



**550 Ashton New Road,
Manchester**

Planning Statement

On behalf of

Manchester City Football Club Ltd

December 2023

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Appendix 1: Site Location Plan

1. Executive Summary

- 1.1. This Planning Statement has been prepared to support a full planning application for the provision of a new training facility at 550 Ashton New Road, Manchester.
- 1.2. The new training facility is required to provide a permanent, dedicated facility to the women's first team who currently share the Academy team's facilities located within the existing Manchester City Football Club ['MCFC'] Etihad Training Campus.
- 1.3. The proposal includes new changing facilities, a separate gym and clinic/therapy rooms, a refractory and direct access to the adjacent pitches. It is a critical facility that will support the future growth and success of the women's team with a greater emphasis on safeguarding and equality.
- 1.4. The proposal for a new women's training facility at this vacant and derelict site accords with the development plan and the principle of use should therefore be supported.
- 1.5. This Planning Statement reviews the relevant planning issues and concludes that there are no other material considerations that weigh against granting approval for a new training facility in the overall planning judgement.
- 1.6. We would therefore be grateful if permission could be granted without delay in accordance with paragraph 11c of the National Planning Policy Framework ['NPPF'].

2. Introduction

2.1. This Planning Statement has been prepared by P4 Planning Limited on behalf of MCFC Limited ['the applicant'] in support of this detailed application for the provision of a new training facility at 550 Ashton New Road, Manchester.

2.2. The application seeks full planning permission to provide a new training facility for the women's first squad. The description of the development is:

'Repurpose and extension of former bank to create new training facility with associated earthworks, landscaping, boundary treatment, parking and access'

2.3. MCFC women's first team is a professional team which, for many years, has shared the training facilities with the men's Academy team. This can be challenging when they have to compete for resources such as gym use with the junior boys' teams.

2.4. The proposed new training facility will be dedicated to the women's first team, tailored to suit their specific requirements.

2.5. This Statement provides further details of the site and the wider context, details of the proposal; planning policy review, and summarises the planning rationale and justification for the proposed development.

2.6. The application submission comprises a pack of documents derived from a review of the validation checklist and agreed through pre-application discussions with a planning officer at Manchester City Council ['MCC']. It comprises the following documents:

- Planning application forms and fee
- Cover Letter
- Planning Statement
- Application drawing pack
- Design and Access Statement
- Transport Statement
- Crime Impact Statement
- Air Quality Assessment
- Noise Impact Assessment
- Phases I & II Geoenvironmental Report
- Remediation Strategy & Earthworks Management Plan

- Waste Storage & Collection Proforma
- Ecology Survey & Biodiversity Net Gain Summary
- Energy Statement Report
- Flood Risk Assessment and Outline Drainage Strategy
- External Lighting Strategy
- Landscaping Masterplan
- Landscape General Arrangement
- Tree Survey
- Tree Constraints Plan
- Arboricultural Statement
- Demolition, Soil & Waste Management Plan
- Utilities Survey

3. Site and Surroundings

Site and surroundings

- 3.1. The application site measures approximately 1.28ha and lies to the south of Ashton New Road, located to the east of Manchester City Centre. A site location plan is attached at **Appendix 1**.
- 3.2. The site contains a vacant building and benefits from two access points taken from Ashton New Road on the northern boundary, which are currently fenced off. The vacant building was formerly occupied by Midland Bank, and it is currently used as storage by MCFC. The whole site is currently fenced off to prevent anti-social behaviour.
- 3.3. The site is bound by the A662 Ashton New Road to the north, an arterial road into the city centre. 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.
- 3.4. 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.
- 3.5. Abutting the western and southern boundaries of the site is the wider Etihad Campus comprising numerous training pitches within the ownership of the applicant.
- 3.6. 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.
- 3.7. 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.

Planning history

- 3.8. The application site includes a number of components comprising; the former bank and its associated car park and access' part of the Etihad Campus North Car

Park; and landscaped/bunded areas of land between the existing football pitches and Ashton New Road.

- 3.9. There is no relevant planning history available for the former bank, with the most recent application relating to the installation of a cash machine with the last application approved in 1997.
- 3.10. The remainder of the application site, forms part of a wider site that was formerly occupied by Clayton Aniline (which subsequently became Ciba Specialty Chemicals) that manufactured dyes for the textile industry, until it was demolished in 2007.
- 3.11. An outline application was then brought forward for a residential scheme for up to 1,100 homes, but it was subsequently withdrawn in December 2009.
- 3.12. On 2 June 2011, planning permission (ref. 095911/FO/2011/N2) was granted for constraints removal works and preparatory ground works across the whole chemical works site including the application site and the former bank to prepare land for future development.
- 3.13. On 23 December 2011, an outline application was approved for redevelopment to create, among other things, football training facilities, an arena, media centre, football pitches, energy centre, an institute for sports medicine and a new sixth form college which was subsequently implemented and forms the site context today.

4. The Proposal

4.1. The application is to secure full planning permission to repurpose and extend the former bank to provide an important new training facility for the Manchester City Women's Team at 550 Ashton New Road, Manchester.

4.2. The description of development on the application form is:

'Repurpose and extension of former bank to create new training facility with associated earthworks, landscaping, boundary treatment, parking and access'

4.3. The vacant bank building will be repurposed and extended to create a dedicated facility for the team, tailored to suit their specific requirements without having to compete for shared resources with the Academy.

4.4. The new facility will provide a number of facilities categorised by functions:

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

4.5. In order to accommodate the development, 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.

4.6. As part of the landscaping scheme, 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.

4.7. The existing two access points off Ashton New Road by the building will 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.

4.8. 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.

- 4.9. Full details of the proposals can be found on the accompanying drawing plans as well as the Design and Access Statement, prepared by Bowker Sadler Architecture, submitted as part of the application.

5. Stakeholder Engagement

- 5.1. The applicant has engaged with various stakeholders prior to the submission of the planning application, including with MCC and the Canal & River Trust.

Manchester City Council

- 5.2. MCFC, as a major stakeholder in East Manchester, has been working closely with the Council through ongoing discussions.
- 5.3. Specifically in taking the development proposals forward, the applicant has met up with the Council's Principal Planning Officer via Teams on a number of occasions throughout the whole pre-application process.
- 5.4. These discussions were productive and have helped informed the final proposal, including the tree replacement ratio and agreeing the additional technical documents required to support the proposed development.

Canal & River Trust

- 5.5. As the site abuts Ashton Canal, the applicant consulted Canal & River Trust ['CRT'] who advised that the Ashton Canal is nearing capacity and is therefore unlikely to accommodate any further inflows which has informed the drainage strategy.

United Utilities

- 5.6. In designing the proposed outline drainage scheme, the applicant consulted United Utilities who raised no objection in principle with the proposed use of the existing connection. However, they have advised that a betterment of 50% applied to the discharge rates would be required.

6. Relevant Planning Policy

- 6.1. This section summarises the key planning policies in the local development plan and relevant guidance in the National Planning Policy Framework (NPPF) that is applicable to the proposal.
- 6.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The statutory Development Plan in this case comprises:
- Manchester City Council Core Strategy (2012)
 - Extant Unitary Development Policies (1995)
- 6.3. The emerging Places for Everyone, NPPF (2023); the National Planning Practice Guidance (NPPG); the National Design Guide (2021) and supplementary planning documents ['SPD'] are also material considerations.

Development Plan

Manchester City Council Core Strategy (2012)

- 6.4. Policy SP1 (spatial principles) sets out the key spatial principles and core development principles including reusing previously developed land.
- 6.5. Policy EC3 (the regional centre) identifies the site as falling within the Regional Centre where large-scale leisure uses are appropriate, City Centre sites being unsuitable for such uses.
- 6.6. Policy EC5 (east Manchester) identifies Eastlands to be a major visitor destination and states that the council will promote development which, among other things, *'takes advantage of key transport infrastructure such as the arterial roads (Oldham Road, Ashton New Road, Ashton Old Road and Hyde Road) and public transport networks, such as bus routes and the proposed extension to Metrolink including two new lines and new stops'*.
- 6.7. Policy EC7 (Eastlands strategic employment location) states *'this location is suitable for major sports and leisure visitor destination with complementary commercial, retail and hotels.'* Specifically in relation to the land to the east of Manchester Stadium, also known as the 'Collar Site',:

“The “Collar Site” provides an opportunity for a leisure, recreation and entertainment visitor attraction of national significance. A landmark design will be key to delivering such prestigious development which, together with the existing developments within Eastlands, will not only provide a sense of place but will also ensure integration with surrounding community.”

The policy also identifies the site as falling within Openshaw West that *‘is suitable for the development of a large facility incorporating football and community uses, linked to the operation of Manchester City Football Club. It could also include some ancillary commercial activity, the location of which should create links with the surrounding Eastlands location.’* Proposals will also need to demonstrate *‘how they contribute to decentralise low and zero carbon energy infrastructure’*.

- 6.8. Policy T1 (sustainable transport) states that the Council will support developments that promote modal shift away from car travel to sustainable transport methods such as public transport, cycling and walking.
- 6.9. Policy T2 (accessible areas of opportunity and need) sets out that car parking standards are a maximum, while cycle and disabled car parking standards are minimums. *‘However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.’*
- 6.10. Policy EN1 (design principles and strategic character areas) requires development proposals to adhere to the seven principles of urban design as set out in the national planning guidance whilst respecting the character area. The policy also identifies the site as falling within the Central Arc Area where much of the area *‘is experiencing regeneration with some contemporary urban solutions’*.
- 6.11. Policy EN4 (reducing CO₂ emissions by enabling low and zero carbon development) requires all development to adhere to the Energy Hierarchy to reduce the need for energy. Developments should provide or incorporate low and zero carbon energy supplies where possible and use materials with low embodied carbon.
- 6.12. Policy EN6 requires development of over 1,000m² to meet the energy and CO₂ emission reduction targets set out within the policy. The planning submission should demonstrate how this is done through an energy statement.
- 6.13. Policy EN8 sets out that *‘all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces’*. Proposals are also required to,

amongst other things, minimise the risk of flooding and control overheating through passive design.

- 6.14. Policy EN9 (green infrastructure) expects existing green infrastructure to be maintained. However, developers are encouraged to enhance their quality and quantity and create and improve linkages to and between areas of green infrastructure where possible. Any loss of green infrastructure should be mitigated.
- 6.15. Policy EN11 (quantity of open space, sport and recreation) states that the Council will seek the provision of sport and recreation facilities where there is an identified need for such a facility.
- 6.16. Policy EN12 (area priorities for open space, sport and recreation) identifies a list of areas that require open space, sport and recreation facility. This includes East Manchester where there is a need to *'enhance existing facilities and provide new spaces and facilities in accessible locations.'*
- 6.17. Policy EN14 (flood risk) requires development to be directed away from areas at greatest risk of flooding and incorporate Sustainable Drainage Systems ['SuDs'] to minimise surface water run-off. Developments are encouraged to enhance biodiversity and incorporate Green Infrastructure where possible.
- 6.18. Policy EN15 (biodiversity and geological conservation) expects developments to enhance, restore or create new biodiversity. *'Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation.'*
- 6.19. Policy EN16 (air quality) expects developments along Manchester's principal traffic routes to incorporate measures to minimise and mitigate the impact of emission arising from the development.
- 6.20. Policy EN17 (water quality) requires developments to avoid any adverse impact on water quality and minimise surface water run-off. Developments should also incorporate SuDs and ensure that waste or litter cannot enter the watercourse.
- 6.21. Policy EN18 (contaminated land and ground stability) states that the Council *'will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.'*

- 6.22. Policy EN19 outlines that all developers are required to submit a waste management plan, demonstrating how construction and demolition waste will be minimised and recycled wherever possible.
- 6.23. Policy PA1 (developer contributions) states that the Council may seek planning obligations, assessed on a site-by-site basis, for, amongst other things, training and employment initiatives, safety and security improvements and climate change mitigation or adaptation.
- 6.24. Policy DM1 (development management) requires all development to have regard to a list of factors set out in the policy, including:
- Appropriate siting, layout, scale, form, massing, materials and detail
 - Impact on the surrounding areas in terms of the design scale and appearance of the proposed development
 - Community safety and crime prevention
 - Refuse storage and collection

Extant Unitary Development Policies (1995)

- 6.25. Regarding development and noise, the following policies apply:
- Policy DC26.1 states that the Council will consider the effect of noise generated by a proposed development and the implications of the development being exposed to existing noise sources.
 - Policy DC26.5 states that the Council will require high levels of noise insulation as noise barriers, where necessary.

Other material considerations

National Planning Policy Framework (NPPF)

- 6.26. National planning policy is set out within the NPPF (2023), which is supplemented by the NPPG.
- 6.27. The NPPF sets out that the purpose of the planning system is to contribute to the achievement of sustainable development (Paragraph 8), through the three overarching objectives of economic, social and environmental sustainability.
- 6.28. At the heart of the NPPF is a presumption in favour of sustainable development through both plan-making and decision-taking. Paragraph 11 explains that for decision-taking, this means that proposals that accord with an up-to-date development plan should be approved without delay.

- 6.29. Section 8 of the Framework reaffirms the importance of creating safe, healthy and inclusive places by ensuring that the development *‘enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.’*
- 6.30. Section 9 considers promoting sustainable transport and in seeking to do so, Paragraph 104 states that development proposals should consider transport issues from the earliest stages to ensure that potential impacts can be addressed so that opportunities for avoiding and mitigation any adverse effects can be included.
- 6.31. Paragraph 105 highlights that development proposals should be *‘focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes’*.
- 6.32. When assessing development sites, paragraph 110 states that ‘it should be ensured that:
- a. appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b. safe and suitable access to the site can be achieved for all users;*
 - c. the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - d. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.’*
- 6.33. Explaining further, paragraph 111 says that *‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’*.
- 6.34. Section 11 is about making effective use of land and supports as much reuse as possible of previously developed land and vacant buildings whilst safeguarding and improving the environment.

- 6.35. Specifically, paragraph 120(c) highlights that planning decisions should ‘*given substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land*’.
- 6.36. Section 12 of the NPPF places weight on achieving well-designed places. Paragraph 130 ensures that developments: will function well and add to the overall quality of the area, not just in the short term but over the lifetime of the development; and sympathetic to the local character and history; establish a good sense of place; and create places that are safe, inclusive, and accessible.
- 6.37. Section 14 highlights the importance of meeting the challenge of climate change, flooding and coastal change. This includes taking full account of flood risk and coastal change, supporting the reduction of emissions and encouraging the use of renewable and low carbon energy.
- 6.38. Specifically, paragraph 154 asks that new development should be planned in a way that: avoids increased vulnerability to the impacts arising from climate change and can help reduce greenhouse gas emissions through its location and design.
- 6.39. With regard to planning and flood risk, paragraph 159 states that development should be directed away from areas at highest risk of flooding and should development in such areas be unavoidable, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 6.40. Paragraph 174 ensures proposals conserve and enhance the natural environment. The policy seeks to prevent new development from resulting in unacceptable levels of pollution. The policy also asks that proposals minimise the impacts on and provide net gains for biodiversity.

Planning Practice Guidance

- 6.41. The NPPF supplements the NPPF and provides guidance on how planning can take account of the impact of new development on various categories. The categories listed below are of relevance:
- Climate change
 - Design: process and tools
 - Effective use of land

Climate change

- 6.42. The NPPG on climate change provides guidance on how developers are able to identify suitable mitigation and adaption measures to address the impacts of climate change.
- 6.43. Mitigation measures include reducing carbon emissions by reducing the need to travel and providing for sustainable transport; providing opportunities for renewable and low carbon energy technologies; and promoting low carbon design approaches such as passive solar design to reduce energy consumption in buildings.

Design: process and tools

- 6.44. The guidance provides advice on the key points to take into account on design in planning for well-designed places and should be read in tandem with the National Design Guide.
- 6.45. In achieving well-designed places, the guidance explains that development proposals should adhere to local design guides, principles and standards which are shaped by a clear understanding of the locality.
- 6.46. In addition, the guidance reaffirms the importance of preparing Design and Access Statements which:

'sets out narrative for the design approach and design rational for the scheme. They demonstrate how the local character of an area has been taken into account and how design principles will be applied to achieve high quality design. They set out concisely how the proposal is a suitable response to the site and its setting, taking account of baseline information.'

Effective use of land

- 6.47. In making effective use of land, the guidance advises that to support more effective use of land including planning for higher density development, it is important to take into account the following factors:
- Accessibility measures such as distances and travel times to key facilities, including public transport stops or hubs.
 - Characterisation studies and design strategies, dealing with issues such as urban form, historic character, building typologies, prevailing sunlight and daylight levels, green infrastructure and amenity space.
 - Environmental and infrastructure assessments, such as the capacity of services and presence of environmental risks.

- Assessments of market and site viability

National Design Guide

6.48. The National Design Guide (2021) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice in the form of ten characteristics. The ten characteristics are:

- Context – enhances the surroundings
- Identity – attractive and distinctive
- Built form – a coherent pattern of development
- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public spaces – safe, social and inclusive
- Uses – mixed and integrated
- Homes and buildings – functional, healthy and sustainable
- Resources – efficient and resilient
- Lifespan – made to last

6.49. Explaining further, the guide states that the ten characteristics are specific, detailed and measurable criteria for good design and are most appropriately set out at the local level, taking the form of local design policies, design guides or design codes prepared either by local authorities, or applicants to accompany planning applications.

Supplementary Planning Documents

6.50. Supplementary planning documents (SPDs) provide guidance on policies in the adopted Development Plan in Manchester. Of relevance to this planning application is the Guide to Development in Manchester adopted in April 2007.

6.51. Building on the adopted UDP, the document provides guidance on design and sets out the respective environmental standards required to be met by development proposals.

Eastlands Regeneration Framework

6.52. The Eastlands Regeneration Framework is a draft document that was first published in February 2017 and was subsequently updated in March 2019.

6.53. East Manchester has grown significantly over the past three decades following the collapse of the Industrial Revolution in the 1970s and 1980s. During this journey of transformation, the Etihad Stadium was, and still is, seen ‘as the

beacon of the economic transformation of East Manchester, a symbol of change and improvement in the fortunes of the area.'

6.54. The Etihad Campus has been a major economic driver and since the Eastlands Regeneration Framework was approved in 2017, there has been a number of new opportunities including a *'significant demand for new commercial floorspace reflecting the potential to widen and deepen the business and employment base'* in East Manchester. Consequently, the 2019 update was produced to include a wider geography alongside broader ambitions.

6.55. Specifically in relation to the Etihad Campus, the updated 2019 Framework states:

'The Etihad Campus has the capacity to respond to and host significant new opportunities for a globally competitive leisure and recreation offer. It secured this would deliver key benefits to residents through investment and jobs. In promoting any such opportunity, it recognised that there must be a robust transport planning and mitigation for residents living in the area to protect their amenity. Any proposal would also require detailed analysis to satisfy not only the planning process but also that the regeneration priorities of the area will be met.'

6.56. The Framework sets out a list of ambitions for the area which, amongst others, include expanding a world-class sports destination. In doing so, the opportunities for the training of high-performance athletes and protection of the long term expansion potential of the Etihad Campus would be supported.

Emerging planning policy guidance

6.57. Manchester City Council is one of nine Greater Manchester councils jointly producing the strategic plan 'Places for Everyone', the public examination for which has been completed. Public consultation for the proposed main modifications is currently ongoing until 6 December 2023, following which, the modifications will be submitted to the planning inspectors for consideration.

7. Key Planning Consideration

- 7.1. From our review of the relevant planning policies and technical assessments undertaken by the professional team, we set out below the key planning considerations arising from the proposed development and the technical input that has led to the final layout and design.
- 7.2. We then demonstrate why the proposed development accords with the statutory development plan and will deliver a sustainable development that sits comfortably within its urban setting and provides a much-needed training facility for the MCFC.

Principle of development

- 7.3. The site relates to a former bank building and the development proposed is to repurpose and extend the existing building to create a new training facility for the women's first team.
- 7.4. Under the Use Class Order (2020), both the former bank building and the new training facility fall within the same use class, Class E (commercial, business and service). Consequently, the principle of development is acceptable.
- 7.5. Notwithstanding that, the site falls within east Manchester, along Ashton New Road, an arterial road into Manchester City Centre where development is supported under Policy EC5.
- 7.6. Policy EC7 of the Development Plan which relates to the Eastlands states that this area is '*suitable for major sports and leisure visitor destination*'. Focusing on the application site, which falls within the Openshaw West area, the policy states:

'Openshaw West site is suitable for the development of a large facility incorporating football and community uses, linked to the operation of Manchester City Football Club.'

- 7.7. The proposed development is required to provide the professional women's team with a dedicated facility and will form part of and improve the wider training campus. The women's team will no longer have to share the existing facilities or compete for resourcing with the Academy. Additionally, the new training facility is tailored to suit the team's specific needs and will improved security and safeguarding of players and staff..

- 7.8. The development comprises the repurposing and redevelopment of a brownfield site which is in a sustainable location which is clearly supported by the NPPF as it represents efficient use of land and sustainable development.
- 7.9. On this basis, it has been demonstrated that the proposed development is in accordance with Policies SP1, EC5 and EC7 of the Development Plan, as well as paragraph 120 of the NPPF.

Technical considerations

Transport and highways

- 7.10. A Transport Statement ['TS'] has been prepared by SCP that appraises the impact of the proposed development.
- 7.11. The report confirms that vehicular access to the site will be provided via *'the access to the North Car Park, which is accessed off the A662 Ashton New Road via the North Gate entrance to the Etihad Campus, known as Etihad Avenue.'* The existing accesses will be closed, with the footway reinstated.
- 7.12. All deliveries and servicing vehicles will be using the same vehicular access points. A turning circle is provided at the end of the car park to enable vehicles to enter and leave the site in forward gear.
- 7.13. In terms of car parking requirements, the development will be split the existing North Car Park, reallocating 35 car parking spaces to the new training facility. Three of the reallocated parking spaces will be disabled spaces. The TS confirms that no additional car parking will be provided as the development is to provide a dedicated training facility for the professional women's team which are currently using existing facilities onsite, sharing them with the Academy. Consequently, the *'existing players/staff will simply be transferred from the existing on-site facility to the proposed facility and there is not anticipated to be any increase in traffic on the local highway network as a result of the proposed development.'*
- 7.14. The car strategy at Table 15.1 provides maximum parking standards and the policy states that *'the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.'*
- 7.15. The TS justifies the existing parking levels are appropriate for the reasons above and because the site benefits from high levels of accessibility by sustainable modes and is accessible on foot and by cycle. The report states that *'there are multiple public transport facilities within close proximity providing access to a*

range of local destinations. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for to work.'

- 7.16. Therefore, the TS concluded that there is no transport or highway related reason to withhold planning permission.
- 7.17. On this basis, the proposed development accords with Policy T1 of the Development Plan.

Ground conditions

- 7.18. A Phase I & II Ground Investigation Report has been prepared by CC Geotechnical Limited to accompany the planning application.
- 7.19. The report confirms that the site and its immediately adjoining land have a long history of potentially contaminative uses. However, the report notes that major remediation works were carried out over the full extent of the campus between 2010 and 2020.
- 7.20. In terms of contamination, the ground investigation has identified asbestos containing material within surficial made ground soils which will require an appropriate combination of remediation measures, including developing an Asbestos Management Plan.
- 7.21. In regard to ground gas, the report confirmed that, after four rounds of monitoring, the risk to the proposed development was assessed and it was concluded that gas protection measures are not required.
- 7.22. Turning to groundwater management, the report states that shallow accumulations of groundwater will be encountered during development and *'contractors must allow for pumping to maintain dry working conditions during foundation construction / service installations'*. Measures must also be in place to prevent groundwater run-off to the Ashton Canal.
- 7.23. CC Geotechnical Limited also produced a Remediation Strategy and Earthworks Management Plan which sets out a framework to ensure that the earthworks pose no risk to human health and use only resources that are absolutely necessary.
- 7.24. On this basis, subject to the implementation of the recommended works, the ground conditions are not prohibitive to the development proposed being delivered. As such, the proposal complies with Policy EN18 of the Development Plan and paragraph 174 of the NPPF.

Flooding and drainage

- 7.25. A Flood Risk Assessment and Outline Drainage Strategy has been prepared by Marston & Grundy LLP to accompany the planning application.
- 7.26. The report confirms that the site is located in Flood Zone 1 and that the proposed development is classified as a 'Less Vulnerable' use in line with Table 2 of the NPPF. Consequently, the proposed development is appropriate and the sequential test is passed. The Exception test is therefore not required.
- 7.27. With regard to surface water flooding, the report confirms that the site is classified as at *'medium to high risk of surface water flooding within the lower centre'*. However, the report highlighted that, based on the raised embankment of the location, the maps were based on old digital LIDAR mapping, prior to the Etihad Campus being built.
- 7.28. Furthermore, the development will replace the ground with new building levels and all impermeable areas will be directed to a new underground drainage network, designed in accordance with the relevant guidance. Consequently, the report confirms that surface water will not pose a flood risk to the development.
- 7.29. Turning to the drainage strategy, the proposed surface water drainage design philosophy will encompass permeable surfacing, an on-site geocellular attenuation tank and a flow control unit that restricts the runoff peak flow rates to a peak rate of 5.0 litre/sec.
- 7.30. Taking into account the proposed climate change factor of 30%, an attenuation system with a capacity of 108m³ located between the car park and the turning circle will ensure that the proposed development drainage system can cope with future predicted rainfall increase.
- 7.31. As for foul water, it is proposed that the foul water drainage will merge with the controlled surface water discharge before connecting to the combined public sewer via an existing private connection.
- 7.32. On this basis, it is considered that the proposal complies with Policies EN8, EN14 and EN17 of the Development Plan as well as paragraph 159 of the NPPF.

Noise

- 7.33. The application is supported by a Noise Impact Assessment undertaken by Hepworth Acoustics. The report assesses the potential noise impact of the proposed development and any associated operations.

- 7.34. To establish existing background sound levels, a noise survey was undertaken on Thursday 28 September 2023 until Friday 29 September 2023. The report confirms that the main source of noise was road traffic from Ashton New Road.
- 7.35. As the external plant and equipment details are not confirmed at this stage, adopted representative background sound levels have been used. Taking into account the Council's design criteria for new plant and equipment, the report sets out appropriate cumulative sound level limits for the equipment.
- 7.36. On this basis, the proposed development is therefore in accordance with Policies DC26.1 and CD26.5 of the UDP as well as paragraph 174 of the NPPF.

Air Quality

- 7.37. An Air Quality Assessment has been prepared by Redmore Environmental Limited in support of the planning application. The report sets out the impact on the air quality based on both construction and operational phases.
- 7.38. The report confirmed that the site has the potential for air quality impacts as a result of fugitive dust emissions during the construction phase. However, with dust control measures implemented, the report concluded that the impact on air quality from dust generated by earthworks, construction and trackout activities was predicted to be not significant.
- 7.39. With regard to the operational phase, potential impacts on air quality is based on road traffic exhaust emissions associated with vehicle movement generated from the development. However, there will be no increase in vehicle trips as a result of the proposals, the report concluded that road traffic exhausted emission impacts were predicted to be not significant.
- 7.40. Consequently, the report confirms that air quality issues would not be a constraint to planning consent for the development.
- 7.41. On this basis, the proposed development accords with Policy EN16 of the Development Plan as well as paragraph 174 of the NPPF.

Trees and landscaping

- 7.42. An Arboricultural Impact Assessment has been prepared by Cheshire Woodlands in support for the application. This report assesses the impacts of the proposed development and any associated operations.
- 7.43. The report recorded nine tree groups and eight hedgerows on the application site, of which almost six tree groups and 4 hedgerows will require removal to

facilitate the development. However, to minimise tree loss, the development proposes that groups G1, G3, G4 and area A1 be transplanted within the proposed landscaping scheme.

- 7.44. The report states that the development will result in the loss of young, recently planted trees. With appropriate establishment and maintenance, the report confirms that the proposed replacement planting has the potential to mitigated the loss of trees.
- 7.45. With regard to the retained trees, the implementation of tree protection measures and adherence to the Arboricultural Method Statement set out in the report will ensure the retained trees can be fully protected.
- 7.46. The development is accompanied by a Landscape Masterplan and a Landscape General Arrangement plan, prepared by Saville Landscape Design.
- 7.47. The proposed landscaping scheme has been designed to ensure that habitats and biodiversity are protected and retained as much as possible. To this end, 25 deciduous and fruit trees will be transplanted to avoid removal.
- 7.48. To replace the trees lost, a total of 132 trees will be planted which represents a replacement ratio of 2:1. The replacement trees proposed include the planting of semi mature coniferous trees and extra heavy deciduous trees.
- 7.49. In mitigating and enhancing biodiversity, the proposed landscape scheme incorporates raised planting beds, ecological zones as well as the planting of wildflower meadow. Hedgerows including native hedge mix will also planted throughout the site, particularly along the perimeter of the development.
- 7.50. On this basis, the proposed development accords with Policies EN9 and EN15 of the Development Plan as well as paragraphs 131 and 174 of the NPPF.

Ecology and biodiversity

- 7.51. An Ecology Survey & Biodiversity Net Gain Summary has been prepared by Kingdom Ecology in support of this planning application.
- 7.52. The report confirms that 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. The report also confirms that no evidence of badgers was identified nor are there any other protected species present on the site.
- 7.53. In terms of mitigation measures, the report recommends any vegetation clearance or management to be done outside the breeding bird period and

should any nesting birds be found during works, works should stop immediately and further advice be sought from a qualified ecologist.

- 7.54. 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.
- 7.55. Turning to ecological enhancements, the report recommends that 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.
- 7.56. Based on the proposed landscaping scheme, the level of biodiversity net gain 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% respectively.
- 7.57. On this basis, the proposal is considered to comply with Policies EN15 of the Development Plan and paragraph 174 of the NPPF.

Energy and sustainability

- 7.58. An Energy Statement is prepared by SMV Building Services Design in support of the planning application. The report sets out how the proposal adheres to the energy hierarchy by incorporating both 'passive' and 'active' design strategies to reduce carbon emission.
- 7.59. In terms of 'passive' design strategies, the proposal is designed to incorporate opaque thermal elements into the building fabric which minimise heat loss and energy consumption. Glazed thermal elements and air permeability have also been taken into account to further reduce heat loss whilst allowing light and heat from the sun to enter the building.
- 7.60. 'Active' designs include the use of heat recovery ventilation for parts of the building such as the changing rooms, hydrotherapy, meeting rooms and reception. The building will also be equipped with high efficiency LED lighting systems with an intelligent control system to further reduce wasted energy.

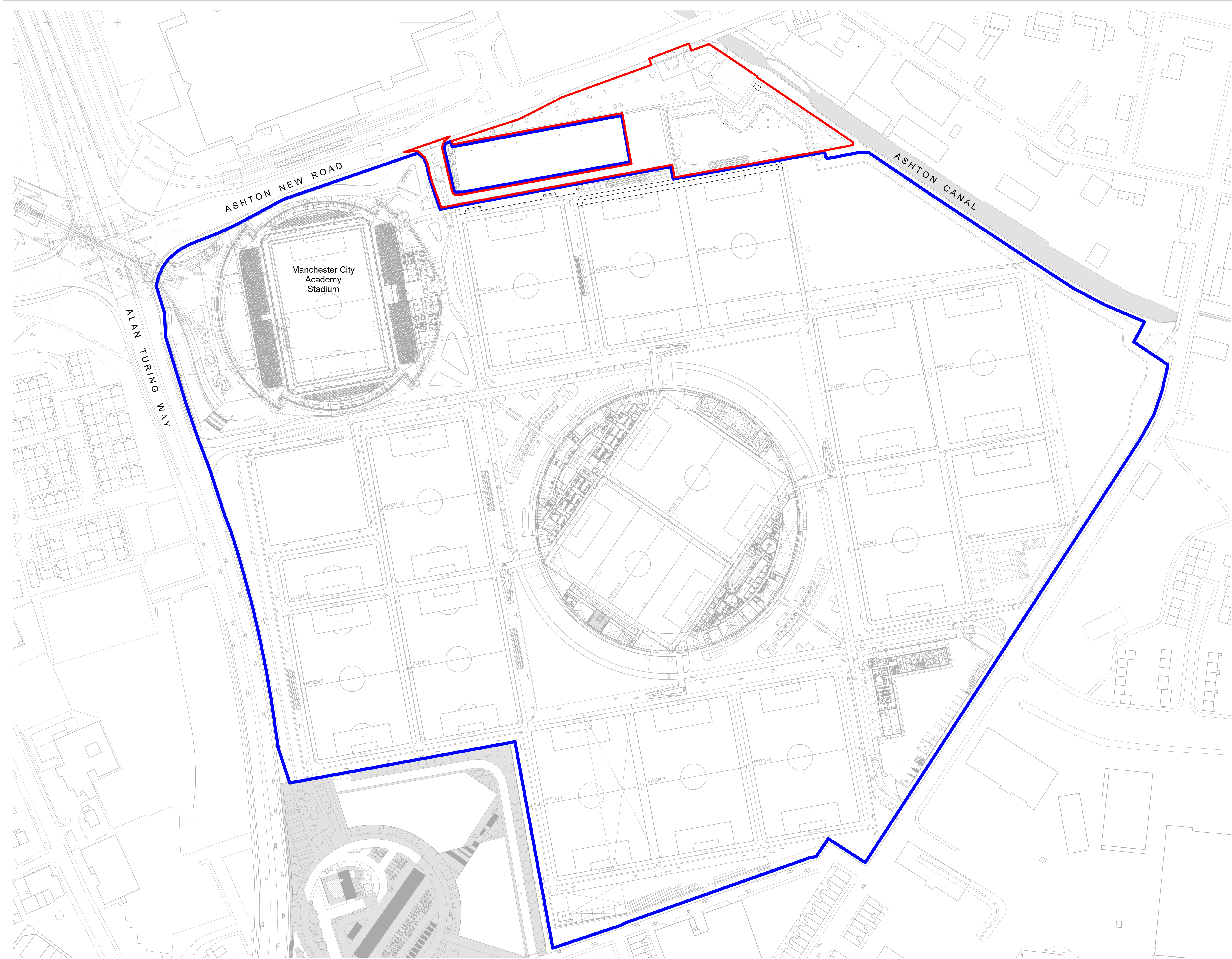
- 7.61. The building will also be fitted with energy efficient control systems which ensure that systems are only used as required during the building operation. This is accompanied by an onsite metering system to monitor energy usage and provide feedback to maximise efficiency.
- 7.62. District heating and Combined Heat and Power are either not possible or feasible for the proposed development. However, the use of Low or Zero Carbon (LZC) technologies are found suitable for the development. Consequently, both photovoltaics and air source heat pumps have been incorporated into the scheme.
- 7.63. When assessed to Building Regulations Part L2A (PartL2021) and accounting for the proposed 'passive', 'active' and LZC technologies, the results indicated a 4.12% reduction in carbon emission and a 4.23% energy reduction. It is worth pointing out that current PartL2021 targets represent a 36% improvement from the PartL2010 targets, which are required to be assessed against under Policy EN6.
- 7.64. On this basis, the proposal is therefore in accordance with Policies EN4, EN6 and EN8 of the Development Plan.

8. Conclusion

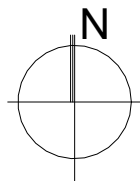
- 8.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.2. The proposed development will deliver a fantastic new training facility dedicated to the Manchester City Women's team, greatly enhancing equality and safeguarding.
- 8.3. The proposed development will bring this vacant and underutilised building, a brownfield site, back into productive use in accordance with the statutory development plan in a way that effectively meets the needs of the applicant and its professional team.
- 8.4. It forms part of the wider football campus that is designated for sports development and, as set out above, the proposal complies with the statutory development plan.
- 8.5. There are no other material considerations that weigh against the proposal and, in accordance with Policy SP1 of the Core Strategy (2012) and paragraph 11 of the NPPF, we would be grateful if the application could therefore be approved without delay.

Appendices

Appendix 1: Site Location Plan



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DEVELOPMENT SITE BOUNDARY
MCFC OWNERSHIP SITE BOUNDARY

B	20.12.23	ADC	Issued for Planning	DL
A	05.12.23	ADC	Red/Blue line boundary adjusted	DL
Rev.	Date	Dm.		Chkd.

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Project
MCFC Site Development

Client
Manchester City Football Club

Drawing
Location Plan

Scale 1 : 1250	Sheet Size @ A1	Drawn ADC	Checked DL	Date NOV 23
Project No. 22-053 -	Originator Status	Zone Level	Form Discipline	Number 1000 B

Planning

Location Plan
1 : 1250

