



Jennifer Atkinson

RE: Planning Application 126431/FO/2020 Consultation - 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

1 message

Lynda Griffin

12 August 2020 at 11:02

To: Jennifer Atkinson

Cc: Alan Lowe

Andrew Charnock

Darren Embury

David Herbert

gregg mitchell

Jennifer McKinney

Landuse

Jennifer,

Application number: 126431/FO/2020

Proposal: RECONSULTATION 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 facade together with ancillary retail/commercial uses (Classes A1, A3 and A4), with highways, access, servicing, landscaping, public realm and other associated works.

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, Manchester,

I refer to the above application and make the following comments from a Metrolink perspective:

GENERAL COMMENTS

Metrolink have had some discussion with the Developer with regards to the interface with Metrolink and general travel demand for events. These discussions have been very high level and whilst Metrolink have no objection to the proposals there are a number of details that need to be agreed prior to the Development coming into use. The developer is aware that successful transport solutions to/from events is multimodal and this is discussed in their Planning Documentation.

The submitted Planning Statement and Transport Assessment refer to Metrolink ensuring that "every possible Metrolink Service was operated by a double unit". I understand that this arrangement was not offered and depending upon the nature of the event may not be necessary but could, in any event, not be guaranteed. It is proposed that a Framework Document is agreed between the Developer and TfGM which will set out the overarching principles of 'Travel Demand Management' by all modes for events. This Framework Document will then be used to agree event specific 'Operational Plans'.

The corraling at the Etihad Tram stop was designed to accommodate the Etihad Stadium and the suitability of the current arrangement and capacity should be assessed for when events clash. Any required changes would need to be discussed and agreed with Metrolink but would clearly need to be at the developer's cost. It is worth noting that the extents of Metrolink controlled land in this area is limited and therefore any changes may require agreement with the adjacent landowners.

The illuminated band around the top of the arena gives Metrolink a little bit of concern. Whilst we operate at a lower level we are concerned that the illumination will be substantially brighter than the tram corridor and any pulsing of the lights resulting from the moving image panels could create issues for tram drivers. The luminosity of this lighting and screens should be capable of being dimmed and safe levels agreed on site with Metrolink post construction.

Due to the proximity of the development to the operational Metrolink line we would request that the following conditions are applied to any planning permission for this development:

CONDITIONS

1. Working Safely Near Metrolink

No development shall take place, including any works of demolition, until a Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and approved in writing by Manchester City Council the Local Planning Authority (approval to be in consultation with Transport for Greater Manchester in respects to working safely near Metrolink). The approved CMP shall include agreed safe methods of working adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period. The CMP shall provide for: -

- the retention of 24hr unhindered access to all Metrolink Infrastructure;
- loading and unloading of plant and materials;
- construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
- measures to control the emission of dust and dirt during construction and;

Reason:

1. To safeguard the amenities of the locality.
2. To ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system. Further details can be found via the Metrolink Website at; <https://www.tfgm.com/public-transport/tram/working-safely>

2. Travel Demand Management

At least 6 months prior to first use of the development a Framework Travel Demand Management Document must be submitted to and approved in writing by Manchester City Council the Local Planning Authority (approval to be in consultation with Transport for Greater Manchester). This document shall set out the principles and timescales relating to how event specific Operational Plans will be developed and agreed.

Reason: In the interests of safely managing the travelling public for events and across Greater Manchester.

3. Crowd Management at Etihad Tram Stop

At least 6 months prior to first use of the development a full assessment of the crowd management corraling system at the Etihad Tram Stop must be been submitted to and approved in writing by Manchester City Council the Local Planning Authority (approval to be in consultation with Transport for Greater Manchester). Any changes considered necessary to meet the new demand must be agreed by Metrolink and must be introduced prior to the Development coming into use and at the developer's cost.

Reason: In the interests of public safety and that of Metrolink customers.

4. Driver distraction

Prior to the development being brought into use the levels of lighting and potential distraction to tram drivers must be assessed on site during the hours of darkness and amended as necessary.

Reason: To ensure that the lighting from the development does not adversely impact the safe operation of Metrolink.

Regards

Lynda

Lynda Griffin

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