
Application Number	Date of Appln	Committee Date	Ward
089903/FO/2009/N2	31st Jul 2009	10th Sep 2009	Ancoats And Clayton Ward

Proposal Proposed erection of a fully enclosed 70 x 100 metre BMX racing track for a maximum of 2000 spectators with a new entrance concourse linked to the existing Velodrome building, all support ancillary accommodation for the BMX track, 110 sqm of retail floorspace (A1), 401 sqm of restaurant/cafe floorspace (A3), 1326 sqm of office space (B1) and 421 sqm of storage space (B8), all with associated highway works, public realm works, landscaping and car parking.

Location Land Between The Velodrome And Bank Street, Manchester Velodrome, Stuart Street, Manchester, M11 4DQ.

Applicant Mr Paul Gillbrand, New East Manchester Ltd, 187 Grey Mare Lane, Beswick, Manchester, M11 3ND.

Agent Neil Adishead, Ellis Williams Architects, Wellfield, Chester Road, Preston Brook, Runcorn, Cheshire, WA7 3BA.

Background

There is currently a temporary outdoor BMX track located at Sport City that is for training purposes only and not for competition use. This outdoor track was installed, as a temporary training facility in 2008 prior to large international competitions in the last few years, however is not ideal for continued use due to the limited size and outdoor nature of the facility. The temporary track has permission until the end of December 2010, as part of training for the 2012 Olympics, but is pending the construction of a new more appropriate indoor facility nearby.

The British Cycling Foundation require a permanent and more appropriate indoor facility that is capable of hosting national BMX events with all the associated ancillary facilities and a location for the British Cycling offices. There was a requirement for a new indoor stadium to be provided with a physical link to the existing Manchester Velodrome building, which is widely accepted to be a centre of world cycling excellence. BMX racing is an emerging Olympic sport and its located immediately adjacent to the Velodrome would further solidify Manchester's reputation as the home of British Cycling.

It was considered that a new BMX facility would be a perfect addition to the Sportcity area, where there is a vision to enhance and expand sports facilities of the highest standard, which are available to the professional athletes and the local community. The Velodrome is currently the home of British Cycling and it was believed that the addition of the BMX centre on this site would allow this tradition to be expanded and developed. The linking of the two buildings would provide the opportunity for both track cycling and BMX to be managed and served together by both British Cycling and existing Manchester Velodrome and Sport City staff.

The Application Site

The application site is currently occupied by areas of hardstanding and demarcated car parking areas for the existing Velodrome facility. The application site covers an area of 6 hectares (14.83 acres) and is situated in a mixed use area in the Bradford Ward.

There are a number of historic planning applications for this site, mainly including the removal of historic industrial uses and the creation of the Velodrome. The Manchester Velodrome occupies part of the site of the former Stuart Street power station, which was a coal powered facility that obtained fuel supplies by rail and directly from Bradford Colliery, which was located 500 metres to the west of this site. The decline of industry in this area began in the early 1970's and the Colliery closed in 1973. The current use of the site and surrounding areas is very different in the current day.

The site for the BMX facility is within the existing site boundary of the Velodrome, which forms part of the area named Sport City. The Sport City complex currently contains the City of Manchester Stadium, the Athletics track, English Institute of Sport, the tennis centre and the Velodrome. The site for the BMX facility is located to the East of Alan Turing Way and to the North of the site is Fairclough Street. Beyond Fairclough Street is Philips Park, which extends to Riverbank Road to the North and Bank Bridge Road to the East.

Immediately to the East of the site is Bank Street, which is a predominantly residential road comprising two storey terraced properties, many of which will overlook the new development. A large residential area exists behind Bank Street to the east and to the South of the site are a small industrial area and the Ashton Canal. Beyond this is the ADSA retail site, which sits on the junction of Alan Turing Way and Ashton New Road.

The Proposal

Planning permission is sought for the erection of a fully enclosed BMX cycle track for a maximum of 2000 spectators. The facility would be used to host national and international competitions and would be accompanied by associated ancillary accommodation, including changing and medical facilities for athletes and general facilities for spectators. The development also includes a link extension to the existing velodrome, changing facilities, 110sqm of retail floorspace (A1), 401sqm of restaurant/cafe floorspace (A3), 1326sqm of office space (B1) and 421sqm of storage space (B8).

The size of the new building is dictated by the necessary international requirements for the size of the track and associated accommodation. The international requirements for the track itself are a clear space of 100 metres by 70 metres, and the spectator capacity must be 2000 seats. This results in an arena area of 100 metres by 80 metres in total with the associated accommodation being located within the link building.

The roof of the building has a curved design, which has its lowest point adjacent to Bank Street and rises up to the high point adjacent to the link building and the Velodrome. The building is 11 metres in height adjacent to Bank Street and rises up to 21 metres at the ridge of the curve. The new roof structure will be formed with a series of trusses that will be assisted by structural masts and support cables located at either end. The structural masts are 23 metres high along the Bank Street elevation and are up to 33 metres adjacent to the Velodrome. The building is set back from Bank Street and in from the side boundaries of the site, to provide a good buffer space between the new building and the existing two storey houses on Bank Street and Stuart Street East. The building is to be located 20 metres back from the existing boundary fence located along Bank Street and is 15 metres at its closest point from the rear yard wall of the houses along Stuart Street East.

The link building is proposed to serve both the BMX and Velcro facilities in terms of a reception area, administration, catering and ground floor circulation. The link varies from 9 metres in height up to 12 metres, with a variety of extensions and roof shapes to the main entrance areas.

Pedestrian and vehicular zones will then surround the building with appropriate landscaped buffers to the adjacent residential properties. A new vehicular access into the site will also be created off Stuart Street, which will lead to the car parking and servicing area to the front of the main entrance into the two facilities. The building car parking and public realm areas will then be landscaped to a very high quality with both hard and soft treatments. The public realm area includes a new skate park, BMX freestyle area and modern multi shaped structures that will be used for seating. There are also graded terraces proposed within the landscaping scheme adjacent to the canal to provide some more informal green areas for people to sit.

The application has been submitted by New East Manchester on behalf of the British Cycling Federation, to allow them to transfer the current temporary open BMX track at Sport City to this purpose built facility.

This is a fully detailed application that has been submitted with a significant number of associated documents, plans and reports. All of these plans and documents have been amended to reflect the new proposals. These include the following:

- Design and Access Statement
- Site Location Plan
- Site Layout Plan
- Full set of floor plans, elevations, sections, contextual drawings, landscape drawings, highway layouts, drainage plans and lighting/cctv/ventilation drawings.
- Schedule of Accommodation
- Presentation Sheets
- Waste Management Strategy
- Community Impact Report
- Sun Path Analysis
- Transport Assessment
- Framework Travel Plan
- Ecological Survey & Assessment

- Flood Risk Assessment
- Environmental Assessment / Breeam Pre-Planning Report / Renewables & Sustainability Strategy
- Crime Impact Statement
- Noise Assessment Report
- Tree Survey
- Geotechnical and Structural Report
- TV Reception Survey

All of this information has been forwarded to the relevant specialist consultees for their assessment and comments. The comments made and the arising issues will now be covered below.

Accompanying Application

This application for the BMX stadium is accompanied by application 090961/FO/2009/N2, which is also being presented to the Planning and Highways Committee following this item. Application 090961/FO/2009/N2 is for additional public realm works adjacent to the proposed new stadium, and is to provide a new pedestrian link from Ashton New Road to the Velodrome and BMX sites. The proposals include the provision of a pedestrianised walkway from the future Sport City tram stop off Ashton New Road, round the side of the existing Asda retail site and over a new footbridge crossing the Ashton Canal. These works will then be accompanied by further high quality landscaping, lighting and street furniture. The proposals also include the use of an existing remnant of a viaduct structure as a climbing wall and other public realm uses.

Consultations

Local Residents / Businesses

Following the submission of the original application, three letters of representation were received for the original scheme. The comments made were as follows:

- 1) The applicant refers to a highway assessment, which is omitted from the documents provided online. A copy of the assessment was requested.
- 2) Bank Street is currently subject of traffic calming measures that are not enforced, and thus we are concerned that the development will increase traffic to the detriment of our environment and safety, as the rat run avoiding Alan Turing Way becomes more heavily used due to the presence of vehicular access from Bank Street.
- 3) The current bus stops near to Stuart Street are not marked on the plans and the drawings suggest that these amenities will either be moved to enable vehicular access roads to the development, or maybe even lost altogether to the detriment to those of us who use bus services from these stops.
- 4) The junction between Bank Street and Tartan Street is already overloaded by traffic rat running along Bank Street during rush hour to avoid Alan Turing Way. We believe that this junction will need to be remodelled to enable those of us who live here to cross the road, and to preserve the safety of ourselves and our children, and

those using the Ravensbury Community School. We believe that specific measures need to be taken to limit any further increase in traffic on Bank Street, to regulate the movements at this junction and ensure pedestrian safety.

5) There is a scarcity of parking in this area, which is regulated by parking permits on match and event days at the Velodrome and Sport City Stadium. We believe that the plans as submitted do not inform us as to how the additional parking requirements of the new venue will be catered for. The building plans appear to offer no increase in parking capacity. This is likely to place an intolerable burden on the local community.

6) There is no provision within the plans to limit opening hours to minimise impact on the residential area in which the development sits, as one would expect for any development that may lead to disorder or disturbance to local residents.

7) We are concerned with the proposed building of said BMX site in respect of the parking availability. As we live in close proximity to the site and do experience parking problems with events being held at the Stadium and the Velodrome both separately and simultaneously. We are seeking reassurance that the parking to be provided will cover said events. We do understand that people will park in the surrounding area, as they do now, but with the amount of extra traffic this will provide close to a residential area, it is essential to the residents that there will be sufficient enclosed parking availability, should events be held at the same time of day. This does happen at present and causes varying degrees of problems. Traffic must be organised so as not to cause disruption to our daily lives; one important detail being no late night finishes.

Subsequent to this, the scheme was amended significantly to reduce the overall size of the new stadium building and associated facilities. A full renotification of local residents/businesses was completed on the 5th August 2009 and no further letters of representation have been received at the current time. Any additional comments received from local residents will be reported to Committee.

Head of Highway Services (Development Control)

Comments have only been received in relation to the amended smaller stadium proposals. These are as follows:

Detailed comments have been received in relation to highways works in and around the site that will be covered by S278 agreements with Highway Services and the future adoption of roads, footways and public areas. Highway boundaries and landscaping will be important in relation to visibility, and the access control gates onto Stuart Street should be in an acceptable position. Negotiations will need to take place in relation to the materials proposed for the areas to be adopted. It will also be important for the Sport City parking strategy and the events management strategy to be properly implemented on site, and a further strategy will be required in relation to the management of large/long HGV's associated with future televised/exhibition events.

Head of Regulatory and Enforcement Services (Pollution)

Comments have only been received in relation to the amended smaller stadium proposals. These are as follows:

There are a number of issues that arise from these proposals, however most of these can be dealt with by way of conditions. However, there are two areas of concern that have been raised in relation to the proposed 'grinding rail' and the use of the outdoor facilities for skate boarders and Bike riders. The grinding rail illustrated on the plan extends all the way from the Bank Street boundary into the site, and is very close to the residential properties. There are concerns that the use of this rail at any time may lead to disamenity and serious annoyance for those people living near to it. Therefore, it is recommended that the grinding rail not be installed near the residential properties and is located at an appropriate position within the site.

In relation to the outdoor facilities, the use of the facilities for skate boarders and bike riders that lie outside the building itself appear to be accessible to the public 24 hours a day. There are concerns about the potential impact of these facilities being used late at night and in the early hours of the morning. The noise that can be generated by the use of these facilities can be very annoying and can cause high instantaneous noise levels. Therefore, it is recommended that the use of these facilities is controlled through either a robust site management plan to prevent usage outside certain times or a secure boundary around the sites to enable the locking of these facilities during unsociable hours.

Therefore, the recommended conditions therefore include a request for further information about fume extraction, lighting, the grinding rail, the control of the hours of use for the outdoor skateboard and BMX facilities, the control over hours for servicing and the submission of more information in relation to the acoustic insulation of external plant.

Head of Regulatory and Enforcement Services (Contaminated Land)

A Phase 1 desk top study and a Phase 2 site investigation report has been submitted with this planning application. Both reports have been assessed and the Phase 1 desk top assessment is considered to be adequate for this site and development. However, further information is required in relation to the site investigation and final remediation works. Therefore, it is recommended that an appropriately worded condition be added to any approval to request this outstanding information.

These comments apply to both the original larger stadium and the amended proposals.

Arboricultural Officer

There are a small number of trees to be removed from the site, however the proposed replacements will compensate for the loss.

As outlined above, the scheme was amended significantly to reduce the overall size of the new stadium building and associated facilities. A full reconsultation was completed on the 5th August 2009 and the following additional comments have now been received.

There are no objections to the development in as much as it affects the existing tree cover. All work in the vicinity of the trees should observe BS 5837: Trees in relation to construction.

Head of Highway Services (Operational Services)

Any comments received will be reported to Committee.

Transport Policy Unit / Travel Change Team

The Framework Travel Plan for this development has been assessed and the content has been approved. The Transport Policy Unit met with the consultants before the document was produced and all points raised initially have been addressed within the submitted document.

Environment Agency

Following consultation on the amended proposals, additional comments were received. The Environment Agency received the updated Flood Risk Assessment and an additional email correspondence from Peter Brett Associates. The EA are now satisfied that it can withdraw the previous objection to the proposals and request that any planning approval includes a condition in relation to the surface water system.

United Utilities

United Utilities can advise that there are records of internal public sewer flooding of properties in this vicinity as a result of overloaded sewers i.e. properties on the 'at risk' register as compiled by the Regulator. United Utilities may approve the consultation providing certain considerations have been set down in a fair and reasonable manner with evidence to back it up. Detailed comments have been made in relation to public sewers and surface water that must be considered by the contractor.

Following consultation on the amended proposals, additional comments have now been received. Following detailed negotiations with the developer, there are no objections to the proposal. A detailed scheme for the drainage of this site has been agreed with the developer in relation to both surface water and sewer systems.

GMPTE

As the Transport Statement states the site is well located in relation to public transport. It is within reasonable walking distance of the bus stops on Bank Street, Ashton New Road and Alan Turing Way. These stops offer access to a large number of bus services to a large number of destinations. The site is also just within reasonable walking distance from the proposed New East Metrolink stop. Future employees and visitors of the proposed development would therefore have access to a choice of travel mode which should help to reduce the amount of car travel otherwise generated by this development.

In order to maximise the benefits of the site's location in relation to the public transport facilities, it should be ensured that the walking routes are designed to be as safe and convenient as possible so as not to discourage people from accessing the site on foot / by public transport. The pedestrian environment between the site, the nearby bus stops and the proposed Metrolink stop could be enhanced through measures such as the appropriate use of surfacing materials, landscaping, lighting, signage and road crossings.

Section 5 of the Transport Statement makes some assessment of the anticipated developments impact on the surrounding area, however GMPTE would request that the applicant provides more information in relation to likely traffic generation in an update of the Transport Statement. Traffic generation can be reduced through the implementation of an effective Travel Plan. The application includes the submission of a Framework Travel Plan with minimum car use for employees and visitors as one of the main objectives. However, this travel plan concentrates on staff travel rather than visitors. Therefore, it would be more appropriate for the Travel Plan to concentrate on measures that are likely to encourage visitors to travel to the development by sustainable travel.

Following consultation on the amended proposals, GMPTE have confirmed that they have no further comments to make in addition to their original views.

Greater Manchester Police (Design for Security)

A Crime Impact Statement has been prepared for this development prior to the submission of this planning application. GMP are happy with the proposed use, however the crime analysis has highlighted specific problems that could render this development vulnerable. It is recommended that the advice given in the Crime Impact Statement is taken on board so that the scheme is constructed in accordance with Secured by Design standards.

Following consultation on the amended proposals, additional comments have now been received. There are no objections to the proposed scheme, however there are certain recommendations in relation to the management of public and private areas, CCTV, lighting, surveillance, maintenance of planting, standards and robustness of public street furniture and equipment, signage, boundary treatments, and protection against large vehicle attacks. These should all be taken into account when completing the final detailed design stage of this process to enable the scheme to achieve the Secured by Design accreditation.

Greater Manchester Police (Crime Reduction)

Subject to the observations from Greater Manchester Police's Design for Security officers in the Crime Impact Statement completed for this development, there are no objections to the planning application being granted for the above. However, it is trusted that due consideration is to be given to car parking and vehicle security for patrons attending the Centre, and therefore it is recommended that any car park will be monitored by a CCTV system and adequately illuminated.

Following consultation on the amended proposals, additional comments have now been received. In relation to the amended planning application, it is understood that GMP's Secure For Design team will have been forwarded a copy of the updated Crime Impact Statement. From a local crime prevention perspective, there are no objections to the proposed amended scheme.

British Waterways

After due consideration of the application details, British Waterways has no objections to the proposed development, subject to the inclusion of a number of conditions including boundary treatments, landscaping, lighting, and surface water

run off. Comments have also been made for information for the construction of the development in relation to a retaining wall and disused sluices.

As outlined above, the scheme was amended significantly to reduce the overall size of the new stadium building and associated facilities. A full reconsultation was completed on the 5th August 2009 and the following additional comments have now been received.

It can be confirmed that British Waterways has no additional comment to make on the revised application over and above the previous response.

Metrolink

Any comments received will be reported to Committee.

British Gas / Transco

Any comments received will be reported to Committee.

Greater Manchester Ecology Unit

Having now visited the site, GMEU have no reason to disagree with the overall findings of the ecological survey report submitted with the application. That is, that the site is not of substantive nature conservation value. The site is not designated for its nature conservation value and it does not support any protected or priority species or habitats. GMEU therefore have no objections to the development proposal on nature conservation grounds. The landscape plan for the development has some limited potential to enhance the nature conservation value of the site through new tree and shrub planting.

However, the application site is adjacent to the Ashton Canal Site of Biological Importance and the development has the potential to impact upon the Canal through pollution of the Canal waters, particularly during the construction stage. GMEU would therefore recommend that Best Practice be followed during construction to avoid contamination of the Canal. Advice given in the Pollution Prevention Guidelines (no. 5) prepared by the Environment Agency should be followed. Also, a condition should be included that ensures no vegetation clearance required by the scheme should be carried out during the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent.

As outlined above, the scheme was amended significantly to reduce the overall size of the new stadium building and associated facilities. A full reconsultation was completed on the 5th August 2009 and any further comments received will be reported to Committee.

Policy Context

Relevant National Policies

Planning Policy Statement No.1 Creating Sustainable Communities

PPS1 encourages the promotion of urban and rural regeneration to improve the well being of communities, improve facilities, promote high quality and safe development

and create new opportunities for the people living in those communities. Planning shapes the places where people live and work and the country we live in. Good planning ensures that we get the right development, in the right place and at the right time. It makes a positive difference to people's lives and helps to deliver homes, jobs, and better opportunities for all. At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations. Planning should facilitate and promote sustainable and inclusive patterns of urban by making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life and ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community. It is considered that the application proposals are in compliance with the principles set out in PPS1.

Planning Policy Statement No.9 Biodiversity and Geological Conservation

This embodies the Government's commitment to sustainable development and to conserving the diversity of wildlife. As the adjacent Ashton canal is a site of biological interest, it is acknowledged that the impact of the proposed development may have a minor adverse effect on the ecology of this site, given the scale and scope of development. This issue is considered elsewhere in this report.

Planning Policy Guidance No.13 Transport

This seeks to encourage alternative modes of transport that have less environmental impact and reduce reliance on the private car. The applicants have submitted a transport assessment and a Framework Travel Plan, which has been examined by the Head of Engineering Services and Transport Policy. This site is in a very accessible location, will be served by the extension of the Metrolink through a stop just off Ashton New Road in the near future and is currently served by a number of bus services. The developer has developed a Framework Green Travel Plan in conjunction with the Transport Policy team, which encourages travel to and from the site by non-car based travel models.

Planning Policy Guidance Note No.17 Planning for Open Space, Sport and Recreation

Open spaces, sport and recreation all underpin people's quality of life. Well designed and implemented planning policies for open space, sport and recreation are therefore fundamental to delivering broader Government objectives. These include supporting an urban renaissance, supporting a rural renewal, promotion of social inclusion and community cohesion, health and well being and promoting more sustainable development.

PPG17 outlines some general principles for planning for new open space and sports and recreational facilities. In identifying where to locate new sports and recreational facilities, local authorities should promote accessibility by walking, cycling and public transport, and ensure that facilities are accessible for people with disabilities, avoid any significant loss of amenity to residents, neighbouring uses or biodiversity, improve the quality of the public realm through good design, add to and enhance the

range and quality of existing facilities, meet the regeneration needs of areas, using brownfield in preference to greenfield sites, and consider the recreational needs of visitors and tourists.

In relation to stadia and other major developments, PPG17 states that planning permission for stadia and major sports developments which will accommodate large numbers of spectators, or which will also function as a facility for community based sports and recreation, should only be granted when they are to be located in areas with good access to public transport. It is considered that the application proposals are in compliance with the principles set out in PPG17.

Planning Policy Statement No.23 Planning and Pollution Control

This note provides advice on the relationship between controls over development under planning law and pollution control legislation. It is particularly relevant to the redevelopment of contaminated land and lays particular emphasis on developments, which would have significant environmental benefits through the regeneration of land and the recycling of brownfield sites for new sustainable development.

In this particular instance, this site was previously used as the former Stuart Street power station, which was a coal powered facility that obtained fuel supplies by rail and directly from Bradford Colliery and therefore the land would have to be fully remediated to allow re-use for the uses proposed.

Planning Policy Statement No.25 Flood Risk

PPS25 sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of high risk. It details the importance of the management and reduction of flood risk in planning, acting on a precautionary basis and taking account of climate change. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.

This site is not located within a flood zone area, however, it is now required for all developments on sites over 1 hectare in size to include a Flood Risk Assessment as part of the planning application. Annex F of PPS25 relates to Managing Surface Water and it highlights that the effective disposal of surface water from development is a material planning consideration in determining proposals for the development and use of land and as such a flood risk assessment must be submitted to show how surface water arising from a developed site should, as far as is practicable, be managed in a sustainable manner to mimic the surface water flows arising from the site prior to the proposed development, while reducing the flood risk to the site itself and elsewhere, taking climate change into account. Based on the above, a flood risk assessment has been submitted as part of this application and this has been assessed by the Environment Agency.

Relevant Regional Policies

Regional Spatial Strategy (RSS) for the North West to 2021 (September 2008)

The Regional Spatial Strategy (RSS) for North West England was adopted in September 2008 and replaces the previously published Regional Planning Guidance (RPG13). The RSS provides a framework for development and investment in the region over the next fifteen to twenty years.

The document sets out the framework for delivering sustainable development in the North West. The strategy allocated a maximum housing provision of 63,000 for Manchester between 2003 and 2021. There are a number of policies relevant to this development proposal within the RSS including the following:

Policy DP1 'Spatial Principles' outlines the main principles that underpin the RSS to which all other regional, sub-regional and local plans and strategies and all individual proposals, schemes and investment decisions should adhere to. These include to promote sustainable communities, promote sustainable economic development, make the best use of existing resources and infrastructure, manage travel demand, reduce the need to travel, and increase accessibility, marry opportunity and need, promote environmental quality, mainstreaming rural issues, and to reduce emissions and adapt to climate change.

Policy DP2 'Promote Sustainable Communities' states that building sustainable communities are places where people want to live and work. This is a regional priority in both urban and rural areas. Sustainable Communities should meet the diverse needs of existing and future residents, promote community cohesion and equality and diversity, be sensitive to the environment, and contribute to a high quality of life. In particular to this scheme, development should promote physical exercise through opportunities for sport and formal / informal recreation, walking and cycling.

Policy DP4 'Make the Best Use of Existing Resources and Infrastructure' explains that priority should be given to developments in locations consistent with the regional and sub-regional spatial frameworks, which include building upon existing concentrations of activities and existing infrastructure, and sites that do not require major investment in new infrastructure, including transport, water supply and sewerage. Where this is unavoidable development should be appropriately phased to coincide with new infrastructure provision. Suitable infill opportunities within settlements should be utilised and sustainable construction and efficiency should be promoted.

Policy DP5 'Manage Travel Demand; Reduce the Need to Travel and Increase Accessibility' describes how development should be located so as to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally. A shift to more sustainable modes of transport for people should be secured, an integrated approach to managing travel demand should be encouraged, and road safety improved. It goes on to state that safe and sustainable access for all by public transport and to a range of services and facilities such as leisure facilities should be promoted. All new development should be genuinely accessible by public

transport, walking and cycling, and priority will be given to locations where such access is already available.

Policy DP7 'Promote Environmental Quality' outlines that environmental quality should be protected and enhanced, especially by promoting good quality design in new development and ensuring that development respects its setting taking into account relevant design requirements, remediating contaminated land for end-uses to improve the image of the region and use land resources efficiently, and maintaining and enhancing the quantity and quality of biodiversity and habitat.

In terms of the spatial priorities for the Manchester City Region, tourism and the visitor economy is very important to the City. Policy W6 states that proposals and schemes should seek to deliver improved economic growth and quality of life, through sustainable tourism activity in the North West. This should be focused on the regional centre of Manchester, where tourism is a contributory component of the economy. Policy W7 goes on to outline that developments should ensure high quality, environmentally sensitive, well-designed tourist attractions, infrastructure and hospitality services, which improve the region's overall tourism offer, increasing the market share of attractions, meet the needs of a diverse range of people and are easily accessible by sustainable means, encourage and facilitate regeneration, harness the potential of sport and recreation, particularly the role of major sporting events and improve the public realm.

Policy MCR1 sets out the priorities within the Manchester City region. The vision is that by 2025 the Manchester City Region will be a world class city region at the heart of a thriving North as one of Europe's premier City Regions, at the forefront of the knowledge economy, and with outstanding commercial, cultural and creative activities, a world class, successfully competing internationally for investment, jobs and visitors, and an area known for, and distinguished by, the quality of life enjoyed by its residents.

Finally, in relation to living in the North West Region, the RSS seeks to promote cohesive, mixed and thriving communities, where people will want to live, now and in the future. It aims to deliver the objective of ensuring that everyone can have a decent home, which they can afford, in a secure environment, with reasonable access to health care, educational provision and recreational facilities. Policy L1 'Health, Sport, Recreation, Cultural and Education Services Provision' states that proposals and schemes (including those of education, training and health service providers) should ensure that there is provision for all members of the community (including older people, disabled people and the black & minority ethnic population) for sport, recreation and cultural facilities.

In doing so development proposals must take account of the views of the local community (including service users) and carry out an assessment of demographic, sporting, recreational, cultural, educational, skills & training and health needs in local communities. Furthermore, they should ensure that accessibility by public transport, walking and cycling is a central consideration.

It is considered that the application proposals are in compliance with all of the principles outlined above as set out in the RSS.

Relevant Local Policies

Unitary Development Plan for the City of Manchester (1995)

All of the UDP policies listed below are saved by the Secretary of State on the 27th September 2007, until the Unitary Development Plan is replaced by Core Strategy.

The application site is located within Area 4 of the UDP for the City of Manchester, which covers the East Manchester area of the City. The general policy for this area EM1, states that East Manchester forms part of a major regeneration area within the City of Manchester and represents an integrated approach to regeneration, combining social, economic and environmental considerations where land use planning can be used to positively influence outcomes. The sustainable regeneration of East Manchester will extend beyond 10 years and will comprise the following the provision of sustainable urban neighbourhoods in Ancoats, Beswick, New Islington, Clayton, Miles Platting, Newton Heath, Openshaw and Higher Openshaw, a new sporting and leisure complex known as Sportcity and comprising a new stadium, a National Institute of Sport, Velodrome, Tennis Centre, athletics facilities and other uses including employment, leisure and retail and comprehensive pedestrian and cycle networks including routes along the Ashton and Rochdale Canals and Medlock Valley and through Philips Park.

Policy EM2 states that the renaissance of East Manchester will be dependent on creating regeneration that is sustainable and increases the demand to live, work and visit the area, now and in the future. To achieve this a holistic approach to regeneration is being promoted and creating a sustainable pattern of development will be a major part of the strategy for the whole area. This will comprise designs which enhance the quality of the built environment in terms of scale, density, height, layout, massing, landscape, access and detailing and conserve the natural environment, the design and layout of development which maximises personal safety, the security of property and reduces opportunities for crime as a result of natural surveillance, designing fully accessible public buildings and public areas for all sections of the community and protecting the residential amenity of neighbourhoods surrounding Sportcity from parking on match days and events.

The application site also falls within Sub Area 7 within the East Manchester boundary, which covers the Sport City area. The general policy for this area states that Sportcity is located in the heart of the East Manchester regeneration area at the junction of Ashton New Road and Alan Turing Way. Its reuse is integral to the regeneration of East Manchester, as it is key to connecting the areas of East Manchester. Its redevelopment for uses which create a focus of activity in East Manchester is pivotal to the regeneration of the wider area.

Policy EM11 is the main policy for this site and outlines that Sportcity is a major focus for regeneration activity on previously developed land. It is located in a strategic position at the heart of East Manchester with excellent infrastructure and proposed infrastructure links to the City Centre, adjacent areas and the national motorway network. Within Sportcity, development will be permitted which includes international sports facilities and mixed use development, the provision of pedestrian and cycle links to adjacent residential neighbourhoods and the Ashton Canal, and the provision of two Metrolink stops, one adjacent to the City of Manchester Stadium and the other

on Ashton New Road adjacent to the District Centre. It is considered that the application proposals are in compliance with the area policies for East Manchester, as outlined above.

When dealing with applications of this nature, regard is given to a number of City wide and specific development control policies. Part One policies include those in relation to leisure and recreation, regeneration, housing, transport and the environment.

In particular, the leisure and recreation policies state that the Council wishes to see the development of a wide range of indoor and outdoor leisure facilities which meet the needs of the City's residents. Some of these facilities will be of a very high standard recognising Manchester's status as a major City which plays host to events of national and international importance. Wherever possible the Council wishes to see new leisure developments which provide for multi-purpose uses in order to maximise their value in terms of meeting community needs. The Council is anxious that such facilities cater for the needs of all people in the city and as such they will need to be easily accessible by public transport and cater for disabled people.

The specific policies are Policies L1.1, L1.6 and L1.7. Policy L1.1 states that the Council will work with the private sector, Central Government and other institutions to facilitate the provision of a range of high quality multi-purpose indoor sporting facilities, which meet the needs of all people in the City, including some facilities of international standard. These should be located to provide a distribution which is accessible by public transport to all the communities of Manchester. Policy L1.6 states that the Council will encourage the provision of a good distribution of safe and attractive areas for informal recreation within easy reach for all people in the City and especially the provision of play spaces for young children where priority will be given to those housing areas which lack adequate private gardens. Finally, Policy L1.7 outlines that development which will strengthen Manchester's role as an international and regional centre for culture will be encouraged. The objective of this policy is to improve and add to the City's stock of leisure, recreation and cultural facilities both to enhance the quality of life and support the City's international reputation. The further encouragement and fostering of leisure and culture will sustain the City's role as the Regional Capital, promote tourism, provide further employment opportunities, encourage economic investment and add to the quality of life of Manchester residents.

In relation to the regeneration of the City, Policy R1 states that the Council will pursue an area based regeneration strategy working with local communities, public sector and the private and voluntary sectors and Central Government in order to achieve a holistic approach to dealing with economic, social and environmental problems. Policy H2.2 is also relevant and states that the Council will not allow development, which will have an unacceptable impact on residential areas. The matters that the Council will consider will include the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

There are also Environmental Policies that are relevant in this case. Policy E1.1 advises that major new development will be required to be located where it can be

easily served by public transport. Policy E1.4 states that the Council will control noise levels by ensuring that new development involving high noise levels is not permitted where it would be likely to cause a nuisance to occupiers of nearby properties and minimising the need for heavy goods vehicles to pass through residential areas.

With regards to the City Council's aim to ensure sustainability within developments, Policy E1.5 outlines that the Council will contribute towards energy conservation by ensuring that new development is located where it can be easily served by public transport and by encouraging high standards of energy efficiency. Policy E1.6 relates to the materials used for developments and outlines how the Council will require that building materials used are environmentally friendly wherever it is possible.

Policy E2.6 outlines that the Council will prevent wherever possible the loss of existing trees and will encourage the extensive use of broadleaved trees in planting schemes to improve the appearance of built up areas and finally, Policy E3.5 explains that the Council will promote measures, which will lead to a safer environment for all people living in and using the City. These measures will include:-

- a) ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas;
- b) designing landscaping schemes so as to minimise the risk of attack;
- c) that community facilities are located where they are easy and safe to get to;
- d) providing safe places for children to play;
- e) improving road safety.

Transport policies T2.4, T2.6, T3.1, T3.6, T3.7 and T3.8 can also be applied to this proposal. In relation to car parking, policies T2.4 and T2.6 are relevant to this proposal. Policy T2.4 states that the City Council will expect developments to make adequate provision for their car parking requirements. In deciding whether the level of car parking associated with any development is acceptable, the Council will have regard to the environmental capacity of the site both in terms of the physical appearance of the car parking and its effect on neighbouring activities and also the ability of the local road network to accommodate the traffic generated by the proposed development. Policy T2.6 states that The Council will expect adequate car parking provision to be made for disabled people so that they can get easy access both to existing and new facilities in the City.

In relation to pedestrians and cyclists, policies T3.1, T3.6, T3.7 and T3.8 are important for this development. Policy T3.1 states that the Council will ensure that the particular needs of both pedestrians and cyclists are catered for in new development schemes and Policy T3.6 outlines that the Council will promote cycling in the City by developing a safe network of routes and facilities for cyclists. Priority will be given to routes to recreational facilities and railway stations. In relation to cycle parking, T3.7 explains that the Council will encourage the provision of secure cycle parking facilities especially close to recreational and Leisure facilities. The Council will expect major new developments to make adequate provision for secure cycle parking.

Finally, Policy T3.8 states that the Council will continue to develop a network of off-street routes for cyclists and pedestrians taking advantage of linear features such as

river valleys, canals and railway lines which have fallen into disuse as well as parks. The Council will seek to minimise pedestrian/cyclist conflicts where priority will be given to the safety of pedestrians.

It is considered that the application proposals are in compliance with the UDP Part One policies, as outlined above.

Relevant Part Two development control policies include DC22 and DC26. Policy DC22 states that in considering development proposals, the Council will have regard to the effect on existing pedestrian routes and will not normally allow development that would result in unacceptable inconvenience to local pedestrian movement. Finally, DC26 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider the effect of new development proposals that are likely to be generators of noise. Therefore, it is considered that the application proposals are in compliance with the UDP Part Two policies, as outlined above.

The application site for the proposed BMX track and supporting facilities falls within the Sport City area identified in the East Manchester Alterations. This area is recognised as containing a district centre and a cluster of international sports facilities. The UDP supports further supporting leisure, retail and other hotel uses within this area (sub area 7 within the East Manchester UDP Alterations Proposals Map)

The site has not been included in the open space, sport and recreation audit. Key issues for the East Manchester are currently predominately about enhancing the quality of existing open spaces and facilities and providing in areas of local deficiency additional facilities for children and young people. There will also be areas of more local deficiency where it will be important to retain existing provision. The proposed BMX facility will have a wide catchment and contribute to meeting the recreational needs for a significant number of young people and children in East Manchester and beyond.

Supplementary Policy Guidance

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007, and is therefore relevant in this case. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines and appropriate elevational detailing and strong design particularly to corner plots. It is considered that the application

proposals are in compliance with the general design principles outlined within the Design Guide for the City of Manchester.

Issues

Principle

It is considered that the principle of a new BMX facility on this site located immediately adjacent to the existing Velodrome facility within the wider Sport City complex to aid the overall improvement of sport and leisure services in Manchester is acceptable. However, the impact of the development on the character of the area and the surrounding residential properties should be assessed.

Major Development

The proposal has been advertised as a Major Development by virtue of the new floorspace of the building and the size of the proposed application site.

Environmental Impact Assessment

This planning application has been subject to a Screening Opinion for an Environmental Assessment. The Screening Opinion considers that given the particulars of this development, there will be some impact on the surrounding area and the environment. However, it is not considered that these will be significant and the relevant matters have been assessed in detail as part of this planning application. The applicant has submitted a desk top study of the contaminated land and landfill gas in the area, an ecological study, an arboricultural survey and traffic impact assessment, together with a design and access statement, and the application has been properly considered in the light of this information during the planning application process.

The proposed development will take place on previously developed land and the information supplied to Manchester City Council indicates that this land is not in an environmentally sensitive location. Therefore, it is the opinion of the City Council as Local Planning Authority that an Environmental Impact Assessment is not required. In the light of guidance contained within Circular 2/99, it is therefore considered that an Environmental Assessment is not required in this instance.

Site Layout

The main focus of the layout of this site was to provide a new central entrance location for both the existing Velodrome and proposed new BMX facility. The new vehicular entrance into the site from Stuart Street leads to the south car park and new public realm areas, with the main entrance being located off the south car park within the link building. The two arenas will then sit either side of the link building with the car parking and landscaping surrounding them. The new pedestrian link (covered by application reference 090961/FO/2009/N2) from Ashton New Road, over the new proposed footbridge and into this site, will also enter the site from the south into the public realm and entrance area, and the site will function around this central space. The new café has also been located on the south elevation of the link building that will spill out into the public square next to the new bicycle shop to create more activity and interest to this entrance area.

The BMX track structure has been located as close to the Velodrome as possible to pull the main scale and mass away from the adjacent residential properties. As explained above in the description, the building is to be located 20 metres back from the existing boundary fence located along Bank Street and is 15 metres at its closest point from the rear yard wall of the houses along Stuart Street East. Although the building is set back from the footway along Bank Street, the building still provides a strong built presence within the streetscene, with a band of landscaping and tree planting along the boundary to create a softer edge. There will be open views across the site towards the public realm area and the existing Velodrome facility. The spatial distribution of built form versus public realm/open space/car parking is of good proportions and the hard landscaping versus soft landscaping ratio is also considered to be acceptable.

The public realm area with the associated skate park, BMX freestyle area, canal terracing and street furniture has been located to the south of the site away from the nearby residential properties. These areas will be well screened by the surrounding buildings and landscaping to ensure that there is no detrimental impact from these facilities. Therefore, it is considered that the overall layout of this development is acceptable, and is consistent with the character and context of the Sport City area.

External Appearance and Design

The new BMX track building and attached link building has been designed to have a contemporary appearance that takes a materials reference from the adjacent Velodrome building. It was considered necessary for this development to provide an iconic building that would be striking, but fit in well next to the contemporary Velodrome and City of Manchester stadiums. The link building has also been designed to create a striking focus for the entrance and creating a suitable break to join the two main track buildings. The design and access statement explains about the difficulty of joining two buildings together to create harmony between the two without copying the design, which was not considered to be appropriate or desirable. It also explains about the difficulties of the two different shapes of the buildings, with the Velodrome being an oval shape and the BMX track being a rectangular shape. This has been achieved through the inclusion of the lower level link building that allows the two structures to fit together with an appropriate break. The architect has attempted to address the roof design by having a curved profile similar to the Velodrome but on a rectangular building. It is considered that the final design of this building and the way it links into the existing Velodrome, is a high quality contemporary approach that sits very well in the context of the site and its adjacent uses.

The materials proposed for this building will take reference from the Velodrome, with a blue brick at a low level and silver cladding panels and curtain walling above it. The link building will mainly be large glazed areas with white render to create a striking difference to the two darker coloured buildings surrounding it. A condition will be included to request samples of all the proposed materials, to ensure high quality materials are used to compliment the contemporary design.

Scale and Massing

As explained previously, the size of the new building is dictated by the necessary international requirements for the size of the track and associated accommodation.

The building does have a significant scale and mass, however it has been sensitively designed to visually reduce this overall bulk through a curved roof structure and the use of smaller blocks of different materials with interesting shapes and modelling, to break up the visual massing of the walls. The main bulk of the building has also been located within the middle of the site next to the existing Velodrome and away from the closest residential properties, to reduce the impact of the scale on surrounding areas. The scale of the new arena building is of similar to the Velodrome in terms of the size, height and scale of the roof. However, the link building between the two arenas has been designed to be deliberately lower to create a smaller and more human scale to the main entrance area.

In addition to this, the site currently slopes from the Velodrome up to Bank Street and the floor slab of the new BMX building has been set to match the Velodrome rather than the higher level at Bank Street. This eliminates the need for ramps and steps and effectively reduces the overall height of the structure along Bank Street.

Through the design process, there was a desire to maintain the existing scale of the streetscape on Bank Street and protect the existing two storey residential properties in this location.

Therefore, based on the above information, it is considered that through the appropriate design and siting of the building, the proposed scheme has minimised the potential for any detrimental impact from the scale and massing of the development, and is considered to accord with the context and character of this area.

Landscaping, Trees and Public Realm

The design and access statement accompanying the planning application, indicates that the design of the external spaces surrounding the arenas has been developed in parallel with the existing site features, the topography, circulation, car parking and existing landscape, and the principles set out in the Sport City masterplan for wider circulation. There is good pedestrian permeability created through the site from Ashton New Road, Stuart Street, Fairclough Street and Bank Street, with high quality public areas for activity and congregation. The new skate park and BMX freestyle areas will also create good recreational facilities for the wider community. The areas are proposed to be well lit by new appropriate low and higher level lighting that will create an open and safe feel to the space to encourage use by all members of the community. It has been confirmed that all the surfaces proposed are within the guidelines outlined within the City Council's DFA2 document, and the use of smooth and textured surfaces along the primary routes will ensure the definition of the separation of pedestrians and skateboards/BMX's to reduce conflicts between the different users.

The aims and objectives of the public realm and landscaping strategy are: a) the integration of the proposed arena within the surrounding landscape by developing a building form that will connects with new approaches from surrounding and proposed access routes, b) provide facilities and opportunities within the around the new arena including; training, environmental education, freestyle BMX and Skateboarding to encourage use by all sections of the community, c) integration of public rights of way around and adjacent to the arenas to encourage activity around the arenas, d) balance uses around the arena to ensure movement and use throughout the area, avoiding the creation of a 'one sided' focus, e) establish an appropriate management and maintenance "regime" that fulfils the design vision whilst also creating a safe

environment, f) provide a surveillance network covering all entrances and major routes through and around the arenas, g) use the landscape design to help define clear legibility between the Public and British Cycling entrance points from the north, south and east car parks, and h) use of native species where possible to improve biodiversity in line with the recommendations set out in the Habitat Survey. It is considered that this is an appropriate approach to designing and implementing the public realm and landscaping for this development and will create a valuable and well used leisure and recreational facility for the community and the wider City.

In relation to the proposed landscaping, there are currently very few trees on this site of any particular merit and the soft areas are simply low level planting or grassed areas. The site also has a very low ecological value and this situation can be changed through good quality and appropriate planting. Therefore, the main objectives of the proposed landscaping scheme is to both provide a contemporary green setting to this leisure facility but also to enhance the biodiversity value of the site. Trees are being used to define main circulation routes, to soften the site boundary edges and also to break up large expanses of hardstanding and car parking areas. The scheme does include the planting of a significant number of new trees that will also be used to frame views and create vistas around the site and significantly improving the urban microclimate in this location. It is proposed to use semi-mature trees adjacent to the entrance blocks and around the building edges to soften the elevations and also provide more of a human scale and seasonality to the main entrance areas. Native, ornamental trees and hedge planting will then be used to the site boundaries and wider pedestrian routes to enhance the sites potential for habitat creation and biodiversity.

Overall, the proposed landscaping and public realm scheme for this development is both imaginative, practical and very high quality to provide a great community space that all people will be encouraged to use and enjoy. The links into the public realm areas are open, safe and well treated to ensure accessibility for all good permeability around the wider area. Therefore, as such the proposals are considered to be acceptable and of a good quality for this site.

Car Parking and Highways

The main concerns that have been raised by local residents are in relation to car parking and highways issues. The impact on traffic on the area by the proposal is covered within the Transport Assessment. This is a very detailed assessment of the traffic and car parking impact of the development on the surrounding area. It is acknowledged that the development will create additional vehicular movements and car parking within this area, however this will be controlled through carefully considered management by Sport City. There are no new vehicular access points being created onto existing residential streets, with the two access points for all vehicular traffic being off Stuart Street. Therefore, there should be no large service vehicles using these residential streets to the detriment of residential amenity. The new vehicular access junction has been appropriately designed in consultation with Highways Services and the surrounding roads have the capacity to deal with the increased levels of traffic. The surrounding residential streets are covered by a controlled parking system to ensure visitors to Sport City do not impact on residential parking.

In relation to the provision of car parking for the new facility, there are currently 14 car parks within the Sport City area and the 10 closest car parks to the BMX track have a total of 6,783 spaces. There are currently 3 car parks at the Velodrome including 625 spaces (19 disabled) across the north, east and south car parks. An assessment of the use of these car parks has confirmed that only 15% of these spaces are used on non-event days, so the main use of these car parking areas are on match days only.

The proposed building will be situated on the existing east car parking area, which will involve the loss of 244 spaces in total. However, the traffic statement highlights that there is a comprehensive Sport City event management strategy that carefully manages events and car parking to ensure that there is no parking on surrounding residential streets. It states that the Velodrome and BMX will be coordinated to ensure there are no clashes in events and that the Controlled Parking Zones located in the surrounding streets are currently operational on match and event days and the next match/event is highlighted on the signs on entry to the Velodrome site. Visitors are encouraged to use car parks 1 and 2 at Sport City, where Car park 1 has 1,280 spaces (79 disabled spaces) and Car park 2 has 760 spaces. People are encouraged to use these car parks through signage, ticketing and marketing information. In the past, 200 spaces have been made available in the Velodrome north car park for fans on football match days, however this facility will be removed and no longer made available, to ensure that these cars do not take up spaces for Velodrome and BMX users.

An assessment of the impact of the development proposal is also included in the transport statement. It highlights that the numbers of staff expected for the BMX track are 10 full time staff, 4 part time staff and 12 temporary staff. In relation to the Greater Manchester Local Transport Plan, it states that the necessary standards for a stadium are as follows: a) 1 car parking space per 18 seats, b) 1 cycle space per 150 seats, c) 1 motorcycle space per 600 seats, and d) 1 coach parking space per 1000 seats. The masterplan for this site shows 381 spaces for both venues and therefore, as both venues will not be used at the same time, 381 spaces are considered to be sufficient. This level of parking does not exceed the maximum levels stated in the Greater Manchester standards and will be allocated as 190 car parking spaces for public use (including disabled spaces), 78 secure spaces for staff and 113 secure spaces for competitors and TV broadcasting vehicles. Any shortfall in parking will be allocated to an alternative car park in the wider Sport City area and car park 1 can be used by the Velodrome and BMX at times of high demand. The proposals also meet the standards for cycle parking, motorcycle parking and coach parking.

It should also be noted that this site is very well served by public transport, and this will be significantly improved by the future extension of the Metrolink to this area. There are two stops proposed for the Sport City area, including the stop immediately to the south of this site off Ashton New Road, which will be directly linked to the Velodrome and BMX by the new pedestrian link. It is therefore, hoped that many visitors to the site will choose to use public transport rather than coming by car. This in turn will reduce the need for the provision of surface car parking at Sport City. The application has also been accompanied by a Framework Green Travel plan, which seeks to reduce the number of single occupancy car trips to the site, and will

encourage the take-up of staff and visitors to use sustainable modes of transport rather than relying on the private car.

Therefore, it is considered that a very detailed assessment of these issues has been completed, and that the carefully considered management of this area by Sport City will ensure that the impact on the local highway network and residential neighbourhood will be limited. Based on all the information provided, it is considered that the proposals are acceptable in relation to highway safety and car parking.

Noise and Disturbance

Detailed noise assessments have been completed in relation to this development. An ambient noise level survey has initially been carried out to determine the existing ambient and background noise close to any noise sensitive premises close to the site. During the day, the typical ambient noise levels are in the range of 57 to 59dB at the point of the closest housing, with general background levels of about 55dB. The main source of noise in the locality is from the Eastlands Compound Factory, which is located immediately to the South of the development site.

A full noise assessment report has also been submitted with this application, which concludes that potential noise breakout from general activities can be adequately controlled by the design of the buildings. There would appear to be no major concerns relating to potential noise impact that cannot be resolved during the design process.

It is acknowledged that this development will lead to additional noise from this site, as the proposal is for a large stadium use. This will mainly be from the general comings and goings around the site when a competition is held at the facility and from crowd noise and amplified music. Although this is recognised as an issue, this is likely to be of a localised nature and not widespread. The BMX track building would be open to the public and athletes between the hours of 8am and 10pm seven days a week and Bank Holidays, and the café located within the link building would be open from 9am to 7pm seven days a week. Therefore, there should not be significant disturbance very early in the morning or late at night during unsociable hours.

The use of the public realm areas and associated facilities has also been raised as a concern in relation to noise, in particular the proposed 'grind rail' that runs from Bank Street into the site. A condition has been included that requests further details in relation to the grind rail and other outdoor facilities, and it is possible for the location of this feature to be more sensitively positioned to reduce the potential of noise and disturbance on local residents. The use of the public realm areas and associated facilities will also be carefully managed by Sport City staff to ensure that noise is not created through use of the site during unsociable hours.

The Head of Regulatory and Enforcement Services has carefully considered the proposals and has recommended a number of conditions that will assist in controlling the amount of noise created by this development. These include a request for further information about fume extraction, lighting, the grinding rail, the control of the hours of use for the outdoor skateboard and BMX facilities, the control over hours for servicing and the submission of more information in relation to the acoustic insulation of external plant. Therefore, it is considered that the issue of noise outbreak from the

site is being satisfactorily addressed, and that adequate measures are being put in place to reduce any noise generated as efficiently as possible.

Visual Impact

The development would clearly have a visual impact on the area, most notably through the erection of a building of height and mass with a large roof span. Notwithstanding this, it is not considered that the proposal would result in a serious detrimental impact on the current level of visual amenity within this area. It is not a tall building and the new building sits within an established sporting complex. It is not considered that the development would have extended views from outside the site with any visual impact being limited to the surrounding area. The application has been submitted with a design and access statement that demonstrates how the development will relate to the surrounding area, and a significant number of elevational drawings and graphic images showing the building in the context of the site and area. The application has also been accompanied by a very detailed and comprehensive landscape masterplan, which will assist in screening the building and surrounding parking from the immediate area. Given the context of the site to the wider Sport City and the relationship to the nearest residential properties, it is not considered that there would be a detrimental impact on the visual amenity of the area that would warrant refusal of this application.

Residential Amenity

It is acknowledged that there are residential properties immediately surrounding the application site on Bank Street and Stuart Street East, and there would be a significant increase in the amount of development and activity on the site compared to the existing car park. The height and mass of the scheme has been set to meet the international track regulations for the BMX sport and is similar to the neighbouring Velodrome facility. However, this building is smaller than both the Velodrome and the City of Manchester Stadium and has been positioned sensitively on the site to limit the impact on the surrounding properties. The highest part of the development will be the top of the curved roof, which is located furthest away from any properties next to the existing Velodrome building.

A sunpath analysis has been completed for the new building, which includes an assessment of the impact on the sunlight received by the properties on Stuart Street East and Bank Street in March, June and December at four times during the day. Due to the set back of the position of the building from Bank Street by 20 metres, there is a very limited impact on the sunlight received within the front windows of these properties in the late summer evenings. However, due to the height and orientation of the new building, there will be some impact on the amount of sunlight received within the rear gardens and windows of the properties on Stuart Street East. The impact will mainly be during the winter months when the sun is lower in the sky, and the building will cast a wider shadow. However, there will be no impact during the summer months, when no shadowing is shown on the sunpath drawings. The sunpath analysis does show that this impact would not be significantly detrimental to the existing properties and therefore, there would not be a significant reduction in the light currently received by existing properties.

Also, it is acknowledged that the visual appearance of the site will be significantly different to the open car park site that is present currently. However, it is considered

that this large tarmac car park area will benefit from a well designed high quality building in a landscaped setting, and that the development will not create an adverse and harmful impact on the outlook experienced from the residential property windows.

The impact of noise outbreak from the new building is being assessed and is covered in the Noise section above. It is considered that with the correct acoustic insulation installed within the building, on any external equipment, and the management of the car parking areas, the impact on the residential amenity currently enjoyed by the adjoining occupiers would not be significantly harmed by noise. The residential properties in this area are located close to two existing large stadiums and existing industrial/commercial uses and therefore, it is a busy location day and night with traffic and people moving around the area. The level of noise received within properties in this area is therefore higher than in a normal residential area. Therefore, with the inclusion of controlled conditions in relation to noise and highway movements and the implementation of noise limiting methods on site, it is not considered that this proposal would create a significant and unacceptable impact on the surrounding residential properties.

Crime and Security

The application was accompanied by a Crime Impact Statement completed by Greater Manchester Police, which confirms that crime prevention measures will be incorporated into the design, and the design will have full regard to the principles of Secured by Design. Greater Manchester Police have also been consulted on the application, and they have made a number of recommendations in relation to the overall management of the site and the street furniture used at the development. It has been confirmed that provided these recommendations are taken on board in the final construction stage, the development should achieve the Secured by Design accreditation. The architect has sent a very detailed response to Greater Manchester Police's recommendations, and has confirmed that all the issues raised will be carefully considered at the final design stages of the external areas. To ensure that the development does achieve the Secured by Design accreditation once constructed, a condition has been included to request detailed negotiations with GMP and the final submission of the certificate of the award before the use is commenced.

Boundary Treatments

There is currently an industrial style galvanised steel palisade fence running around the entire Velodrome facility, which allows the site to be closed and secured after hours. Although this creates the necessary security for the site, the palisade fencing is unsightly and does not create an appropriate setting for this facility within a residential area. The design approach for this site includes the opening up of the areas around the velodrome and BMX stadium to create a large open space for the community to use. Therefore, the security line around the site is changing. The proposed site layout is now for only the north and east car parks to be closed and secured to pedestrian circulation after hours with the car park and public realm areas to the south of the site remaining open to the public.

This change in approach has resulted in a necessary change to the boundary treatment around the site. It is proposed to replace the existing palisade fencing around the site with vertical flat bar railings, apart from the boundary with the

industrial buildings at Eastlands Compounds. Along this boundary, it is proposed to have a wider landscaping strip within the site to screen this lesser attractive fencing. The new boundary treatments around the site and along the canal side will be of a high quality to be in keeping with the new buildings and public realm works. The railings will provide a secure boundary, while maximising the visual permeability and surveillance around the site.

Sustainability

In terms of sustainability, a BREEAM Bespoke pre assessment has been completed for this development, due to a stadium not falling under any of the other BRE categories. The sustainability assessment outlines that a score of 61.54% can be achieved for this development, which falls within the 'very good' standard of the assessment. The potential for the attainment of an 'excellent' rating was explored, however it is very difficult to assess this project under the same criteria as other more standard buildings such as offices, hotels and commercial developments, when a BMX stadium is a non-standard facility. There are certain areas of this building that do not fit into the predefined credit criteria and have had to be excluded from the assessment. Therefore, under the circumstances, it is considered that a satisfactory standard of sustainability is being achieved.

Disabled Access

The scheme has been designed to meet the requirements of Building Regulations Part M, Sport England Design Guidance Notes on Access for Disabled People, the BS 8300:2009 'Design of buildings and their approaches to meet the needs of Disabled People', the DDA requirements and the City Council's Design for Access 2 document. A disabled access statement was submitted with this application that refers to the design of parking, access to buildings, steps and ramps, building entrances, internal circulation, sanitary facilities, general facilities, building services and fixtures and fittings.

To summarise some of these issues, a setting down area is included in the south car park that is for staff, visitors and disabled athletes to be dropped off outside the entrance to the building. There are 6 disabled parking bays in the south car park, 15 spaces in the north car park and an additional 14 spaces have larger dimensions than the normal standard size of a car parking bay. Directional signage will be installed to locate these car parking bays. The surface will be firm, level and slip resistant with dropped kerbs provided onto the adjacent access routes. The external layout of the development has been designed so that gradients in excess of 1 in 20 are not required. All pedestrian routes are to be well lit and in particular those leading to the main entrances. Where there are stepped access points, these will be designed to be in accordance with the Part M requirements. However, all internal areas of the building are accessible by ramps or a lift. Both the principle entrance and secondary access from the North car park have level access and the door widths and corridor widths are in accordance with the regulations. There are 20 spaces within the spectator seating for use by disabled people and wheelchairs. A wheelchair accessible wc is provided at every sanitary facility location throughout the building. There are also 2 individual wheelchair accessible changing/shower rooms provided adjacent to the sports changing rooms with slip resistant flooring.

Therefore, as all areas of the new development and public realm have level access and appropriate facilities, it is considered that this development will be available and accessible to all.

Ground Conditions

Due to the brownfield nature of the site, a contaminated land report has been submitted with this application. Due to the industrial past of this site, a detailed desktop and site investigation report has been submitted and assessed by the relevant officers. Although the desktop report has been deemed acceptable, further information is still required in relation to the site investigation, remediation and final verification works. Therefore, based on the comments from the Head of Regulatory Services, it is recommended that a condition be included in relation to the submission of the requested information.

Flood Risk

PPS25 sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of high risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.

This site is not located within a flood zone area, however, it is now required for all developments on sites over 1 hectare in size to include a Flood Risk Assessment as part of the planning application. Annex F of PPS25 relates to Managing Surface Water and it highlights that the effective disposal of surface water from development is a material planning consideration in determining proposals for the development and use of land and as such a flood risk assessment must be submitted to show how surface water arising from a developed site should, as far as is practicable, be managed in a sustainable manner to mimic the surface water flows arising from the site prior to the proposed development, while reducing the flood risk to the site itself and elsewhere, taking climate change into account.

Based on the above, a flood risk assessment (FRA) has been submitted as part of this application and this has been assessed by the Environment Agency. The originally submitted FRA was not deemed to be acceptable to the Environment Agency, and the first comments received included an objection to the proposals. However, the development team have been in close contact with the Environment Agency to address all of their concerns, and an updated document was submitted. The Environment Agency have confirmed that they are now satisfied with the findings of the FRA subject to the inclusion of a condition in relation to surface water drainage.

Ecology

A fully detailed Ecological Survey has been submitted with the application. Due to the site being used as a car parking area for a number of years, there has been little potential for local flora and fauna to colonise the site. There are a number of trees around the boundaries of the site, and many of these are being retained and added to as part of the landscape proposals. Where there is an ecological value to the site from the possible habitation of different species, these can be protected by the

introduction of new planting that will encourage future habitation. The site is located close to the Ashton Canal, which is classed as a Site of Biological Interest and may contain certain fauna species. However, the development is located far enough away from the Canal to not have a direct impact on the waters. The Greater Manchester Ecology Unit has assessed the application, and there are no objections subject to appropriate construction methods on site to ensure there is no contamination of the canal, and the inclusion of a condition in relation to the felling of any trees outside the bird nesting season. As such, it is not considered that there will be any adverse impacts on the ecological value of the site and surrounding areas and that the proposed landscaping proposals will improve the future habitation of species around the site.

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 the right to a fair hearing and to this end the Committee 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 Unitary Development Plan, the Head of Planning 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. He believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

APPROVE on the basis that the proposal is in accordance with the City Council's Unitary Development Plan (in particular EM1, EM2, EM11, DC22, DC26, R1.1, L1.1, L1.6, L1.7, H2.2, E1.1, E1.4, E1.5, E1.6, E2.6, E3.5, T2.4, T2.6, T3.1, T3.6, T3.7 and T3.8) and with other considerations of material weight (in particular the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Statement 9 (PPS9), Planning Policy Guidance 13 (PPG13), Planning Policy Guidance Note 17 (PPG17), Planning Policy Statement 23 (PPS23), Planning Policy Guidance Note 24 (PPG24), Planning Policy Statement 25 (PPS25), and the North West of England Plan - Regional Spatial Strategy to 2021) and there are no material considerations of sufficient weight to indicate otherwise, in that the development would provide a world class leisure facility for both professionals and the community, would significantly improve the public realm areas and outdoor recreational facilities around the site and in the wider neighbourhood, improve pedestrian permeability around this site and area and improve links to public transport, provide a high quality and modern design to compliment the other major stadia in the Sport City area, provide a scheme that does not harm the character of the area, there would not be any significant impacts

on the residential amenities of adjoining occupiers; and generally the proposal would provide a good quality development within the area to the benefit of continuing regeneration of this locality and assist in the overall improvement to health and well being of the residents.

Conditions and/or Reasons

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, unless otherwise agreed in writing by the City Council as Local Planning Authority:

The application forms, the Design and Access Statement Revision A: July 2009, and the drawings numbered AG(0)01/A, AG(0)02/I, AG(0)A01/D1, AG(0)A02/Z, AG(0)A03/J, AG(0)A31/M, AG(0)A61/I, AG(0)A62/I, 3D Images Sheets 1 to 8, Presentation Sheets 01 to 05, PL1034_M100/A, PL1034_D.300/D, PL1034_D.301, PL1034_D.400, PL1034_GA.200/A, PL1034_GA.201/A, PL1034_GA.202/A, PL1034_GA.203/A, PL1034_GA.204/A, PL1034_GA.205, PL1034_GA.206/A, PL1034_GA.207/A, 0642/E05, 0642/E07, 0642/E11, 0642/M02, 0642/E05, 0642/SK13, 0642/SK27, 21857/001/001/C, 21857/001/002/B, 21857/001/003/A, 21857/001/004/A, 21857/001/005/A, 21857/001/006/A and 21857/006/001/A, and the Community Impact Report, the Sunpath Analysis July 2009, the Transport Statement - Revision B, the Framework Travel Plan - Revision B, Flood Risk Assessment - Revision C, the Sustainability Strategy Revision B, the Breeam Bespoke Planning Report Revision A, the Crime Impact Statement, the Waste Management Strategy Revision A: July 2009, the Ecological Survey and Assessment, the AEC Noise Assessment Study, the Stage D Structural Report, the BSP Mechanical and Electrical Services Report, the Renewables Report Revision A, the Ventilation Report Revision B, the TV Reception Survey Report, and the Phase 1 Desk top Study Report, all stamped as received by the Local Planning Authority on the 31st July 2009.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies EM1, EM2, EM11, DC22, DC26, R1.1, L1.1, L1.6, L1.7, H2.2, E1.1, E1.4, E1.5, E1.6, E2.6, E3.5, T2.4, T2.6, T3.1, T3.6, T3.7 and T3.8 of the Unitary Development Plan for the City of Manchester and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Statement 9 (PPS9), Planning Policy Guidance 13 (PPG13), Planning Policy Guidance Note 17 (PPG17), Planning Policy Statement 23 (PPS23), Planning Policy Guidance Note 24 (PPG24), Planning Policy Statement 25 (PPS25), and the North West of England Plan - Regional Spatial Strategy to 2021.

3) Notwithstanding the approved information, no development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been

submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

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 EM1, EM2, R1.1, L1.1, H2.2, E1.5, E1.6 and E3.5 of the Unitary Development Plan for the City of Manchester and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), and the North West of England Plan - Regional Spatial Strategy to 2021.

4) Notwithstanding the approved information, no development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on the highways, footways and other hard surfaces, external structures, and hard landscaping of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

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 EM1, EM2, R1.1, L1.1, L1.6, H2.2, E1.1, E1.5, E1.6, E3.5, T3.1, T3.6 and T3.8 of the Unitary Development Plan for the City of Manchester and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Guidance 13 (PPG13) and the North West of England Plan - Regional Spatial Strategy to 2021.

5) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on the Planit drawings ref PL1034_M100/A, PL1034_D.300/D, PL1034_D.301, PL1034_D.400, PL1034_GA.200/A, PL1034_GA.201/A and PL1034_GA.204/A, shall be implemented not later than 12 months from the date of commencement of works, unless otherwise agreed in writing with the City Council as the Local Planning Authority. 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, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies EM1, EM2, EM11, R1.1, L1.1, L1.6, L1.7, H2.2 and E2.6 of the Unitary Development Plan for the City of Manchester and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Statement 9 (PPS9), Planning Policy Guidance Note 17 (PPG17) and the North West of England Plan - Regional Spatial Strategy to 2021.

6) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the drawings numbered PL1034_M100 Rev A and PL1034_GA204 Rev A 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 E2.4 and E2.6 of the Unitary Development Plan for the City of Manchester.

7) All tree work carried out during the construction of the development hereby approved should be carried out in accordance with British Standard BS 3998 "Recommendations for Tree Work", unless otherwise agreed in writing by the City Council as 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, pursuant to Policies E2.6 of the adopted UDP for the City of Manchester.

8) No trees shall be felled, or have any works undertaken on them, during the bird nesting and bat breeding seasons (March to September inclusive), unless otherwise agreed in writing with the City Council as Local Planning Authority.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy E2.4 of the Unitary Development Plan for the City of Manchester and Planning Policy Statement 9.

9) Prior to the commencement of any public realm and landscaping works hereby approved, a fully detailed long term Landscape Management and Maintenance Strategy of all the external areas must be submitted and approved in writing by the Local Planning Authority. The management and maintenance of the public realm and landscaping at the site shall be fully implemented in accordance with the approved strategy, unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - To ensure that a satisfactory public realm and landscaping scheme for the development is carried out that respects the character and visual amenities of the area in accordance with Policies EM1, EM2, EM11, R1.1, L1.1, L1.6, L1.7, H2.2 and E2.6 of the Unitary Development Plan for the City of Manchester and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Statement 9 (PPS9), Planning Policy Guidance Note 17 (PPG17) and the North West of England Plan - Regional Spatial Strategy to 2021.

10) Notwithstanding the approved drawings, no development shall take place until there has been submitted to and approved in writing by the City Council as the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected and retained around and within the site. The boundary treatment shall be completed before the development is occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

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 in order to comply with Policies EM1, EM2, EM11, R1.1, L1.1, L1.6, L1.7, H2.2 and E3.5 of the Unitary Development Plan for the City of Manchester and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1) and the North West of England Plan - Regional Spatial Strategy to 2021.

11) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied, unless otherwise agreed in writing with the City Council as Local Planning Authority. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies H2.2, T2.4 and T2.6 of the Unitary Development Plan for the City of Manchester.

12) Prior to the commencement of the use of the building hereby approved, a fully detailed Car Parking Management Strategy and Events Management Strategy must be submitted and approved in writing by the Local Planning Authority. The management of the events and car parking at the site shall be fully implemented in accordance with the approved strategy, unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - To ensure that a satisfactory events and car parking management strategy is implemented for the development that respects the highway network and residential amenity of the area in accordance with Policies EM1, EM2, R1.1, L1.1, H2.2, E1.1, T2.4 and T2.6 of the Unitary Development Plan for the City of Manchester and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Guidance 13 (PPG13), Planning Policy Guidance Note 17 (PPG17) and the North West of England Plan - Regional Spatial Strategy to 2021.

13) Notwithstanding the approved drawings, full details are required to be submitted and approved in writing with the Local Planning Authority in connection with the proposed servicing arrangements for the new BMX facility hereby approved, including dedicated loading and unloading bay areas, the accommodation of large/long vehicles associated with televised events, and the frequency of deliveries and servicing activities. The development shall be carried out in accordance with the details thereby approved, unless otherwise approved in writing with the City Council as the Local Planning Authority.

Reason - In the interests of residential amenity and highway safety, pursuant to Policies DC26 and H2.2 of the Unitary Development Plan for the City of Manchester.

14) Prior to the commencement of any works associated with the construction of the new vehicular access road and point onto Stuart Street hereby approved, full engineering details of the new road and junction design including the contour of the new road gradient, a visibility assessment, the location and design of the access control gates, dropped kerbs, tactile paving, surface materials and white lining, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details, unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - In the interests of pedestrian and highway safety pursuant to Policies EM1, EM2, R1.1, L1.1, H2.2, E3.5, T2.4, T2.6 and T3.1 of the Unitary Development Plan for the City of Manchester and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Guidance 13 (PPG13) and the North West of England Plan - Regional Spatial Strategy to 2021.

15) Prior to the commencement of the development hereby approved, full details of the proposed highway boundary must be submitted to and approved in writing by the City Council as Local Planning Authority, including the identification and physical delineation of the boundary to allow mutual maintenance and the adoption of the proposed pedestrian refuge. The development shall not be occupied until the works have been constructed in accordance with the approved details, unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - In the interests of pedestrian and highway safety pursuant to Policies EM1, EM2, R1.1, L1.1, H2.2, E3.5, T2.4, T2.6 and T3.1 of the Unitary Development Plan for the City of Manchester and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy

Statement 1 (PPS1), Planning Policy Guidance 13 (PPG13) and the North West of England Plan - Regional Spatial Strategy to 2021.

16) Any redundant vehicular crossings located around the site on Fairclough Street, Bank Street and Stuart Street must be closed and the lowered kerb and footway must be reinstated to full height, unless otherwise agreed in writing by the City Council as the Local Planning Authority.

Reason - In the interests of highway safety, pursuant to Policies EM1, EM2, R1.1, L1.1, H2.2, E3.5, T2.4, T2.6 and T3.1 of the Unitary Development Plan for the City of Manchester and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Guidance 13 (PPG13) and the North West of England Plan - Regional Spatial Strategy to 2021.

17) The development hereby approved shall be implemented in accordance with the Framework Travel Plan completed by Peter Brett Associates submitted to the City Council on the 31st July 2009. Prior to the first occupation of the development hereby approved, a detailed Full Travel Plan, including particulars of its implementation and monitoring, shall be submitted to and approved by the City Council as the Local Planning Authority. The Travel Plan shall then be implemented and reviewed in accordance with those approved details unless otherwise agreed in writing by the City Council as the Local Planning Authority.

Reason - In accordance with the provisions contained within Planning Policy Guidance 13.

18) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours unless otherwise agreed in writing by the City Council as the Local Planning Authority:

Mondays to Saturdays 7:30am to 8:00pm
Sundays and Bank Holidays 10:00am to 6:00pm

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with Policies E1.4, H2.2 and DC26 and the Unitary Development Plan for the City of Manchester.

19) The BMX track hereby approved shall not be used outside the following hours, unless otherwise agreed in writing by the City Council as local planning authority:

8.00am to 10.00pm seven days a week and Bank Holidays

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with Policies E1.4, H2.2 and DC26 and the Unitary Development Plan for the City of Manchester.

20) The ground floor cafe within the link building hereby approved shall not be open outside the following hours, unless otherwise agreed in writing by the City Council as local planning authority:

9.00am to 7.00pm seven days a week and Bank Holidays

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with Policies E1.4, H2.2 and DC26 and the Unitary Development Plan for the City of Manchester.

21) No part of the building hereby approved shall be used until the hours of operation of the outdoor skate park, bike demo area and BMX freestyle area have been agreed in writing by the City Council as Local Planning Authority. The outdoor skate park, bike demo area and BMX freestyle area shall thereafter not operate outside the approved hours, unless otherwise agreed in writing by the City Council as the Local Planning Authority.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation when the development is complete, pursuant to policies DC26, E1.4 and H2.2 of the Unitary Development Plan for the City of Manchester.

22) Before the development hereby approved commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter, unless otherwise agreed in writing by the City Council as the Local Planning Authority.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policies DC26, E1.4 and H2.2 of the Unitary Development Plan for the City of Manchester.

23) The development hereby approved shall be operated in strict accordance with the scheme for the acoustic insulation of the building, included in the AEC Noise Assessment Report submitted to the Local Planning Authority on the 31st July 2009. The approved acoustic scheme shall be fully implemented and shall remain operational thereafter, unless otherwise agreed in writing by the City Council as the Local Planning Authority.

Reason - In the interests of the amenities of the occupiers of nearby properties in order to comply with Policies DC26, E1.4 and H2.2 of the Unitary Development Plan for the City of Manchester.

24) Before first occupation of the building hereby approved, any externally mounted plant / ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The external plant / ancillary equipment should be maintained appropriately to retain the approved level of acoustic insulation thereafter, unless otherwise agreed in writing by the City Council as the Local Planning Authority.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies DC26, E1.4 and H2.2 of the Unitary Development Plan for the City of Manchester.

25) The external lighting hereby approved shall be implemented in full before the development is occupied unless otherwise agreed in writing by the local planning authority and shall remain in operation for so long as the development is occupied. If when the lighting units are illuminated they cause undue glare or light spillage to the detriment of any nearby residential properties or the adjacent railway/metrolink, baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in Planning Policy Statement 1 and Policies H2.2 and E3.5 of the Unitary Development Plan for the City of Manchester.

26) The development hereby approved shall be implemented in full accordance with the 'Waste Management Strategy Revision A July 2009' submitted to the Local Planning Authority on the 31st July 2009, which includes a scheme for the disposal of refuse including segregated waste for recycling. The details of this approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. Any changes to the approved Waste Management Strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of amenity and public health, pursuant to policies H2.2 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1) and the North West of England Plan - Regional Spatial Strategy to 2021).

27) Notwithstanding the approved drawings, no development shall take place until there has been submitted to and approved in writing by the City Council as the local planning authority full details of the positions, design, sections, heights, materials and boundary treatments of all the public realm recreational facilities and other structures to be erected and retained within the site. The facilities and other structures shall be completed before the development is occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained, unless otherwise agreed in writing by the City Council as the Local Planning Authority.

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 in order to comply with Policies EM1, EM2, DC22, R1.1, L1.1, L1.6, L1.7, H2.2, E1.1, E1.4, E3.5, T3.1, T3.6, T3.7 and T3.8 of the Unitary Development Plan for the City of Manchester and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning

Policy Statement 1 (PPS1), Planning Policy Guidance Note 17 (PPG17) and the North West of England Plan - Regional Spatial Strategy to 2021.

28) No development shall commence until full details of the proposed street furniture and litter bins, together with long term maintenance arrangements has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied, unless otherwise agreed in writing with the Local Planning Authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies EM1, EM2, DC22, R1.1, L1.1, L1.6, L1.7, H2.2, E1.1, E1.4, E3.5, T3.1, T3.6, T3.7 and T3.8 of the Unitary Development Plan for the City of Manchester and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Guidance Note 17 (PPG17) and the North West of England Plan - Regional Spatial Strategy to 2021.

29) A comprehensive Method Statement describing how any potential adverse impacts on the Site of Biological Importance are to be mitigated during the construction phase of any development shall be submitted to prior to any development commencing, unless otherwise agreed in writing by the Local Planning Authority. This Method Statement, once agreed, shall be implemented in full.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy E2.4 of the Unitary Development Plan for the City of Manchester and Planning Policy Statement 9.

30) The development hereby permitted shall not be commenced until a fully detailed scheme to improve the existing surface water disposal system in accordance with the design parameters set out within the Peter Brett Associates Flood Risk Assessment July 09 has been submitted to, and approved in writing by, the local planning authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason - To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site, pursuant to Policies DC21.1 in the Unitary Development Plan for the City of Manchester and PPS25 Planning and Flooding.

31) a) 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 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.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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 EM1, EM2, I3.1, E3.5 and H2.2 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Statement 23 (PPS23) and the North West of England Plan - Regional Spatial Strategy to 2021).

32) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. 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 secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

33) The development hereby approved shall incorporate measures to minimise the environmental impact and energy use of the building and shall achieve a minimum of the post-construction Building Research Establishment Environmental Assessment Method (BREEAM) Bespoke rating of 'very good', as outlined within the Scott Hughes 'Sustainability Strategy' and 'Planning Report', submitted to the City Council on the 31st July 2009. A post construction review certificate shall be submitted to and approved in writing by the City Council as Local Planning Authority within 6 months of the building first being occupied.

Reason - In the interests of minimising the impact on the environment of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary

Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), and the Regional Spatial Strategy for the North West.

34) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policies H2.2 of the Unitary Development Plan for the City of Manchester.

35) The details of an emergency telephone contact number for the site contractor and New East Manchester shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 089903/FO/2009/N2 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Neighbour Notifications

For all neighbours notified – see attached plan No. 1

Consultations

Planning Strategy

Head of Highway Services (Development Control)

Transport Policy Unit

Head of Highway Services (Operations)

Arboriculturalists

Greater Manchester Ecology Unit

British Gas

Greater Manchester Police (Dennis Brogan, Crime Reduction Officer)

Environment Agency

Greater Manchester Police (Design for Security)

GMPTE

Metrolink

United Utilities Water PLC

British Waterways

Head of Regulatory and Enforcement Services (Contaminated Land Section)
Head of Regulatory and Enforcement Services (Pollution Section)
Corporate Property

Representations were received from the following third parties:

Neighbours

91 Bank Street, Newton Heath, Manchester, M11 4DF
64 Bank Street, Clayton, Manchester, M11 4BU
91 Bank Street, Newton Heath, Manchester, M11 4DF
Stagecoach Metrolink, M8ORY

Consultations

Planning Strategy
Head of Highway Services (Development Control)
Transport Policy Unit
Arboriculturalists
Greater Manchester Ecology Unit
Greater Manchester Police (Dennis Brogan, Crime Reduction Officer)
Environment Agency
Greater Manchester Police (Design for Security)
GMPTE
United Utilities Water PLC
British Waterways
Head of Regulatory and Enforcement Services (Contaminated Land Section)
Head of Regulatory and Enforcement Services (Pollution Section)

Relevant Contact Officer : Jeni Regan
Telephone number : 0161 234 4164
Email : j.regan@manchester.gov.uk