



ETIHAD STADIUM NORTH STAND
NON-MATERIAL AMENDMENT - ACCESS STRATEGY

23.04.25

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1.0 HOTEL - ARRIVAL DROP OFF

With the external approach to the hotel, the arrival drop off entrance is particularly important, as this is the first experience the guest has of the hotel. The landscaping is a major part of this experience; its design is to be visually interesting reflecting the existing context and location with regards to the flora and hardscape and external art. This hotel is targeted firmly at the leisure market, existing and future visitors to the Etihad Campus and is thus distinctive in its offering, as such, guests arriving should feel excitement and a sense of something special about staying at the hotel.

The canopy is to provide pedestrian covered space to protect guests from inclement weather. The VIP lobby drop-off further along the facade to the north is to be provided with semi landscape screening for privacy and a sense of exclusivity.

Demarcation bollards and raised planters are to form part of the strategy for the protection of the building.

Outside seating and social gathering spaces are to be provided adjacent to the F&B outlets, kept separate from the carriageway and passing pedestrians. This will create an extension to the guest catering experience of the hotel as well as creating social interaction in front of the building.

The traffic vehicular movement of cars arriving at the drop off is to be efficient so that guest are dropped off or collected as quickly as possible.

2.0 HOTEL FACADE CURTAIN WALLING & FINS

The facade system on the hotel facade is stick built curtain walling. The rhythm between double glazed and spandrel panels ensure that appropriate U values are being met.

Perforated panels allow for intake and outlet ventilation through the facade and express the honeycomb motif of Manchester. Fins are connected directly to the mullion nosings via brackets and detailed elegantly around the fixings.

The ondulation of the fins alude the veils of a ship and pay tribute to Manchester's industrial and naval history.

The ground and first floor podium levels have similar perforated panels to the glazed curtain walling to the major spaces.



Northeastern view showing the hotel entrance drop-off



Curtain walling with fins connected to the nosing via brackets

3.0 SITE LAYOUT

The hotel building has been sited adjacent to the stadium on the eastern side of the North Stand, and is reflected by the commercial building on the western side of the north stand. The connecting canopy between the buildings creates a sense of place to City Square below while providing shelter from rain to the crowds that will gather there. The hotel’s all-day dining restaurant has an outside terrace below the canopy over City Square which will allow hotel diners using the terrace to be sheltered from the weather while viewing and experiencing the social activity of City Square below.

4.0 EVENT DAY SECURITY

On Event days the increase in crowds outside the hotel entrance will require front of house hotel staff to be more vigilant in observing the coming and going of individuals entering the hotel who may have no justifiable reason for being on the hotel premises. A hotel security strategy should be devised and implemented as part of the hotel operations.

5.0 SITE ACCESS CONTROL

Site access to the hotel and the rest of the North Stand development will be via the existing routes; the tramlink, local bus services, the pedestrian route via Joe Mercer Way, and taxi, coaches and cars from Alan Turing Way through the existing Gate which is to be retained.

On days when matches and other major events are not taking place, authorised vehicles and coaches are to be allowed through the retractable bollards signaled by the intercom bollard into the hotel drop-off entrance. During major events at the Etihad Campus, a different regime is to be put in place with coach and authorised

vehicle drop-off stationed further away from the hotel entrance, in the access road layby zone, due to the large number of pedestrians forming a crowd in the campus.

On match days and event days, electrical buggies will be positioned at appropriately located stations on site to transport partially ambulant persons to and from the hotel entrance as needed.

‘Blue light’ emergency access to the hotel is to be via the existing service “ring road” as well as around the perimeter of the development. Additional access to the area is provided by the new access road from Alan Turing Way. This Access strategy has been reviewed with civil engineers for vehicle tracking.

The key differences in the access strategy between the current scheme and the approved scheme for the access road is stated below:

The access road layout has been revised by removing proposed vehicular and pedestrian gates on the west side of the access road in the approved scheme. Instead, the existing gates at the Alan Turing Way junction (for both vehicles and pedestrians) will be retained.

As the existing pedestrian gate is located only on the north side of Alan Turing Way, the entire northern edge of the access road has now been designated as a pedestrian route. This area will include dark grey block paving, 125mm raised kerb and contrasting tactile paving. In the approved scheme, the north-east section functioned as a shared surface for pedestrian and vehicle with flush kerbs. The north-west section remains as pedestrian route with raised kerbs.

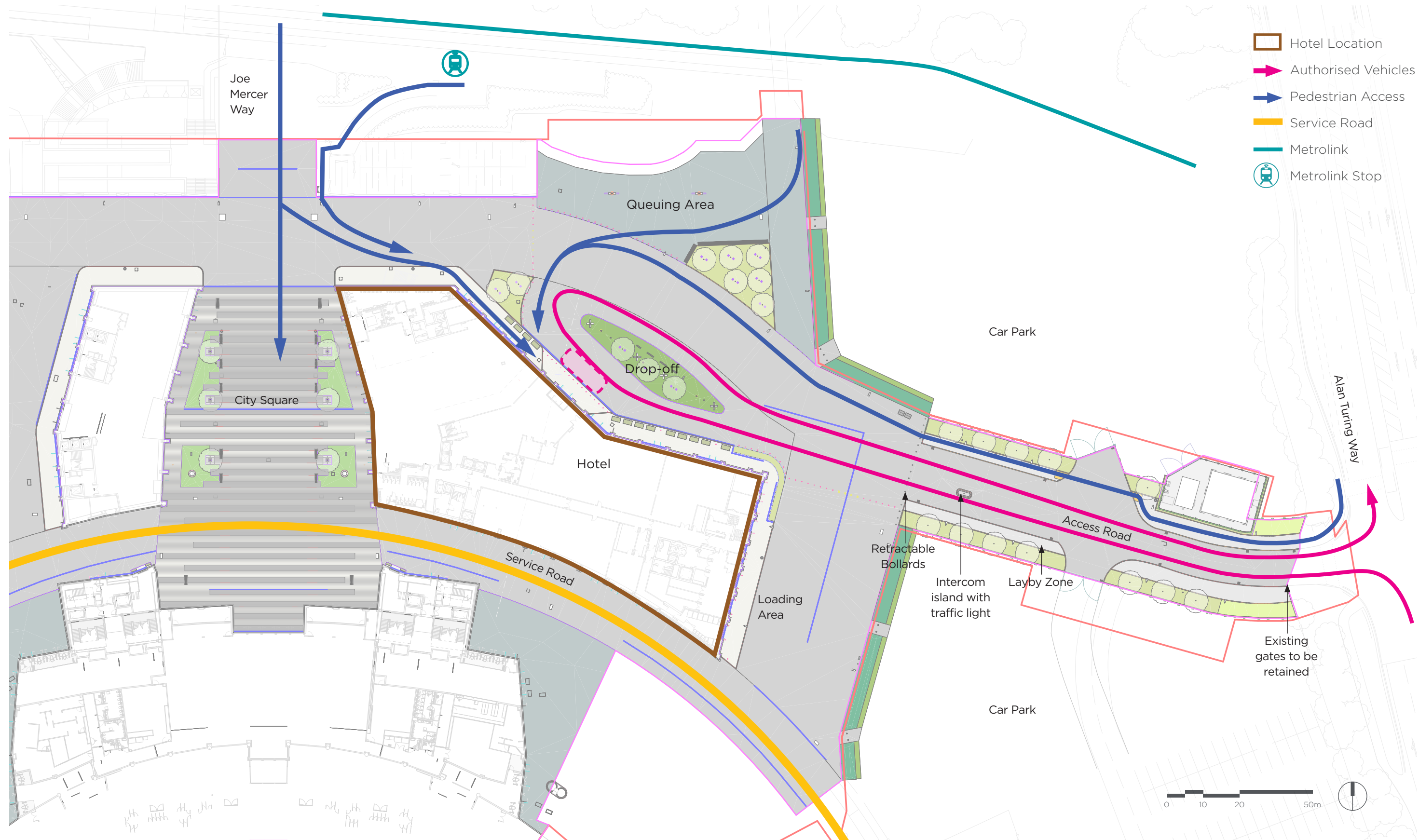
In the current scheme, the entire southern edge of the access road is a designated vehicle layby zone with dark grey block paving and flush kerbs. This replaces the approved scheme’s configuration, where the south-west side was a pedestrian route with raised kerbs and the south-east side functioned as a shared surface for both pedestrians and vehicles.

As both pedestrian and vehicle gates positioned only at the Alan Turing Way junction, access controls to the two car parks are no longer required and have been removed in the current scheme. In addition, the authorised vehicle turning route has been modified. Vehicles will now make a U-turn after passing the traffic management kerb at the intercom island located near the bollard line, rather than near the car park entrances as shown in the approved scheme.

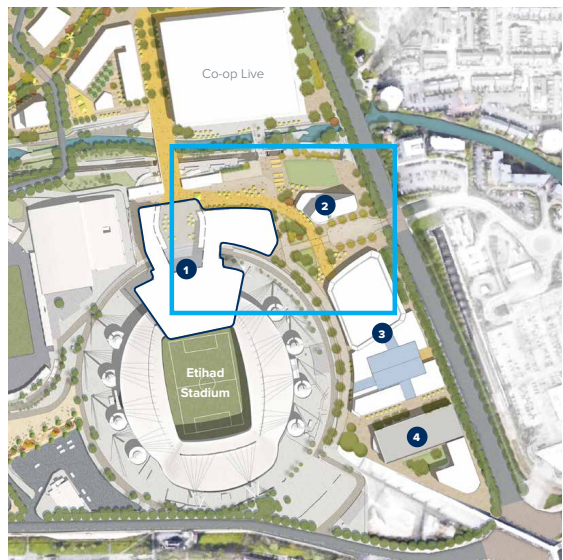
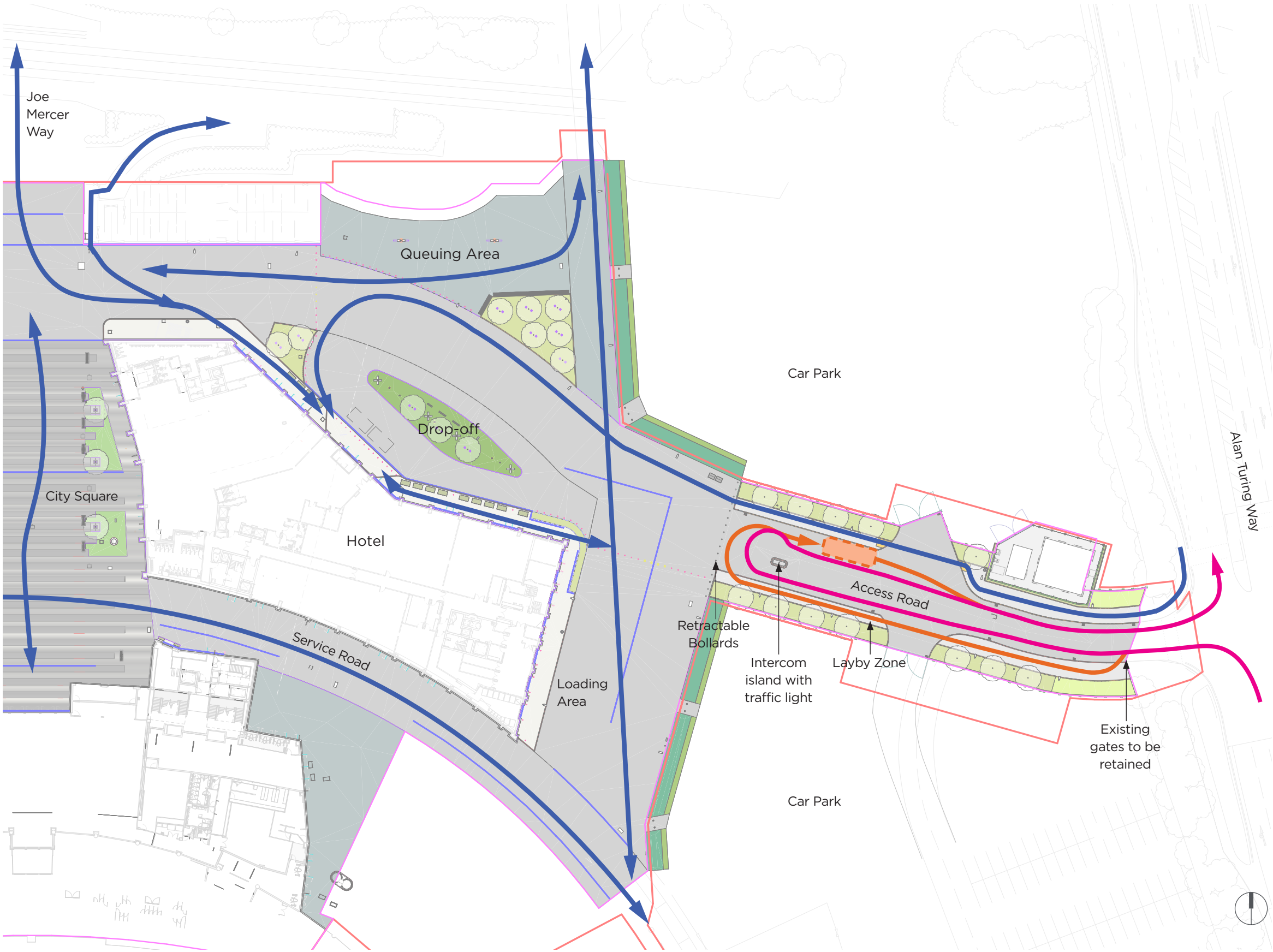


Site plan showing the hotel northeast of the North Stand development with main access to the right

HOTEL ACCESSIBILITY - PROPOSAL

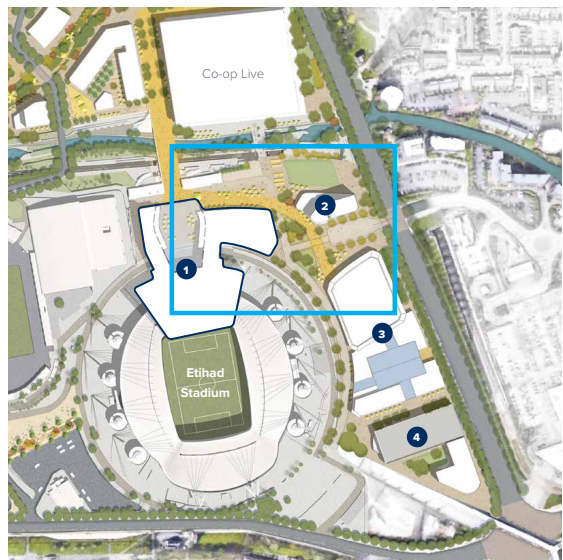


HOTEL ROADS MAJOR CAMPUS EVENTS



- Pedestrian Route
- Authorised Vehicle Route
- Authorised Vehicle Drop-off
- Taxi and Layby Route
- Taxi Parking
- Service Route
- Deliveries

HOTEL ROADS OUTSIDE OF MAJOR CAMPUS EVENTS



- Pedestrian Route
- Authorised Vehicle Route
- Authorised Vehicle Drop-off
- Taxi and Layby Route
- Taxi Parking
- Service Route
- Deliveries

