

Application for a Certificate of Lawful Existing Use or Development (CLEUD) – Etihad Stadium, Manchester

1. This Statement has been prepared on behalf of City Football Group in respect of an application for a CLEUD for land already in use as car parking around the Etihad Stadium, Manchester.
2. The car park areas in question are used by Manchester City Football Club (MCFC) in the operation of events at the Etihad Stadium and at MCFC's City Football Academy, as well as at other venues on the Etihad Campus. They are operationally referred to by letter as per the diagram below (car parks A, B, C, D, G, H, J, K, L, M) plus the Orange Car Park.
3. It should be noted that car park M is now under construction for development of a new multi-use Arena (see further detail below) and so is no longer in use for parking.



4. The car parks are used by visitors to the Stadium and other Campus venues on non-match days; by fans and visitors on match and event days; by staff; by coaches bringing away fans to matches; by police on event days; and by contractors working at the Stadium from time to time.

5. Covid 19 meant that, until very late into the 2020-21 season, the car parks experienced limited usage (with the exception of car park G which has been used as part of the Covid Vaccination Centre throughout 2021), as was the case up and down the country as games were held behind closed doors. However, spectators have now returned with 10,000 fans attending the Everton game on 23 May 2021 and full attendance since the start of the 2021-22 season. The car parks have been in full use for all spectator-attended games at the Etihad, as well as for the screening of the Champions League final at the Etihad Stadium on 29 May 2021. Photos are enclosed at Appendix A of the parking areas in use at the Champions League final screening. Also at Appendix A is an aerial photo of a match-day event taking place in 2017. All of the car parks can be seen in use.
6. The car parks each have a long-established record of use, spanning at least 10 years, as demonstrated below. This application for a CLEUD is seeking only to confirm the existing use of the land in question. No change of use or development is proposed.

History

The City of Manchester Stadium – Commonwealth Games 2002

7. In 1999, planning permission was granted to build the City of Manchester Stadium (now Etihad Stadium) under permission reference 056711/VO/North2/99 dated 8 October 1999 as “construction of a sports stadium with associated parking, servicing and infrastructure”.
8. This permission was implemented and the City of Manchester Stadium opened to host the Commonwealth Games on 25 July 2002.

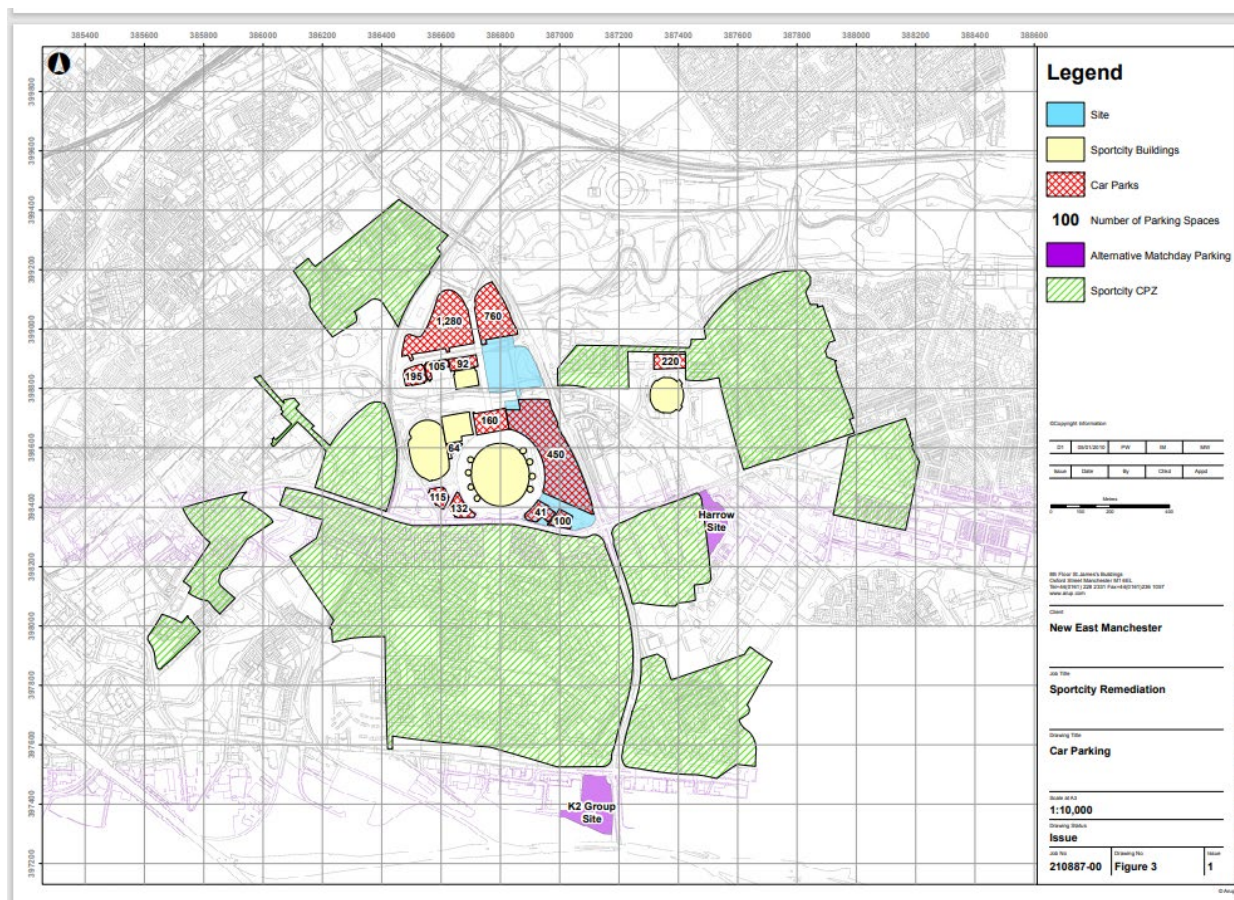
The City of Manchester Stadium – Football Conversion 2003

9. The City of Manchester Stadium was converted from the Commonwealth Games athletics layout to a circa 48,000 seat football stadium, ready for Manchester City Football Club’s occupation from the start of the 2003-04 season.
10. In 2007, it was agreed that the UK’s only Super Casino (or Regional Casino) would be built on land to the east of the Stadium, now known as the Collar Site, which was cleared and readied for development. However, in 2008 the Government scrapped plans for the Super Casino and the Collar Site remains awaiting redevelopment.
11. In the interim, it has been used as car parking and is now referred to as Orange Car Park.

Etihad Stadium – 2010 onwards

12. In 2010 Planning permission was granted via permission reference 092380/FO/2010/N2 for remediation works to land east of the Stadium.

13. The Transport and Access Statement prepared by Arup and submitted in support of that application in February 2010, contains a drawing at Figure 3 which shows the status of car parking at that time across the area. It is copied below:



(Taken from Arup Transport and Access Statement, February 2010)

14. The number of parking spaces can be seen on the diagram. However, paragraph 4.2 of the Transport and Access Statement notes that:

“The East Car Park (the Orange Car Park) is a surface car park without formal marked out parking spaces. The Sportcity Estates Manager has indicated that this car park is typically used by 400-450 vehicles on a matchday (although it is physically possible to fit up to 3,000 vehicles in this space without providing space for vehicles to circulate).”

15. It must therefore be assumed that, at times, this car park was being used for more than 450 vehicles given that the 450 space figure was quoted without the benefit of a specific usage survey, and was described as being a typical usage figure, not a maximum use figure.

16. The approved remediation works took place later in 2010 and the land subsequently reverted to the previous use as surface car parking without any other development uses taking place there.

17. The City of Manchester Stadium was then officially renamed the Etihad Stadium in July 2011.
18. In February 2014, planning permission was granted for an extension to the North and South stands of the Etihad Stadium under permission reference 104315/FO/2013/N2.
19. The Transport Assessment prepared by Mott McDonald in support of that planning application contained a car parking survey of the Stadium's various car parks.
20. That survey was carried out in October 2013. The results are detailed below and extracted from the Transport Assessment submitted in support of the planning application dated 25 November 2013.

Figure 7.10: On site Car Park Locations



Table 7.5: Weekday on-site parking observations

Car Park	Potential Capacity*	% Full	Cars Parked**	Spare Capacity	No of Coaches	Max Coaches	Spare Coach Capacity
A	100	100%	100	0	0	0	0
B	123	95%	117	6	0	0	0
C	<i>Police and away coaches</i>				11	40	29
D	<i>Police and away coaches</i>				4	15	11
Orange	1500	80%	1200	300	0	0	0
G	650	75%	488	163	34	50	16
H	1280	80%	1024	256	0	0	0
J	195	30%	59	137	0	0	0
K	105	90%	95	11	0	0	0
L	92	100%	92	0	0	0	0
M	500	45%	225	275	0	0	0
Totals	4545	-	3385	1160	49	105	56

*based on observations

**counted vehicles

21. The “East Car Park” referred to in the 2010 planning application is now referred to as the “Orange Car Park” and greater intensity of use is seen – from the 450 space typical use in 2010 (albeit with capacity for up to 3,000 spaces), to 1,500 spaces recorded in 2013.
22. The other car parking areas are broadly consistent in their numbering between the 2010 and 2014 applications.
23. Most recently, planning permission has been granted in September 2020 under permission reference 126431/FO/2020 for development of a multi-use arena on land adjacent to the Etihad Stadium (on Car Park M).
24. Again, the Transport Assessment in support of that planning application, carried out by Buro Happold, included a car parking survey of all car parks around the Etihad Stadium. The results of those surveys are provided below and are taken from the Transport Assessment dated 2 March 2020.

Figure 4.13 shows the location of the existing car parks at the Etihad Campus.



25. Paragraphs 4.62 and 4.63 of that Transport Assessment summarise the car parking provision as follows:

“In terms of the location of the parking areas identified on the parking plan, access to the A and B car parks located south of the Ashton Canal is via the Ashton New Road/Rowsley Street priority junction. Similarly, access to the C and D car parks is via Ashton New Road. The car parks north of the Ashton Canal, including the Site (Area M), are accessed via the Alan Turing Way/Sportcity Way junction.

There is currently capacity for approximately 4,200 on-site parking spaces within the Etihad Campus (excluding those spaces dedicated to the Manchester Tennis and Football Centre and the Manchester Regional Arena). This capacity is split across a number of car parks within the Etihad Campus, as shown on the plan. Approximately 2,600 of these spaces are located in areas adjacent to Sportcity Way (marked as G, H, J, K and M on the plan. Approximately 300 spaces are located in areas to the south of the stadium (marked as A, B and C on the plan. The remaining 1,300 space capacity is spread across cleared sites, earmarked for future development (area shown in orange on the plan).”

Etihad Stadium Traffic and Transport Operational Arrangements

26. The above documentation shows that the parking areas subject to this application for a CLEUD have been physically in situ and used for parking for at least 10 years.
27. Their operation is managed by Rachel Hayward, Manchester City Football Club's Traffic and Transport Manager.
28. Details of Rachel's experience is contained within the attached affidavit (Appendix B).
29. Rachel is responsible for the operation of all car parks subject to this application. She joined MCFC in 2009 as PA to the Club's Chief Commercial Officer at the time, Steve Sayer. Her roles since 2009 all give her hands-on knowledge, and increasing responsibility for, the operation of the car parks around the Etihad stadium.
30. The car parking spaces, up until the end of the 2020-21 football season, have been let via a variety of means. Some spaces were offered to visitors as part of hospitality packages purchased. Some space passes were allocated to away teams for use by away fans. Some spaces were made available for on-the-day ad hoc pay-on-entry parking by fans and visitors to the Stadium. From the start of the 2021-22 season, all spaces are pre-booked only.
31. The logistics of arranging the parking across the various modes of use, as well as co-ordinating the parking income streams, is managed by Rachel.

Conclusion

32. The attached witness statement from MCFC's Traffic and Transport Manager, combined with the planning history which shows the various car parks' development and use over time, demonstrate clearly that the car parks subject to this application have been in continuous use for at least 10 years and are therefore lawful. A Certificate of Lawful Existing Use or Development (CLEUD) is therefore requested which confirms this position.

Appendix A – Photos at 29 May 2021

Car Park G/H



Orange Car Park





Car Park C/D



Aerial Photo of Football Event 2017



**Appendix B – Manchester City Football Club Traffic and Transport Manager
Affidavit**