

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
090961/FO/2009/N2	3rd Aug 2009	10th Sep 2009	Ancoats And Clayton Ward

**Proposal** Proposed public realm works to provide new pedestrian link from Ashton New Road to the Velodrome and BMX sites including a new footbridge over Ashton Canal, landscaping, lighting, street furniture and a climbing wall, in association with application 089903/FO/2009/N2 for the new BMX stadium.

**Location** Land Adjacent To Ashton Canal Link from Velodrome to Ashton New Road, Ancoats, Manchester.

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

**Agent** Mr Lindsay Humbuat, Plantit-IE, 10 Cecil Road, Hale, Altrincham, Cheshire, WA15 9PA.

### **Background**

Item 1 on this agenda, application 089903/FO/2009/N2, is for a new BMX stadium to be located adjacent to the existing Velodrome. This application is for works to accompany the development of the new BMX stadium and includes additional public realm works and a new pedestrian link from Ashton New Road to the Velodrome and BMX sites.

To provide some background to the overall scheme, there is currently a temporary outdoor BMX track located at Sport City, which was installed as a training facility in 2008. 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.

The pedestrian links to the existing Velodrome building are currently limited and it was also considered necessary to generally improve permeability around the area, whilst also providing additional good quality public realm and additional recreational facilities for the wider community. Therefore, it was considered appropriate to upgrade the area surrounding any new stadium to significantly improve this site, and to aid in the overall regeneration of the Sport City area.

### **The Application Site**

The application site relates to vacant scrub land immediately to the east of the Asda superstore; the area to the front of Asda immediately off Ashton New Road, across the Ashton Canal and a small area immediately adjacent to the canal within the grounds of the existing Velodrome. The application site covers an area of 0.6 hectares (1.48 acres) and is situated in a mixed use area in the Bradford Ward. The application site is bounded by the existing Velodrome facility to the north, Eastlands Compounds, the Ashton Canal and Bank Street Police Station to the east, Ashton

New Road to the south and the Asda superstore site to the west. 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 Proposal**

Planning permission is sought for the additional public realm works adjacent to the proposed new BMX stadium, and 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 are then 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.

To provide more details, the area of land within this application to the north of the canal, will include the provision of natural canal side terracing and the use of the existing viaduct section as a climbing wall. The proposals for the viaduct are to include climbing facilities on the outside walls and under the viaduct arches, provide an open area for public artwork / graffiti under the arches and to create a new planted area on the top of the viaduct with approximately 7 new trees and other shrub planting.

The new footbridge will then span from the existing Velodrome site to the north, over the Ashton Canal, and then to the south landing point within the land adjacent to the Asda store. The area of land to the south of the canal will be used to create the wide pedestrian link from Ashton New Road and the future Metrolink stop, whilst also providing a new access to the existing towpath along the canal, lawned areas around the bridge and the future Metrolink stop with some tree planting, and street lighting to illuminate the new pedestrian route. This southern area is mostly characterised by hard surfacing in variety of materials with minimal planting, rather than the greener character within the Velodrome and BMX boundary.

This is a detailed application to accompany the major application for the new BMX stadium. Due to the two proposals being very closely linked, a substantial amount of the information submitted for application 089903/FO/2009/N2 is also relevant to this application and therefore this has also been submitted in connection with the public realm and footbridge proposals. These include the following:

- Design and Access Statement
- Site Location Plan
- Site Layout Plan
- Full set of landscape drawings, highway layouts, drainage plans and lighting plans.
- Presentation Sheets
- Community Impact Report
- Transport Assessment
- Framework Travel Plan
- Ecological Survey & Assessment

- Flood Risk Assessment
- Crime Impact Statement
- Noise Assessment Report
- Geotechnical and Structural Report

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.

## **Consultations**

### Local Residents / Businesses

No letters of representation have been received for this application.

### Head of Highway Services (Development Control)

There are no objections in principle to the application, however further liaison is required to reach an acceptable and safe design in the area of the Metrolink Station and the proposed materials for the areas to be adopted also need to be negotiated.

### Head of Regulatory and Enforcement Services (Pollution)

There are a number of issues that arise from these proposals, however most of these can be dealt with by way of conditions. In relation to the outdoor facilities, the use of the proposed climbing wall appears to be accessible to the public 24 hours a day. There are concerns about the potential impact of this facility being used late at night and in the early hours of the morning. Therefore, it is recommended that the use of this facility is controlled through either a robust site management plan to prevent usage outside certain times or a secure boundary around the site to enable the locking of these facilities during unsociable hours. Therefore, the recommended conditions include a request for further information about lighting, and the control of the hours of use for the climbing wall.

### 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.

### Head of Highway Services (Operational Services)

Further liaison is required to discuss the future adoption of the new pedestrian areas and the appropriate use of materials for all new public realm areas to be adopted.

### Environment Agency

The Flood Risk Assessment that was submitted for the larger BMX application has now been accompanied by an Addendum that relates to the smaller pedestrian and footbridge area. The Environment Agency reviewed the Flood Risk Assessment (FRA) prepared by Peter Brett Associates (Ref. 21857/rev--), the subsequent addendum and additional email correspondence from Peter Brett Associates. The EA now consider the development to be acceptable subject to the inclusion of a

condition in relation to the surface water system.

### GMPTE

GMPTE are delighted to see that this application includes a safe and convenient pedestrian route to the Sport City / Velodrome Metrolink stop and the bus stops on Ashton New Road. The proximity of these public transport facilities along with this improved public realm should help to encourage staff and visitors to use the Metrolink network and bus services when accessing both the Velodrome and the proposed BMX centre. The applicant may wish to consider the use of signage along the pedestrian routes to aid visitors finding their way. It is important that the materials used on the Ashton New Road frontage are compatible with those being used for the new Metrolink stop.

### 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.

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, and boundary treatments. 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.

### British Waterways

British Waterways has no objections to the proposed development, subject to conditions in relation to details of the proposed access from the bridge to the towpath and details of appropriate mitigation measures to prevent pollution of the waterway during and after construction of the proposed development.

### Greater Manchester Ecology Unit

Any 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. 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 purpose of this proposal is to improve the access to public transport for these leisure facilities and a Framework Travel Plan has been submitted to accompany these proposals. 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. It is considered that the application proposals are in compliance with the principles set out in PPG13.

#### 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 and is not over 1 hectare as a stand alone site. However, together with the larger BMX development, the site is over 1 hectare in size and therefore, a Flood Risk Assessment was requested 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. Relevant policies to this case are DP1 'Spatial Principles', DP2 'Promote Sustainable Communities' and Policy DP5 'Manage Travel Demand; Reduce the Need to Travel and Increase Accessibility'.

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. 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 and L1.6. 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.

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 E1.4 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.

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 T3.1, T3.6 and T3.8 can also be applied to this proposal. In relation to pedestrians and cyclists, policies T3.1, T3.6 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. 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.

## **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 creating a new public realm area and a new pedestrian link from Ashton New Road and the proposed Metrolink stop through to the existing Velodrome and BMX facilities via a footbridge is acceptable. However,

the impact of the development on the character of the area, the impact on the canal and the nearby residential properties should be assessed.

### Site Layout

The main focus of the layout of this and the adjacent site was to provide a new central entrance location for both the existing Velodrome and proposed new BMX facility. The new pedestrian link 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 public realm area with the associated climbing wall and adjacent skate park, BMX freestyle area, canal terracing and street furniture covered by application 089903/FO/2009/N2 has been located to the south of the Velodrome 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 only new structures proposed as part of this application are the new footbridge and the proposed upgrade work to the viaduct to create a climbing wall and recreational feature. The original idea for designing the new footbridge was to have a design competition for local higher education pupils in the City to involve the community in this exciting project. Unfortunately, due to the very tight timescales associated with this project and getting the development finished for athletes competing in important future international competitions, there was not sufficient time to implement this objective. Therefore, the final design of the new proposed footbridge has not yet been agreed and is subject to a condition. However, the structural parameters of the bridge have been put forward and agreed by British Waterways. It is considered that the final design of the public realm areas and the new footbridge and the way it links into the Velodrome site, is a high quality contemporary approach that sits very well in the context of the site and its adjacent uses.

### 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. The area of land within this application to the north of the canal will include the provision of natural canal side terracing and the use of the existing viaduct section as a climbing wall. The proposals for the viaduct are to include climbing facilities on the outside walls and under the viaduct arches, provide an open area for public artwork / graffiti under the arches and to create a new planted area on the top of the viaduct with approximately 7 new trees and other shrub planting.

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 climbing wall, skate park, 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 new footbridge will then span from the existing Velodrome site to the north, over the Ashton Canal, and then to the south landing point within the land adjacent to the Asda store. The area of land to the south of the canal will be used to create the wide pedestrian link from Ashton New Road and the future Metrolink stop, whilst also providing a new access to the existing towpath along the canal, lawned areas around the bridge and the future Metrolink stop with some tree planting, and street lighting to illuminate the new pedestrian route.

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. 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. Native, ornamental trees and hedge planting will 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. As such, the proposals are considered to be acceptable and of a good quality for this site.

#### Highways Issues

The new vehicular and pedestrian areas adjacent to the proposed Metrolink stop have been designed in consultation with Highways Services, however further negotiation is required over the final design and the Section 278 works associated with these areas. A condition will be included to ensure these negotiations take place and approvals are in place before works commence on site. It should 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 hoped that many visitors to the site will choose to use public transport rather than coming by car. Based on all the information provided, it is considered that the proposals are acceptable in relation to highway safety.

#### Noise and Disturbance

A full noise assessment report has also been submitted with this application, which concludes that any potential noise created from general activities has been demonstrated that it can be adequately controlled. The use of the public realm areas and associated facilities will 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 lighting and the control of the hours of use for the climbing wall. 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

This application for the new pedestrian link and public realm works has been submitted with a very detailed and comprehensive landscape masterplan, which will assist in significantly improving the character and environment in this area. The final design of the bridge will also be sensitively considered to ensure it is appropriate for character and context of this site. 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

The closest residential properties to the application site are on Bank Street and Stuart Street. As these properties will be a substantial distance away from this element of the overall scheme, there should not be any impact on the amenity currently enjoyed by the residents occupying these dwellings. The highest part of the

development will be the top of the footbridge structure, which is located away from any properties over the Ashton Canal. It is acknowledged that the visual appearance of the site will be significantly different to the open vacant areas of land that are present currently. However, it is considered that this site will benefit from a well designed high quality public realm area in a landscaped setting, and that the development will not create an adverse and harmful impact on the outlook experienced from the residential properties. The impact of noise outbreak from the site is being assessed and is covered in the Noise section above. Therefore, with the inclusion of controlled conditions in relation to noise, it is considered that this proposal would not 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

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 with the 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. 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.

### 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 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 access to buildings, pedestrian routes and steps and ramps. To summarise some of these issues, 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. Therefore, as all areas of the 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.

A flood risk assessment (FRA) has been submitted as part of this application and this has been assessed by the Environment Agency. 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 vacant 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. The new footbridge does cross the canal, however the structure does not affect the existing canal in any way and the shadowing from the bridge will be minimal. 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. It is therefore considered that there will not 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, L1.1, L1.6, H2.2, E1.4, E2.6, E3.5, T3.1, T3.6 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 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, 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 PL1034\_M100/A, PL1034\_M101, PL1034\_D.300/D, PL1034\_D.301, PL1034\_D.400, PL1034\_D500, 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, PL1034\_208, 0642/E05, 0642/E07, 0642/E11, 0642/SK13, 0642/SK27 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 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, 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, L1.1, L1.6, H2.2, E1.4, E2.6, 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 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 the highways, footways, footbridge 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, 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.

4) 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\_M101, PL1034\_D.300/D, PL1034\_D.301, PL1034\_D.400, PL1034\_D500, 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, PL1034\_208, 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, L1.1, L1.6, 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.

5) 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.

6) 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.

7) 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.

8) 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, L1.1, L1.6, 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.

9) 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, L1.1, L1.6, 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.

10) Prior to the commencement of any works associated with the construction of the new vehicular and pedestrian access point at the Ashton New Road junction and around the new Metrolink stop hereby approved, full engineering details of the new pedestrian areas, road and junction design, 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, L1.1, H2.2, E3.5 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.

11) Any redundant vehicular crossings located around the site on 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, L1.1, H2.2, E3.5 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.

12) No development shall take place until the hours of operation of the climbing wall have been agreed in writing by the City Council as Local Planning Authority. The climbing wall 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.

13) 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.

14) 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).

15) 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, L1.1, L1.6, H2.2, E1.4, 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 Note 17 (PPG17) and the North West of England Plan - Regional Spatial Strategy to 2021.

16) 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 design, sections, height and materials of the proposed footbridge following the parameters set within the approved drawing numbered PL1034\_D500. The footbridge shall be completed in accordance with these approved details before the public realm areas are open to the public 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, L1.1, L1.6, H2.2, E1.4, E2.4, 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 Statement 9 (PPS9) and the North West of England Plan - Regional Spatial Strategy to 2021.

17) 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, L1.1, L1.6, H2.2, E1.4, 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 Note 17 (PPG17) and the North West of England Plan - Regional Spatial Strategy to 2021.

18) 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.

19) 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.

20) 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, 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).

21) 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".

22) 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.

23) 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: 090961/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

Greater Manchester Police, Police Station, 3 Bank Street, Manchester, M11 4AA  
Eastland Compounding, Bank Street, Manchester, M11 4AS  
Next Retail Ltd, Corbett Street, Manchester, M11 4BD  
Manchester Velodrome, National Cycling Centre, Stuart Street, Manchester, M11 4DQ  
British Cycling Federation, National Cycling Centre, Stuart Street, Manchester, M11 4DQ  
Asda Stores Ltd, Corbett Street, Manchester, M11 4BD  
Mantax Taxis, Corbett Street, Manchester, M11 4BD  
O M G Ltd, Ashton New Road, Manchester, M11 4AT

Consultations

Head of Highway Services (Development Control)  
Head of Highway Services (Operations)  
Greater Manchester Ecology Unit  
Environment Agency  
Greater Manchester Police (Design for Security)  
GMPTE  
Metrolink  
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:**

Consultations

Head of Highway Services (Development Control)  
Head of Highway Services (Operations)  
Environment Agency  
Greater Manchester Police (Design for Security)  
GMPTE  
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