

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138987/FO/2024

Date registered valid: 11 January 2024

Proposal: Erection of a two storey side extension to former bank to form training facility with associated earthworks, landscaping, boundary treatment, parking and access.

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

Ward(s): Clayton & Openshaw Ward

Applicant: Manchester City Football Club Ltd

Agent (if any): Samantha Lee P4 Planning Limited

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

Recommendation: Approve

Date of recommendation: 16.04.2024

Application details

Type of application: Full Application Consent

Development type: Major Other

Date of site visit:

Standard consultations:

Printed: 20 February 2024 Expired: 12 March 2024

Neighbour notifications

Printed: 19 January 2024 Expired: 9 February 2024

Site notice

Posted: Expired:

Press advert

Published: 23 January 2024 Expired: 6 February 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

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 contains a vacant building, a 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. A number of trees occupy the site.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

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

Erection of a two storey side extension to former bank to form training facility with associated earthworks, landscaping, boundary treatment, parking and access.

The new facility will provide a number of facilities categorised by functions for the Women's Team:

- Reception area and administrative office;
- Changing area and kit rooms;
- Hydrotherapy facilities;
- Performance gym;
- Kitchen and refectory;
- Ancillary support areas.

The existing earthworks and bunds will be relocated predominantly to the north of the site helping to screen the new facility and provide a landscaped setting.

25 trees will be transplanted and a total of 132 trees will be planted, achieving a 2:1 replacement ratio.

Wildflower meadows and ecological zones will also be widely incorporated into the scheme.

The existing two access points off Ashton New Road by the building would be closed, with the footpath and kerbs being reinstated.

Vehicular access into the site is proposed to be provided via the North Car Park, which is accessed off Ashton New Road (c. 160m to the west of the existing access points) via Etihad Avenue, the North Gate entrance to Etihad Training Campus.

The development will split the existing North Car Park to provide dedicated parking spaces for the new facility which will be secured by a welded mesh security fence and an automated vehicular security gate. All servicing and deliveries will also be using the same vehicular access.

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 advise that the Transport Statement outlines that there will be no increase in staff/players as a result of the development. The existing women's 1st team players/staff will be

transferred from the existing on-site training facility in the wider Etihad Campus to the proposed facility. There will be no increase in vehicular trips associated with the site.

The site is well accessed by sustainable modes including by foot and cycle.

The TS outlines that the existing vehicular access to the site off the A662 Ashton New Road will be closed with footway, full height kerbs and TROs reinstated to MCC adoptable Standards.

It is proposed that the existing North Car Park will be split with a fence line to provide 35 dedicated car parking spaces for the proposed training facility. This will be accessed via an automated vehicular security gate. It appears that one parking space will be removed to accommodate the security gate. This is deemed to be acceptable.

Coaches and Servicing Vehicles are to utilise this proposed vehicular access. A turning circle/head is proposed to accommodate the movements of a 15.0m coach and 11.347m large refuse vehicles. TfGM have noted that the swept path analysis within the TS demonstrates both vehicles can enter and exit the site in a forward gear and manoeuvres within the proposed turning head.

A travel plan will be required.

The existing fencing to the north of the car park and to the south of Ashton New Road is to be removed and panels to be re-used as new boundary treatment.

A 2.4m high security fence boundary treatment will be provided to the south of Ashton New Road, to the existing vehicular access off Ashton New Road, and adjacent to the automated vehicular/pedestrian gates.

An access ramp and steps are proposed to the south of the training facility to aid movements to/from the facility and on-site pitches.

All gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

The waste arrangements are considered to be acceptable.

Environmental Health advise that conditions relating to construction management plan, delivery hours, plant and ground conditions. The waste management arrangements are acceptable and the provision of EV charging should be available upon first use.

Flood Risk Management Team advise that a drainage scheme be agreed and this should also be subject to a management plan.

Works and Skills Team advise that the proposal should be subject to a local labour condition.

Neighbourhood Services (Trees) advise that subject to the trees being adequately protected during the development and all the trees listed for relocation are relocated, there are no objections to the proposal from an arboricultural perspective. The tree replacement plan for the site appear acceptable.

Greater Manchester Archaeological Advisory Service (GMAAS) advise that there is no archaeological requirement for this site.

Environment Agency advise that the previous industrial activity of the proposed development site including a chemical works, rubber works and made ground pose a risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are sensitive in this location because the proposed development site is located upon a Secondary Undifferentiated Aquifer (Devensian Till), a Principal Aquifer (Chester formation) to the east of the site and a Secondary A Aquifer (Pennine Upper Coal Measures Formation) to the west of the site. Conditions are required in respect of ground conditions investigations, remediation and verification together with piling.

Sport England advise that they have no objections to the proposal.

Canal and River Trust ???

Policy

Manchester Core Strategy (2012) – Relevant policies SP1, EC1, EC3, EC5, EC7, EN1, EN3, EN4, EN6, EN8, EN9, EN10, EN12, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2 and DM1.

Unitary Development Plan for the City of Manchester (1995) – relevant saved policy DC26

Guide to Development in Manchester (SP) 2007

National Planning Policy Framework

Eastlands Regeneration Framework (ERF) 2019 Update (Draft)

Green and Blue Infrastructure Strategy

Other legislative requirements

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

Issues

Principle of the redevelopment of the site, contribution to regeneration and impact on East Manchester

The application site is located within the Eastlands Strategic Employment Location (policy EC7). The vision for the area is to broaden the activities to ensure that development opportunities secure wider regeneration of the surrounding area and deliver maximum benefits for the community.

The proposals are in line with this visions and offer social, economic and environmental benefits in line with the principles of sustainable development.

Policy EC7 goes on to state that developments which support the overall vision for this major regeneration initiative on sites within the general environs of Eastlands will be appropriate, provided that they do not prejudice any other policies within the plan.

The site is also located in East Manchester and the Regional Centre to which policies EC5 and EC3 are applicable. Respectively these policies seek to identify areas suitable for employment

generating uses with the Regional Centre being identified as the focus for leisure and cultural activity as identified in policy SP1.

The proposal represents an opportunity to bring a vacant brownfield site and building back into use along with enhancements to the existing sports facilities, creating a new sporting facility in the area completing other sporting and leisure uses in this part of East Manchester.

The proposal would result in a two storey side extension to former bank to form training facility with associated earthworks, landscaping, boundary treatment, parking and access. The facility will be occupied by Manchester City's Women's Team and the proposal would represent their own dedicated training building in order to support the growth and development of the Women's game at the Campus.

The location of the application site, adjacent to the East Manchester Academy, the MIHP, other education facilities and businesses close to the Etihad Campus will help underpin this part of East Manchester as a world class destination for sport and a centre for excellence.

Climate change, sustainability and energy efficiency

The building will also be fitted with energy efficient control systems which ensure that systems are only used as required during the building operation.

This is accompanied by an onsite metering system to monitor energy usage and provide feedback to maximise efficiency.

District heating and Combined Heat and Power are either not possible or feasible for the proposed development.

Low or Zero Carbon (LZC) technologies are found suitable for the development. Photovoltaics and air source heat pumps have been incorporated into the scheme.

The building would therefore have a 4.12% reduction in carbon emission and a 4.23% energy reduction. This represents a 36% improvement from the Part L2010 targets, which are required to be assessed against under Policy EN6.

Visual amenity

The application site is located on the north eastern edge of the Etihad Campus/CFA. The proposal would bring the building into the CFA campus and improve its appearance which is declining and has a negative impact on the appearance of the wider area.



Location Plan

The proposal would repurposes and extend the existing building rather than demolishing it.

The existing mound would be required to be excavated to facilitate the extension and external area and would be used to create new mounds to the north-west of the development and to the area of land between the existing north car park and Ashton Road.

All trees on the existing mound that are to be removed due to the development are to be retained on site with the materials used by the club to make ecological enhancements around the site and within the perimeter woodland belt by creating habitat piles. Any trees to be lost would be replaced on a 2:1 basis (see elsewhere within this report).

The proposed development will act as a purpose-built facility dedicated to the Manchester City Women's First Team.

The site location is ideal as it extends the existing campus and becomes an integrated part of the CFA rather than being located elsewhere including off site.

The proposed development can be accessed via the existing security gate/control point located on Etihad Avenue via Ashton New Road. This is a manned security gatehouse that permits or rejects access to the campus for vehicles. Visitors are directed to the existing north car park whilst those who are permitted to park within the campus are facilitated access via an automated security gate further down Etihad Avenue.

The existing eastern perimeter of the north car park would be moved westwards to encompass existing car parking land to enable 35 current car parking spaces to be reallocated to the new facility complete with secure access. Beyond the secure line there will be a new roundabout to enable drop-off/pick-up of players, refuse collection and emergency vehicle access.

This new access to the development from the north car park will be secured via an automated security gate which can be controlled from the manned security gate.

Pedestrian access is via Etihad Avenue and this bypasses the security gate. At present, pedestrians can only gain access to the immediate perimeter of the campus adjacent to the Academy Stadium or the confines of the north car park. The security gate proposed at the eastern end of the car park will also employ a card-access personnel gate to ensure security of the entire campus.

The existing building is single storey in height. However, the portions of the building lend itself to be remodelled. Whilst there would be no increase in height of this building, a new mezzanine would be created to create space within the existing building. A two storey extension would then be attended to link with the existing building incorporating a flat roof which would contain PV panels. The extension would be taller than the existing building, but it would be set back from the existing building and mainly visible from within the CFA itself.

The external appearance of the building has been designed to complement the wider CFA buildings in terms of colour and materials.

The height, scale, massing and appearance of the proposed development is considered to be acceptable and would not appear out of scale with the character of the local area. Final details of the materials would need to be agreed to ensure that they complement the wider CFA as anticipated.



Above: View of proposed development as approached via North Car Park
Below: View of proposed development from nearby existing training pitches



Above: View of proposed development from roundabout towards building entrance
Below: View of proposed development from the East (canal-side)



Impact of the historic environment and cultural heritage

Lock 8 is located adjacent to the application site along the Ashton Canal and is Grade II listed. The significance of the lock is derived from its large blocks of millstone grit, with some red brick and wooden gates. It is a narrow type, with overflow channel on the north side, with stone staircases flanking the lower entry.

The lock also has group value with 13 similar locks which are all still in working order.

The locks represents part of Manchester Canal history along with the associated towpaths.

The current building on site is vacant and in a deteriorating state and adds very little to the setting of the lock and the wider canal infrastructure. The building is modern in appearance and materiality.

The proposal would see the building re-purposed with its appearance upgraded and there would be an extension. The proposed extension has been set away from the canal towpath (by approximately 9.45 metres) which reduces any impact on the setting of the lock and the canal corridor.

The building and extension would be no greater than two storey in height which would not create an overly dominate building in character and appearance. The materials would improve the overall appearance of the building and blend the extension into the existing facade. The appearance would complement other buildings at the CFA.

A plant area would be created onto the canal towpath which would be there to house plant and equipment. Efforts have been made to screen this area which new and improved boundary treatment and screens to ensure there is no visual impact. There would also be wider improvements to landscaping at the

The proposal would result in a low level of less than substantial harm to the significance and setting of the canal and lock.

There would be heritage benefits from the improvement of the existing elevation onto the canal towpath (which currently suffers from graffiti).

As required by paragraph 202 of the NPPF the required public benefits exist to outweigh this low level of harm in the form providing a world class training facility for the Manchester City Women's team which meets their specific training needs. The facility will continue to grow, evolve and regenerate this poor quality site adjacent to the CFA campus which would also improve the appearance of the site from Ashton New Road.

Impact on Archaeology

GMAAS advise that no archaeological mitigation is necessary as part of the proposal.

Impact on the highway network/transport/car parking issues/sustainable travel

A transport statement has been prepared to support this planning application. This highlights the highly sustainable location including access to tram, cycle and bus services.

The proposal would involve the reinstatement of the redundancy vehicular access points to the bank back to footway and TROs reinstated.

Vehicular access would be provided via the North car park access 'North Gate' from Ashton New Road. This includes coaches and deliveries, including daily kit deliveries.

It is not anticipated that there would be an uplift in trips from the site. The Women's Team are already present at the site and therefore there would be no material impact on the local highway network.

It is proposed that the existing North Car Park will be split with a fence line to provide 35 dedicated car parking spaces for the proposed training facility. This will be accessed via an automated vehicular security gate. It appears that one parking space will be removed to accommodate the security gate. This is deemed to be acceptable.

Accessibility

The development would meet those with accessibility needs. There would be level thresholds within the building and there would be car parking for those with accessibility needs.

Impact on Ecology and biodiversity

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

The existing building has a 'low' bat roosting potential but the areas of hedgerow and trees could support nesting birds during the breeding bird season. A condition of the approval should be that there is no vegetation removal in bird nesting season.

The existing building has a 'low' potential to support bat roosting behind the concrete fascia panels on the north-western elevation. As such, should this feature need to be removed as part of the proposals, at least one dusk bat emergence survey will need to be undertaken during the active bat survey season.

Any new lighting scheme must also avoid light spill onto the adjacent Ashton Canal corridor.

The landscaping scheme incorporate bird and bat boxes on the north-eastern elevation of the training facility, fronting the canal.

The new landscape scheme should also incorporate wildflower grassland and nectar sources in the new planting.

The level of biodiversity was calculated using the statutory Biodiversity Metric. The report confirms that the proposed development will achieve a net gain of 1.4 habitat units and 0.22 hedgerow units. This equates to a biodiversity net gain of 38% and 28%.

Impact on Trees

An arboricultural survey has been carried out at the site given the existing tree coverage. This survey identified that there were nine tree groups and eight hedgerows. Six tree groups would be removed as part of the proposal and four hedgerows.

The intention, however, is to relocate 4 tree groups into the proposed landscaping scheme to minimise the overall loss of green infrastructure at the site and maintain a mature landscape for the development and the wider CFA.

Nevertheless, young, recently planted trees would be lost.

The remaining trees to be retained would be protected during the works to minimise any impact on these trees.

In mitigation of the trees that would be lost to the development, a total of 132 trees will be planted at the development site at a ratio of 2:1.

The replacement trees proposed include the planting of semi mature coniferous trees and extra heavy deciduous trees. The landscape scheme also incorporates raised planting beds, ecological zones as well as the planting of wildflower meadow. Hedgerows including native hedge mix will also be planted throughout the site, particularly along the perimeter of the development.

The proposal would suitably mitigate against the trees and planting that would be lost as part of the proposal in line with policy EN9.

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

A comprehensive landscaping scheme would be proposed including significant tree replacement and relocation. This would ensure a mature landscaped setting to the development. There would also be wild flower planting. This would complement the high quality landscaping which already existing for the wider CFA site. Final details would be agreed by planning condition.

Effect of the development on the local environment and existing residents

(a) Air quality

The application site is located in the AQMA where local air quality conditions are known to be poor. It is important to consider if the proposal would exacerbate existing conditions.

The main impacts from the development are from construction impacts together with when the development comes into operation.

There are likely to be short term impacts associated with vehicle emissions and dust during the construction of the development. These impacts would be temporary and for the duration of the construction period. Dust can also be minimised through good on site practices with regards to wheel washing and covering of vehicles. A final construction management plan should be agreed by planning condition.

When the development becomes operational, there are unlikely to be any associated impact as there would be no increase in vehicle trips as a result of the proposed development. A travel plan would be adopted to ensure staff travel using sustainable modes and there would be on site cycle provision. There would also be the provision of a small number of EV charging points to support the shift away from petrol and diesel cars.

(b) Lighting

Building and site lighting should be subject to approval and minimise the impact on the adjacent canal corridor.

Noise and disturbance

The proposal would in effective become part of the established City Football Academy (CFA) site. This is a significant site in scale and is bounded on two sides by major road routes: Alan Turing Way and Ashton New Road. The CFA already generate noise to a degree and the scale of the site, together with the background noise levels, minimises the overall impact on the local community.

The most immediate neighbour to the application site is the CFA site itself with the Velordome Tram stop opposite along with the Asda supermarket. It is not considered that the proposal would generate any noise that would cause any unduly harmful affects. There are no external facilities with the proposal, they are all internal to the existing building. The Women's team at already present at the CFA in existing building and therefore there will be no intensification of the CFA as a result of the development.

The proposal would require the addition of new plant equipment which would be located along the canal edge. This area would be screened from view and final details of this would be agreed by condition. At the request of Environmental Health, a condition is required in order to ensure that there are no unacceptable noise from the plant in line with policy DM1 and saved policy DC26.

Waste strategy and management

The waste management strategy that has been submitted is considered to be adequate by Environmental Health. The strategy should form part of the conditions of the approval.

Water quality, drainage and flood risk

The site is located in flood zone 1 'low probability of flooding' and within a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and from the sewer network. An increase in surface water run-off and/or volume from new developments may exacerbate local flooding problems. In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the approval, verification and monitoring of the drainage forms part of the conditions of the planning approval.

Designing out crime

A crime impact statement has been submitted in respect of this application which outlines a series of measures which should be implemented as part of the proposals. This should be conditioned as part of the proposal and secured by design accreditation secured.

Ground conditions

The site is previously contaminated and a ground conditions report has been submitted for consideration. Further details are required to satisfy both the impact on ground water, as required by the Environment Agency, and wider ground conditions, as required by Environmental Health.

. A verification report should be submitted for approval prior to the development being brought into first use. This should form part of the conditions of the planning approval.

The Environment Agency also require details to be submitted in respect of piling. This should be submitted prior to the commencement of the development.

Construction Management

Measures would be put in place to help minimise the impact of the development on local residents such as dust suppression, machinery silencers and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site.

There is unlikely to be any cumulative impact from the construction elements of the development. There is a limited amount of construction activity within this part of the city and due to the close proximity to major roads, this would ensure such vehicular movements are able to quickly access the strategic road network.

Provided appropriate measures are put in place the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

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

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 matters such as sustainability, noise and impact on the local highway network (including travel planning). The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval

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

22-053-1102 REV A , 22-053-1111 REV A, 22-053-1112 REV A, 22-053-1130 REV A, 22-053-1131 REV A, 22-053-1132 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

407-07 received by the City Council, as Local Planning Authority, on the 2 April 2024

Supporting information

Design and Access statement, Air Quality assessment, Coal Mining Risk Assessment, Crime Impact Statement, Planning Statement, Noise Impact Assessment, Arboricultural Assessment, tree survey schedule, Tree Constraints Plan, Ecology and Biodiversity Net Gain report, Ground Investigations Report (ref. CCG-C-23-13703), Demolition Soil and Waste Management Plan, Waste Management strategy, Bin Store Plan and Transport Statement 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

Flood Risk Assessment and Drainage report, Below Ground Drainage Strategy (ref. MCW-MAG-ZZ-XX-DR-C-200 REV P3 received by the City Council, as Local Planning Authority, on the 25 March 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) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices and highway management shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Consultation with local residents/businesses;
- o Noise and vibration monitoring;
- o Hoarding location and design;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff;
- o Sheeting over of construction vehicles;
- o Loading and unloading of plant and materials;

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

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

4) a) Prior to the commencement of the development, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i)

and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

5) Notwithstanding the Flood Risk Assessment and Drainage report, Below Ground Drainage Strategy (ref. MCW-MAG-ZZ-XX-DR-C-200 REV P3 received by the City Council, as Local Planning Authority, on the 25 March 2024, (a) the development shall not commence until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- A finalised drainage layout showing all components, levels and connectivity (including to final outfall). Components must demonstrate appropriate easements for all onsite constraints.
- Where drainage is proposed to encroach gas utility easements, evidence of agreement in principle from the gas regulator is required. An email evidencing acceptance of proposed layout will suffice.
- Where use of existing private drainage is proposed, survey evidence that it is fit to serve the proposal.
- Maximised integration of green SuDS components if practicable.
- Progression through the drainage hierarchy must be supported by evidence of CRT consultation.
- A surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area. 5 l/s can be used as a minimum attainable rate.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
- Hydraulic calculation of the proposed drainage system.
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- A proposal which is demonstrated to not compromise the existing onsite car park drainage scheme, including details of how the car park will be drained.
- Construction details of flow control and SuDS elements

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

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

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 Arboricultural Assessment, tree survey schedule and Tree Constraints Plan received by the City Council, as Local Planning Authority, on the 11 January 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) Prior to the commencement of the development, details of the method for piling, or any other foundation design using penetrative methods, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall then be implemented during the construction of the development.

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

10) Notwithstanding the Phase I-II Geo Environmental Report, Prepared by CC Geotechnical Ltd., Date: July 2023, Ref: CCG-C-23-13707, received by the City Council, as Local Planning Authority, on the 11 January 2024:

- a) Before the development hereby approved commences, the following information should be provided:

- Remediation Strategy
- The results of the site investigation and the detailed risk assessment referred to in the submitted documents and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (1) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

When the development commences, the development shall be carried out in accordance with the previously agreed 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.

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) Prior to the commencement of development, samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development along with reveals, jointing and fixing details, details of the drips to be used to prevent staining, soffits, ventilation/louvre details, air bricks and a strategy for quality control management.

The approved materials used shall then be implemented as part of the development.

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 407 04 Rev C received by the City Council, as Local Planning Authority, on the 11 January 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 (L_{aeq}) below the typical background (L_{a90}) 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) Notwithstanding drawing 407-07 received by the City Council, as Local Planning Authority, on the 2 April 2024, prior to any above ground works, final details of the siting, scale and appearance of the screen to the plant area shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

The boundary treatment hereby approved by this condition 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 – 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 11 January 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) Prior to any development taking place within 20 metre of the Ashton Canal, a scheme for the works close to the canal infrastructure shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- Cross sections showing the foundation details of the proposed extension, including written dimensions and relative levels to the canal; the cross sections shall also include details of the external plant/air conditioning units and chemical store and associated foundations and proximity to the canal
- Cross sections of the existing and proposed bund to be created/extended on the boundary of the canal, including written dimensions and relative levels and clearly showing the proximity to the canal and towpath
- Outline the means of construction of the foundations of the extensions, including proposed earth moving and excavation works required and set out how the canal infrastructure would be protected during the works (including details of any proposed temporary protective fencing or buffer zone to be erected) and in terms of vibration monitoring to safeguard the waterway infrastructure during construction.

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 not commence until a detailed Construction Environment Management Plan (CEMP) has been submitted for approval in writing by the Local Planning Authority, which should include;

- A plan showing the areas of storage of plant, fuel/chemicals and materials used in constructing the development;
- Include the steps to be taken to prevent the discharge of silt-laden run-off, construction site drainage, materials or dust or any accidental spillages entering the waterway;
- details of the environmental pollution incident emergency response;
- include measures to locate, clear, remediate and permanently seal any existing drains or culverts within the application site that may discharge to the canal;
- details specifying how the waterway corridor and its users would be protected during the works and
- include any details of proposed protective fencing/netting to be erected to safeguard the waterway infrastructure during site clearance/construction

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

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 407-07 received by the City Council, as Local Planning Authority, on the 2 April 2024. 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/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

Canal & River Trust
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Work & Skills Team
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Sport England

589 Ashton New Road, Manchester, M11 4EA
Derby Arms, 575 Ashton New Road, Manchester, M11 4EA
602 Ashton New Road, Manchester, M11 4SG
612 Ashton New Road, Manchester, M11 4SG
Flat Above, 582 Ashton New Road, Manchester, M11 4SG
Flat Above, 572 Ashton New Road, Manchester, M11 4RP
581C Ashton New Road, Manchester, M11 4EA
595 Ashton New Road, Manchester, M11 4EA
Vehicle Repair Workshop, Side Street, Manchester, M11 4DZ
586H Ashton New Road, Manchester, M11 4SG
Unit A, Buchan Street, Manchester, M11 4EA
Unit B, Buchan Street, Manchester, M11 4EA
584 Ashton New Road, Manchester, M11 4SG
Flat At, Derby Arms, 575 Ashton New Road, Manchester, M11 4EA
610 Ashton New Road, Manchester, M11 4SG
586 Ashton New Road, Manchester, M11 4SG
586B Ashton New Road, Manchester, M11 4SG
586C Ashton New Road, Manchester, M11 4SG
568 Ashton New Road, Manchester, M11 4RP
Flat Above, 570 Ashton New Road, Manchester, M11 4RP
591 Ashton New Road, Manchester, M11 4EA
597 Ashton New Road, Manchester, M11 4EA
579 Ashton New Road, Manchester, M11 4EA
Flipout, Asda Eastlands Sportscity, Ashton New Road, Manchester, M11 4BD
575C Ashton New Road, Manchester, M11 4EA
582 Ashton New Road, Manchester, M11 4SG
550 Ashton New Road, Manchester, M11 4AX
572 Ashton New Road, Manchester, M11 4RP
570 Ashton New Road, Manchester, M11 4RP
564 Ashton New Road, Manchester, M11 4RP
566 Ashton New Road, Manchester, M11 4RP
581B Ashton New Road, Manchester, M11 4EA
586D Ashton New Road, Manchester, M11 4SG
7A West Street, Manchester, M11 4EF
7 West Street, Manchester, M11 4EF
564 - 566 Ashton New Road, Manchester, M11 4RP
585 - 587 Ashton New Road, Manchester, M11 4EA
586A Ashton New Road, Manchester, M11 4SG

34 Croft Street, Manchester, M11 4RQ
1B West Street, Manchester, M11 4EF
1A West Street, Manchester, M11 4EF
Flat 2, 1 Croft Street, Manchester, M11 4RQ
Flat 1, 1 Croft Street, Manchester, M11 4RQ
1 West Street, Manchester, M11 4EF
9 West Street, Manchester, M11 4EF
3 West Street, Manchester, M11 4EF
5 West Street, Manchester, M11 4EF
9A West Street, Manchester, M11 4EF
9B West Street, Manchester, M11 4EF
33 Croft Street, Manchester, M11 4RQ
Top Flat, 589 Ashton New Road, Manchester, M11 4EA
Top Flat, 591 Ashton New Road, Manchester, M11 4EA
Top Flat, 585 - 587 Ashton New Road, Manchester, M11 4EA
Top Flat, 585 Ashton New Road, Manchester, M11 4EA
581A Ashton New Road, Manchester, M11 4EA
581 Ashton New Road, Manchester, M11 4EA
Flat 1, 579 Ashton New Road, Manchester, M11 4EA
Flat 2, 579 Ashton New Road, Manchester, M11 4EA
First Floor, Derby Arms, 575 Ashton New Road, Manchester, M11 4EA
575B Ashton New Road, Manchester, M11 4EA
575A Ashton New Road, Manchester, M11 4EA
597A Ashton New Road, Manchester, M11 4EA
586E Ashton New Road, Manchester, M11 4SG

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
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