by New Substance

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

3) (a) No individual advertisements displayed shall contain moving images, animation, video or full motion images or any images that resemble road signs, traffic lights or traffic signs.

(b) No individual advertisements shall be displayed for duration of less than 10 seconds.

(c) Controls shall be in place to ensure smooth uninterrupted transition of images displayed on the panel.

(d) The display panel shall be fitted with a light sensor, designed to adjust the brightness to changes in ambient light levels.

(e) A mechanism shall be in place so that if the installation breaks down, it defaults to a black screen to avoid any flashing error messages or pixilation.

(f) The maximum luminance level of the advertisements displayed on the panel shall not exceed 300 cd/m² during non daylight hours / inclement weather Or for signs less than 10m²

(f) The maximum luminance level of the advertisements displayed on the panel should not exceed 600 cd/m² during non-daylight/ inclement weather.

4) (a) The removable Vinyl Advertisement as indicated on drawing CWT_006 Rev 01 received by the City Council, as Local Planning Authority, on the 15 April 2024 shall be displayed for a temporary period only until 19 April 2025.

(b) On the date of the expiry of the temporary consent period in (a) above the advertisement and all associated development shall be removed, any use of the land authorised by this consent shall be discontinued, and the land/building shall be reinstated in accordance with a scheme previously approved.

Reason - To sign hereby approved is only acceptable on a temporary basis pursuant to policies DM1, EN1, EN3 and SP1 of the Adopted Core Strategy for the City of Manchester.

5) With the exception of the time periods when the signal sighting/driver distraction assessment is being carried out, the lighting display associated with this development shall not be illuminated until an assessment report (including agreed details of the intensity, frequency of the lighting, colours and any other mitigation required including the prevention of any dark/bright spots) has been submitted for approval in writing by the City Council, as Local Planning Authority.

The assessment must include mitigation measures and the lighting associated with the installation must not be brought into first use without until verification has been provided to the City Council, as Local Planning Authority, that the measures are in place.

Reason: To ensure that the lighting from the development does not adversely impact the safe operation of Metrolink, its users or those using the walking route in the vicinity of the tramway pursuant to policy DM1 of the Manchester Core Strategy (2012).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Canal & River Trust
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Metrolink
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Network Rail
Manchester Airport Safeguarding Officer

V J TILBROOK AND SON, Clyde Street Works, Cyrus Street, Manchester, M40 7FE
Car Wash Junction Beswick Street, Holt Town, Manchester, M40 7HR
Flat At, Mitchell Arms, 215 Every Street, Manchester, M4 7EU
Mitchell Arms, 215 Every Street, Manchester, M4 7EU
3 Keymer Street, Manchester, M11 3FY
Precision Printing Plates Ltd, Philips Park Road, Manchester, M11 3FU
Manchester Community Security North West Limited, 3 Keymer Street, Manchester, M11 3FY
M Logan And Sons Construction Ltd, Upper Helena Street, Manchester, M40 7EQ
32 Cambrian Street, Manchester, M40 7EG
34 Cambrian Street, Manchester, M40 7EG
Manchester Tennis And Football Centre, 9 Sportcity Way, Manchester, M11 3DU
Sport City Visitors Centre, Ashton New Road, Manchester, M11 4ZZ
Sport City Visitor And Information Centre, Rowsley Street, Manchester, M11 3FF
Manchester City Football Club Ltd, Etihad Stadium, Ashton New Road, Manchester, M11 3FF
Rugby Football League, Rowsley Street, Manchester, M11 3FF
14 Badby Close, Manchester, M4 7EY
National Squash Centre, Rowsley Street, Manchester, M11 3FF
EASTLANDS TRUST LIMITED, Institute Of Sport, Rowsley Street, Manchester, M11 3FF
11 Towcester Close, Manchester, M4 7FB
209 - 211 Every Street, Manchester, M4 7EX
Regional Athletics Arena, Rowsley Street, Manchester, M11 3FF
8 Badby Close, Manchester, M4 7EY
15 Towcester Close, Manchester, M4 7FB
3 Taunton Street, Manchester, M4 7FA
1 Taunton Street, Manchester, M4 7FA
13 Towcester Close, Manchester, M4 7FB
9 Towcester Close, Manchester, M4 7FB
6 Towcester Close, Manchester, M4 7FB
12 Towcester Close, Manchester, M4 7FB
10 Towcester Close, Manchester, M4 7FB
8 Towcester Close, Manchester, M4 7FB
4 Towcester Close, Manchester, M4 7FB
2 Towcester Close, Manchester, M4 7FB
The Security Park, Cambrian Street, Manchester, M11 3FY
Excel House, City Of Manchester Stadium, Ashton New Road, Manchester, M11 3FF
12 Badby Close, Manchester, M4 7EY
10 Badby Close, Manchester, M4 7EY

Appendix 2 – Planning constraints

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

Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M

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

HSE COMAH Zone - H1485 OZ - Bradford Road Holder Station (East) Outer Zone

HSE COMAH Zone - H3595 MZ - Bradford Road Holder Station (West) Middle Zone

HSE COMAH Zone - H3595 OZ - Bradford Road Holder Station (West) Outer Zone

Flood Zones Type 2 (low to medium risk) -

Flood Zones Type 3 (high risk) -

Flood Zones Type 3 (high risk) -

Hazard - Bradford Road Gas Works

Historic Landfill Site 250m Buffer -

Historic Landfill Site 250m Buffer -

Historic Landfill Site 250m Buffer -

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 (More) -

Area Team Boundary - Name: CENTRAL