

Manchester City Council
P O Box 532
Town Hall
Manchester
M60 2LA

Our ref TRA/20/132 &161
Your ref:

4th September 2020

Dear Sir / Madam

Application Number: **126431/FO/2020**

Location: Site South Of Sportcity Way, East Of Joe Mercer Way, West Of Alan Turing Way And North Of The Ashton Canal At The Etihad Campus

Proposal: Re-consultation due to additional information not related to the environmental statement - Erection of a multi-use arena (Use Class D2) (61082 sqm) with a partially illuminated external façade together with ancillary retail / commercial uses (Classes A1, A3 and A4), with highways, access, servicing, landscaping, public realm and other associated works)

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors in determining the application and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

Background

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so.

²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

The applications seeks approval for the construction of a new multi-use indoor arena with a total capacity for up to 23,500 people, located on a cleared site next to the Etihad Stadium.

Highways Overview

Colleagues from within TfGM HFAS (Highways Analytical Forecasting Service) and TfGM UTC (Urban Traffic Control) have reviewed the information submitted prepared by Buro-happold Engineering submitted in support of the proposed Arena development.

TfGM have worked closely with MCC and the applicant's consultant to ensure that the submitted supporting documentation represents an appropriate idea of the likely operation of the proposed development.

As such TfGM are happy with the conclusions drawn regarding the impact of the OVG on the transport network.

Importantly the successful proposed operational transport plan will be the key to ensuring the proposed stadium in conjunction with the MCFC football stadium operates as efficiently and safely as possible.

TfGM will be able to work closely with OVG along MCC and MCFC to ensure that the transport operations are managed.

The operation of the transport network should be equitable and traffic to and from the proposed stadium should not be favoured over other users of the transport network – notably the Asda car park.

In terms of the mitigation introduced to help visitors safely attend events we would appreciate early site of any list of mitigation – this should include any changes to traffic signal controlled junctions. We would recommend that the junction of Alan Turing Way – Stadium Way is modified to make it more capable of dealing with large numbers of pedestrians before and after events.

In addition a list of the proposed mitigation to make walking and cycling more convenient would give more confidence that these are introduced.

Additional VMS have been proposed – we would like this to be conditioned.

Finally, a detailed summary of the application documents is requested to help draw all the documents together.

Metrolink

It should be noted that colleagues in Metrolink have provided separate comments to MCC dated the 12th August 2020.

I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact me.

Yours faithfully,

Riccardo Boncinelli
Senior Transport Planner
Direct Line [REDACTED]
Email [REDACTED]