Transport Strategy Report

Co-op Live



DECEMBER 2023

Co-op Live

Revision	Description	Issued by	Date	Checked
P1	First Draft	TG	22/10/23	MC
P2	First Issue	TG	23/10/23	MC
P3	Final Issue	TG	30/10/23	MC
P4	Final Issue	TG	23/11/23	DW
P5	Final Issue	DW	20/12/23	TG

1.0 Introduction

Co-op Live is an indoor arena currently under construction in Manchester, England. Due to open in April 2024 and start holding events from early May 2024. It is planned to have the largest maximum capacity of any indoor arena (up to 23,500) in the United Kingdom. As the UK's only music-first arena, Co-op Live will boast the largest floor space of any indoor venue, a significantly lower ceiling, and tiered seating that brings fans closer to the artist. Cutting edge visual technology, exceptional acoustics and innovative sound bowl design mean the best show possible whether standing or seated, in a space designed to welcome the biggest and most exciting global artists.

In the context of the travel plan it is important to consider the current capacity of the Etihad Stadium of 53,400 with planning permission granted to increase the Etihad Stadium capacity to over 60,000. This is due for completion during the 2025/26 football season. This report will incorporate the Etihad's operations where necessary as it will be essential that the Co-op Live's travel plan and event day management works simultaneously.

It is understood that for full capacity events at the Co-op Live venue there will be up to 770 employees required on site, and on non-event days that there will be up to 70 employees on-site.

2.0 Planning application - 126431/FO/2020

The Co-op Live venue was granted planning permission by Manchester City Council on 23rd October 2020 under the application/development proposals description as *'Erection of a multi-use arena (Use Class D2) 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.'*

The location as listed in the planning application is *'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.'*

2.1 Decision notice

The planning permission and notice of consent compliance with conditions, Appendix 1. Referred to as the Decision notice, provides a list of forty-three (43) conditions that the applicant must comply with. The purpose of the report is focused on the below listed conditions, which are related to the proposed transport operations of the venue. **This report sets out the respective information to satisfy the conditions (31, 32, 33, 34 and 35) placed by Manchester City Council and to allow for these planning conditions to be discharged.**

The planning conditions that are covered in this transport strategy report are listed in their entirety as below:

Condition 31: Prior to the first use of the arena hereby approved, details of a coach parking strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first use of the arena and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure there adequate provision for coach parking at the development pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

Condition 32: Prior to the first use of the development hereby approved, a scheme of highway works, as outlined within the Transport Assessment prepared by BuroHappold Engineering stamped as received by the City Council, as Local Planning Authority, 30 March 2020, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Modifications to the junction of Gate 1/Alan Turing Way including creation of left in/left out traffic movements, improved cycle facility, widened pedestrian provision, creation of servicing entrance and vehicle access/egress (Drawing BRA-BHE-XX-XX-DR-C-0230);
- Emergency vehicle access from Alan Turing Way including modification to pedestrian footway and access to the canal (Drawing BRA-BHE-XX-XX-DR-C-0240);
- Widening of footways along Sportcity Way including narrowing of carriage from 4 to 3 lanes (Drawing BRA-BHE-XX-XX-DR-C-0210); - Installation of fixed bollards, retractable bollards and planters to Sportcity Way); - Introduction of VIP drop off and U Turn facility;
- Extension of the existing taxi rank along the full length of Rowsley Street and Philips Park Road (including creation of a one-way system);
- Dropped kerbs and tactile paving to vehicle access points;
- Provision of additional Variable Message Boards (VMS) including agreed locations and timescale for implementation**;**

The approved scheme shall be implemented and be in place prior to the first use of the arena hereby approved and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).
Condition 33: Prior to the first event at the development hereby approved, details of a servicing and operational management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include how servicing arrangements will be managed at the development including ensuring the access road remains unrestricted. The approved plan shall be implemented upon the first use of the development and thereafter retained and maintained.

Reason - In the interest of highway and pedestrian safety pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

Condition 34: Prior to the first event the development hereby approved, details of a car park management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include how the surface level car parks at the Etihad Campus would be made available to support the arena development and its operations, particularly on match days, together with how disabled parking would be made available, managed, monitored and reviewed to ensure disabled parking is always available at the development (including suitable levels of match days).

The approved plan shall be implemented upon the first event at the development and thereafter retained and maintained.

A review of the car parking management plan shall be submitted to the City Council, as Local Planning Authority, on an annual basis (on a date to be agreed) which details the 126431/FO/2020 Page 14 of 20 ongoing management arrangements and any appropriate modifications should they be necessary.

Reason - In the interest of highway and pedestrian safety pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

Condition 35: Prior to the first event at the arena hereby approved, a crowd management strategy for the Etihad Tram stop shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall be implemented upon first use of the development and remain in use at all times when the development is operational (including with coincided events at the Etihad Stadium).

Reason - In the interest of public safety for users of the tram stop pursuant to policy DM1 of the Manchester Core Strategy (2012).

2.2 Decision notice

The respective planning conditions are listed below with information provided to satisfy the respective to condition as captured in the decision not

Condition 31 – **Coach parking strategy:**

This condition has been reviewed against SP1, T1, T 2 and DM 1 of the Manchester Core Strategy (2012):

To establish the coach parking strategy, it is important to ascertain the current coach parking arrangements that operate for the Etihad Stadium. The current arrangements are that Sportcity Way is used by 'home' fans arriving by coach, the coaches enter this route via a signed route, which is a combination of existing permanent advance directional signage and temporary event day signage. The signage both permanent and temporary, provides directional signage for coaches supplemented with coloured coded parking areas. Coaches enter Sportscity Way via the A6010 Alan Turing Way/Forge Lane. At the end of Sportscity Way the coaches turn to face the direction of A6010 Alan Turing Way ready for egress.

'Away' fans arriving by coach are directed to the Grey parking area C, accessed from Ashton Ne Road. The fans can be directed from the coaches to the Etihad Stadium's visiting section.

As highlighted in sections 6.8 and 6.8.1 of the OVG Travel Plan, see Appendix 2. Space for coach parking is provided on the parking areas within the Campus. The appointed Travel Plan Coordinator (TPC) will monitor the use of these coach parking spaces as part of the Travel Survey (in discussion with the TPC for Etihad Stadium) to ensure that the coach parking provision caters for demand. The TPC will investigate potential measures to increase the number of fans/visitors travelling by coach.

Appendix 6 Etihad Campus Parking Model – Modal Structure outlines 7 modes with the respective description (i.e. the nature of the events being held), considerations and parking modes.

Dependent to the parking mode, Appendix 6, page 1 the coach parking could be allocated as below to the respective coach parking areas allocated:

- Sports City Way (Blue) = 30 coach spaces.
- Blue parking area G = 30 coach spaces.
- Grey C = 25 coach/minibus spaces.

The blue car parking areas will be the priority location due to the close proximity to the Co-op Live venue. The blue parking areas used will be dependent on coach parking sales numbers.

If coach sales exceeded the allocated Blue parking areas, other areas would need to be identified for coach parking, such as use of the Orange car park.

When there is an event being held at the Etihad Stadium, the Co-op Live venue will work with the Etihad Stadium to review Coach Parking areas, which will be dependent on the number of coaches expected. These operational review meetings will take place periodically to ensure all venue's parking requirements on the Etihad Campus are considered. Co-op Live have identified two alternative coach parking areas to assist with the venue clash days which are the Co-op Connell College and the East Manchester Academy, noting that on non-clash dates (75% of Co-op Live event days), the above coach parking in the Sports City Way and Blue parking area G will be utilised for the Co-op Live venue.

Condition 32 – **Variable message boards:**

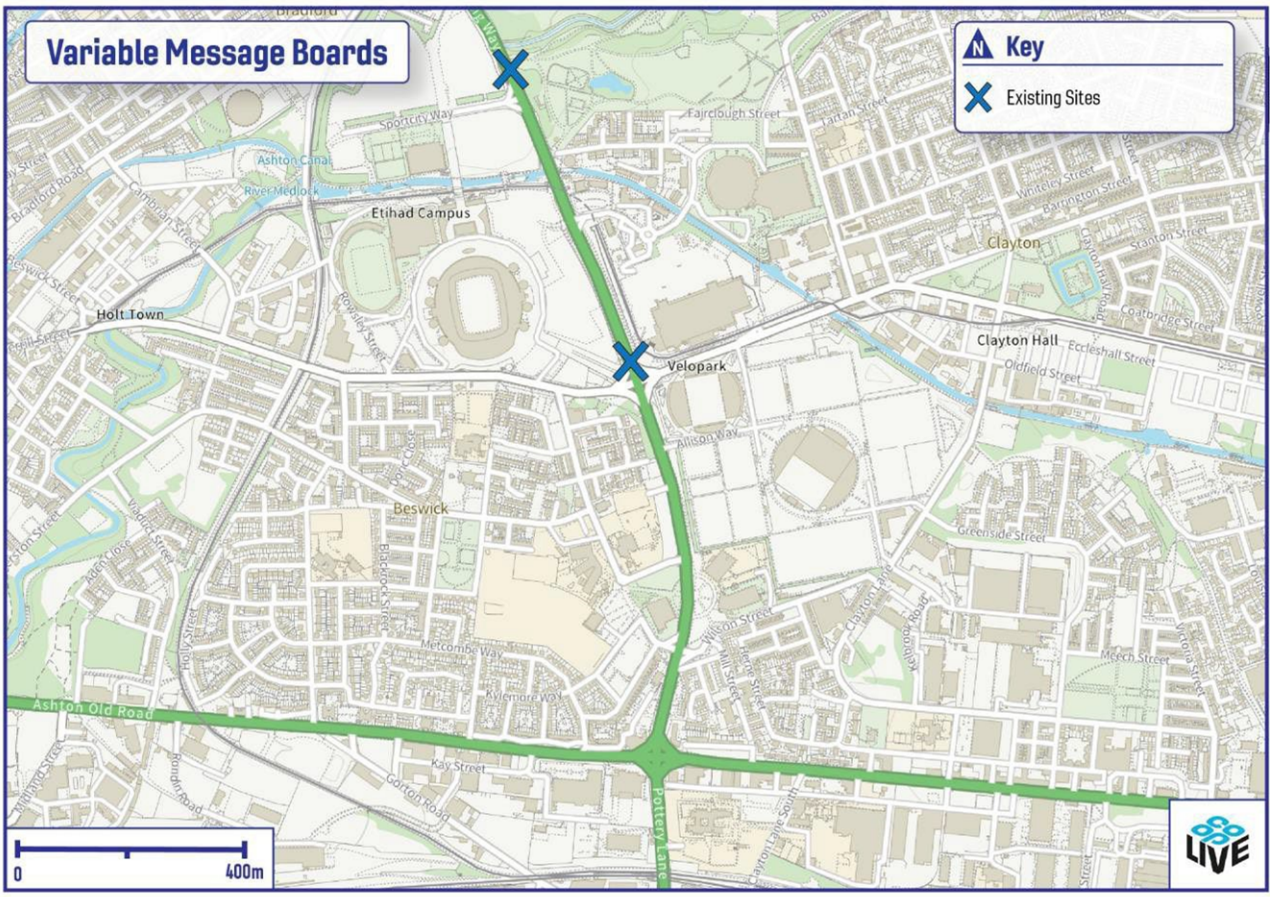
This condition has been reviewed against SP1, EN1 and DM1 of the Manchester Core Strategy (2012):

The VMS would be temporary and mobile, replicating the existing locations and arrangement that is used for Manchester City home games held at the Etihad Stadium. The position of the VMS will be reviewed and if required, alternative or additional locations will be identified (subject to gaining the necessary permissions through MCC Highways department).

Due to the VMS being temporary the timescale for deployment and removals would be limited to the event day, this would avoid unnecessary signage clutter on the local highway network.

Based on a site assessment on 21/10/23, there are currently two Variable Message Boards deployed on a match day at the Etihad Stadium. The existing sites are shown in blue on the below location map and these would be the locations for VMS associated with the Co-op Live venue.

In addition, refer to Appendix 7 for possible Variable message signs variation.



Condition 32 continued:

- **Widening of footways along Sport City Way including narrowing of carriage from 4 to 3 lanes (Drawing BRA-BHE-XX-XX-DR-C-0210);**

Update – works to be completed by BAM by the 19/04/2023.

- **Installation of fixed bollards, retractable bollards and planters to Sports City Way:**

Update – works to be completed by BAM by the 02/04/2024

- **Introduction of VIP drop off facility:**

The onsite traffic management team will facilitate the drop off of VIP Guests at a designated point located on Sports City Way which will be adjacent to the VIP Entrance of the Venue. Guests utilising this service will be required to book in advance and will be clearly identifiable to ensure that only the correct vehicles are permitted access to the drop off area. Once VIP guests have been dropped off the cars will then be directed into the Blue Car Park where they will be able to park in their pre-book parking area or will be directed off site via Sports City Way. A drawing of how this drop off operation will work can be seen in Appendix 10.

- **Extension of the existing taxi rank along the full length of Rowsley Street and Philips Park Road (including creation of a one-way system)**

Update – A working group has been formed which includes members of the Etihad Stadium, MCC Licensing and Co-op Live to progress the above condition. The group is also investigating an alternative approach/areas to manage both taxi and private hire vehicles. The next scheduled meeting of the group is January 23rd, which will involve a meeting with local Hackney and Pre-booked Taxi providers, to gain their views. Currently the working group's aim is to identify offsite areas to facilitate these movements

Condition 33 - Servicing and operational management plan

This condition has been reviewed against SP1, T2 and DM 1 of the Manchester Core Strategy (2012):

The servicing and operational management plan is detailed within the OVG Manchester Design and Access Statement.

The service yard area for the Co-op Live venue is accessed via A6010 Alan Turing Way and Sports City Way. The service yard provides for parking and unloading of production vehicles associated with an event. Eight vehicles can load directly onto the event floor at any one time, whilst parking for four further large vehicles is available. The service yard also provides for more day-to-day delivery activities including catering deliveries and provides the location for storage and collection of waste compactors. The service yard is located on the eastern side of the venue and is accessed from Sport City Way. Vehicle tracking analysis has been undertaken to ensure vehicles can safely enter the area, turn and exit again without the need to reverse out of the service yard onto Sports City Way. In the event that a vehicle has to reverse out of the service yard onto Sports City Way, this movement will be managed by the Banksman Trained Service Yard Team, who will ensure all vehicle movements are conducted in a controlled fashion. A two-way entry route is provided so entering vehicles can safely pass those exiting. This is to avoid the need for vehicles to wait on Sport City Way before entering.

The service yard entry for vehicle access will be managed via a booking system and vehicle access managed on the ground by the dedicated venue traffic management team, further details can be found in the Operational Waste Management Strategy document, Appendix 8

Condition 34 – Car park management plan:

This condition has been reviewed against SP1, T2 and DM 1 of the Manchester Core Strategy (2012) and Greater Manchester Transport Strategy 2040: Draft Delivery Plan 2020-2025 (GMCA 2019):

The management of the car parking areas is detailed within the Etihad Campus Parking Model – Modal Structure Appendix 6 and OVG Manchester Design and Access Statement**.**

With the emphasis on discouraging private car trips and the travel plan encouraging journeys to the Co-op Live venue by sustainable transport modes. There will be no increase in parking capacity within the existing campus, with a greater focus placed on sustainable transport, utilising tram and bus links and encouraging access to and uptake of walking and cycling routes. The cross-city connection of the Ashton Canal and tow path is maintained, with the landscaped podium to the south of the venue building as a highly visible destination space overlooking the waterway.

The car parking provision for the Co-op Live venue will be made available across the Campus spaces. The number of parking spaces available to venue visitors will vary depending on the pattern of events taking place across the campus at the time.

The two scenarios that result in the maximum and minimum allocation of parking spaces for the Venue are:

- When a Co-op Live event is the only event taking place on the campus: Up to 3000 spaces will be made available to the Venue.
- When a Co-op Live event runs in parallel with a football match in the Etihad Stadium: 500 spaces will be made available to the Venue.

Car parking will be made available on a pre-booked basis only with ANPR used to cross reference the booking against the car trying to gain access into the respective parking area. This is to manage demand in advance and ensure the allocated parking numbers are achieved for each campus event combination.

Disabled parking is provided within close proximity to the Co-op Live venue with allocated parking with blue car parks H, G and L. Providing a combined 168 disabled person car spaces. A further 50-100 spaces are planned to be made available in the Orange Car Park if required also.The required number of disabled parking spaces will be monitored, to ensure that when there are events being held at the Co-op Live and Etihad, there is sufficient disabled parking for both venues. There would be the option to increase or decrease the number of disabled parking spaces to meet demand.

Further consideration to Disabled parking will be given as more information is received regards the North Stand construction of the Etihad Stadium, as it is currently believed that the SISK Compound will be located in the same area as the current BAM compound. If this is correct, current Disabled parking plans should not be affected.

Disabled parking would be available to visitors in advance of other parking offered by the Co-op Live. This will allow disabled passengers to plan their journey ahead of time. Disabled parking will only be available on a pre-booked basis.

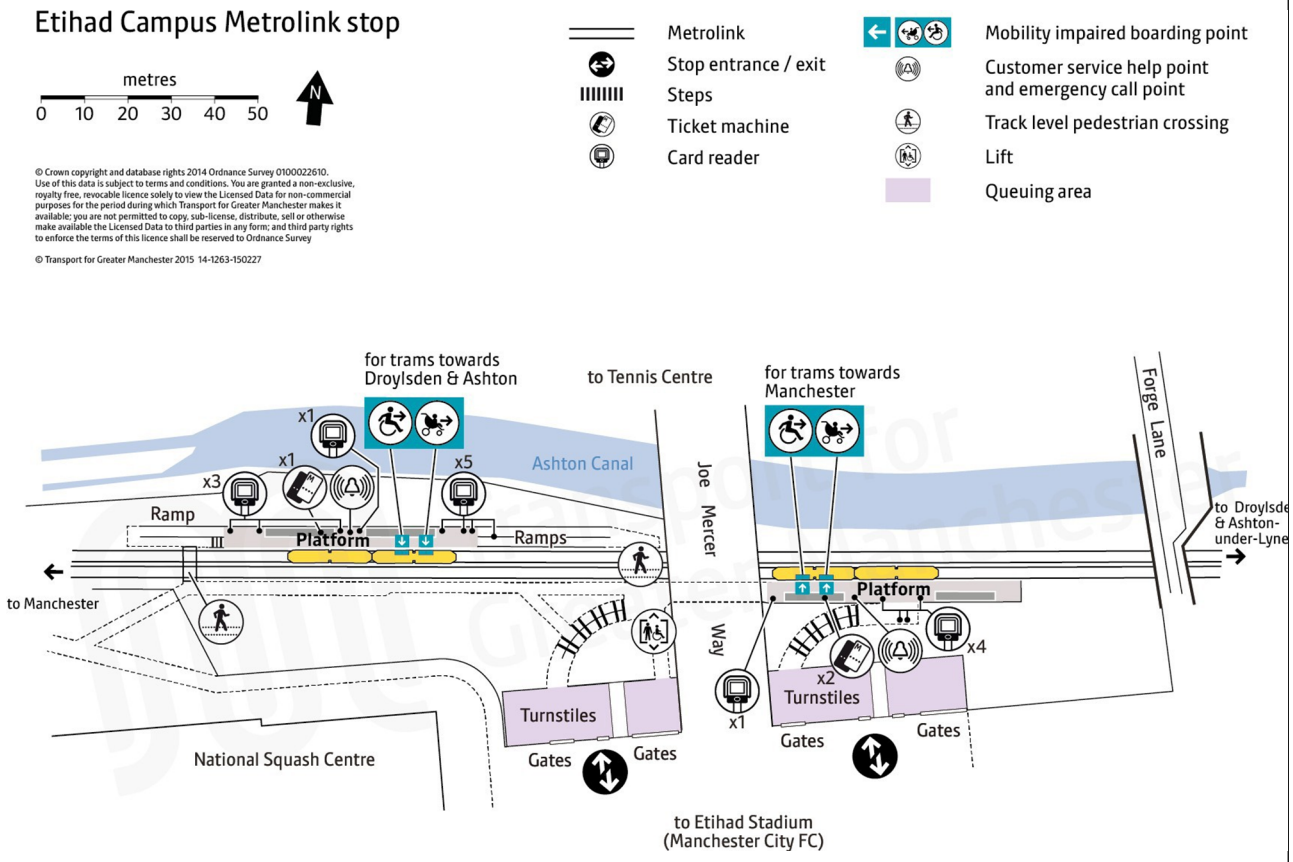
Please see the Draft Car Park Management Plan (which will continue to be updated as we move forward) in the appendix of this document, Appendix 9.

Condition 35 - A crowd management strategy for the Etihad Tram stop

This condition has been reviewed against DM 1 of the Manchester Core Strategy (2012):

As highlighted in sections 3.4.6 and 3.4.7 of the OVG Travel Plan, Appendix 2. The nearest Metrolink stop serving the Co-op Live venue is Etihad Campus, which is located approximately 200 metres (less than 5 minutes' walk) walking distance from the Co-Op Live venue. It is on the Metrolink Blue line (Eccles to Ashton-Under Lyne) with trams running every six minutes during the peak hours on weekdays and weekends. It provides a direct westbound link to Manchester Piccadilly station (8-minute journey time) and to Manchester City centre (10-minute journey time) and eastbound to Ashton-under-Lyne station (24-minute journey time).

The below images show the current arrangement of the platform, arrangement to extend the queue zone for the Metrolink stop are to be agreed under the North Stand permission Ref. 136763/FO/2023. The Metrolink trams and tram stops are accessible for all and each stop has access ramps or lifts, tactile paving, high visibility handrails, disabled boarding points and help points.



The Etihad stop is located adjacent to the Etihad Stadium. The stop has a staggered platform layout, and has wide platforms in order to cope with large crowds which use the stop on match days or other events at the stadium.

The platform for trams towards Manchester is approximately 490 m2 with a platform width of 7 metre and total length of 70m. For trams towards Droylsden & Ashton the platform is approximately 700 m2 with a platform width of 7 metre and total length of 100m.

In addition to the increased width of the platforms, Manchester Metrolink the current tram operator can at peak times increase the tram frequency, with additional trams and double trams operating at events such as football matches and concerts at the Etihad Stadium. A stabling siding to accommodate waiting trams prior to the event finishing has been constructed to allow quicker transportation of people following the conclusion of such events.

The tram will be a critical mode of transport for ingress and egress for visitors to the Co-op Live venue.

The design of the tram station with wide platforms, the frequency of services and ability to cater at peak times with double trams and waiting trams will all assist in managing ingress/egress from the Co-op Live venue.

Condition 13 of the planning permission/decision notice restricts the number of times that there can be an event held at the Co-op Live venue and an event at the Etihad Stadium. With no more than 15 Co-op Live events per year which take place at the same time as events at the Etihad Stadium (of which no more than 5 would coincide with the evening peak). This condition assists in the crowd management Strategy for the Etihad Campus stop in terms of reducing the numbers of people using the tram. The current crowd operation is managed by the Metrolink and Greater Manchester Police and they are used to managing large numbers of visitors to the Etihad Stadium via the tram services.

To manage the crowd (especially at peak egress) the following crowd management strategy principles are proposed in the interests of public safety. The details to the strategy will be led and developed by Metrolink and agreed with all key stakeholders, Co-op Live venue security, Greater Manchester Police, Etihad Stadium operation team.

The crowd management strategy will:

- Set clear roles and responsibilities.
- Work with others to ensure crowd safety.
- Plan for incidents and emergencies.
- Assess the risks and identify hazards.
- Put crowd controls in place.

For occasions where there are events held at the same time; for the Co-op Live and the Etihad Stadium. It is proposed that the Etihad Campus stop should have a Congestion Control and Emergency Plan (CCEP) in place to ensure that any congestion on platforms, concourses and other areas in the station does not impact on the safety of customers. The CCEP takes into account factors including the capacity of the station. The CCEP will be under the ownership and responsibility of Metrolink.

Temporary station controls may be implemented to ease congestion at entrances, in ticket halls, on concourses and at platform level. They include shutting one or more ticket gates to restrict customer flows into the station. Temporary station controls normally last only a few minutes, and other entrances may remain available during that period for customers to use.

The CCEP outlines the different temporary station controls for a station and how congestion is identified. Temporary station controls are primarily identified using station staff's own first person visual and CCTV assessments. It is not possible to judge crowd management solely on automated counting from the ticket gates given that, for example, there is no automated way to account for customers interchanging between trains at a station.

In front of the Etihad Campus tram stop there are large concourse areas for both Etihad Stadium and Co-op Live; these can be used as temporary crowd holding areas, when the tram platform is at or close to reaching capacity. By holding the crowd for a short period at the top of the stairs this will ensure that the capacity of the platform is not exceeded, by releasing the crowd in managed platoons this will ensure the

platform does not reach or exceed capacity and that visitors to all campus venues can use the metro in a safe manner. It is likely that this arrangement would only be required at peaked times of egress.

The CCEP will factor in any events that coincide with events that are taking place at the same time as the Etihad stadium. A Co-op Live venue security presence will be required to control the crowd and limit any anti-social behavior such as pushing or acts of violence against staff.

The current arrangements that Metrolink have in place for crowd management, such as assisting in the crossing of the crowd over the tram line. It is proposed that these be retained for both ingress and egress.

Appendix 1

The Co-op Live Planning Permission & Notices of Consent

MANCHESTER CITY COUNCIL

Important – Planning permission & notices of consent

Compliance with conditions

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures to protect trees.
- Some conditions will require action before you start development and it is imperative that you seek to have these discharged before any work commences.
- Whilst every effort has been made to group conditions logically, it is your responsibility to ensure that you are aware of the requirements and/or restrictions of all conditions.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email planning@manchester.gov.uk

MANCHESTER CITY COUNCIL

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant	Agent (if used)
	Miss Eve Grant
OVG Manchester Limited	Deloitte LLP
C/o Agent	2 Hardman Street
	Manchester
	M3 3HF

Part 1 – Particulars of the application/development

Proposal: Erection of a multi-use arena (Use Class D2) 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

Date of application: 31 March 2020

Application number: 126431/FO/2020

Part 2 – Particulars of decision

Manchester City Council gives notice that the development referred to in Part 1 has been **Approved** in accordance with the application and plans submitted subject to the condition(s) listed below (if any).

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with matters such as the market case for two arenas in the City of Manchester, sustainability of the arena, noise and impact on the local highway network (including travel planning). The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) attached to this decision

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:

Drawings

BRA-POP-XX-XX-DR-A-0600 Rev 00, BRA-POP-XX-01-DR-A-0632 Rev 00, BRA-POP-XX-01-DR-A-0633 Rev 00, BRA-POP-XX-XX-DR-A-0605 Rev 00, BRA-POP-XX-XX-DR-A-0606 Rev 00, BRA-POP-XX-XX-DR-YW-0660 Rev 00, BRA-POP-XX-DR-A-0623 Rev 00, BRA-POP-XX-ZZ-A-0624 Rev 00, BRA-POP-XX-ZZ-DR-A-0625 Rev 00, BRA-POP-XX-ZZ-DR-A-0626 Rev 00, BRA-POP-XX-ZZ-DR-A-0627 Rev 00, BRA-POP-XX-ZZ-DR-A-0628 Rev 00, BRA-POP-XX-ZZ-DR-A-0630 Rev 00, BRA-POP-XX-ZZ-DR-A-0631 Rev 00, BRA-POP-ZZ-01-DR-A-0613 Rev 00, BRA-POP-ZZ-DR-L-0652 Rev 00, BRA-POP-ZZ-01-DR-L-0654 Rev 00, BRA-POP-ZZ-01-DR-L-0656 Rev 00, BRA-POP-ZZ-02-DR-A-0614 Rev 00, BRA-POP-03-DR-A-0615 Rev 00, BRA-POP-ZZ-04-DR-A-0617 Rev 00, BRA-POP-ZZ-05-DR-A-0619 Rev 00, BRA-POP-ZZ-GF-DR-A-0611 Rev 00, BRA-POP-ZZ-GF-DR-L-0651 Rev 00, BRA-POP-ZZ-GF-DR-L-0653 Rev 00, BRA-POP-ZZ-M0-DR-A-0612 Rev 00, BRA-POP-ZZ-RF-DR-A-0620 Rev 00, BRA-POP-ZZ-ZZ-DR-A-0629 Rev 00 and BRA-POP-ZZ-ZZ-DR-L-0650 Rev 00

All stamped as received by the City Council, as Local Planning Authority, on the 6 March 2020

Supporting information

Documents approved as part of planning permission 127534/FO/2020:The Coal Mining Risk Assessment (31 January 2020) prepared by Buro Happold Engineering and Method Statement for Proposed Grouting Works (03 July 2020) stamped as received by the City Council, as Local Planning Authority, on the 22 July 2020; Grouting Works: Groundwater Risk Assessment Ref. BRA-BHE-XX-XX-DN-CG-0001, prepared by Buro Happold and dated 7 October 2020; and OVG Remediation Strategy Ref. BRA-BHE-XX-XX-RP-CG-0006 Revision P02, prepared by Buro Happold stamped as received by the City Council, as Local Planning Authority, on the 7 October 2020.

Gas Calibration Certificates stamped as received by the City Council, as Local Planning Authority, on the 11 September 2020

Response to representations Volumes 1 and 2 prepared by Deloitte stamped as received by the City Council, as Local Planning Authority, on the 30 July 2020

Environmental Statement - Chapter 10 (Supplementary Noise Note) and Chapter 12 (Supplementary Transport Note) stamped as received by the City Council, as Local Planning Authority, on the 17 June 2020

Environmental Statement (main report) - Construction management and phasing, Air Quality and Dust, Ground Conditions, Townscape and Visual Impact, Noise and Vibration, Socio-Economic, Traffic and Transport, Water Quality, Drainage and Flood Risk, Wind Microclimate and Climate Change) stamped as received by the City Council, as Local Planning Authority, on the 29 April 2020.

Stage 1 Road Safety Audit - design team response prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020

Design and Access Statement Ref. BRA-POP-ZZ-ZZ-RP-A-7061 Rev 000 prepared by Populous, Heritage statement prepared by Deloitte, Daylight and Sunlight report prepared by BuroHappold (ref. 0042841), Ventilation Strategy prepared by ME Engineers, Tv Reception Survey prepared by SCS (Ref: 157929), Sustainability Statement (Rev o07) plus appendices prepared by BuroHappold, Statement of Community Involvement, Sequential Test prepared by Deloitte, Planning Statement prepared by Deloitte, Operating Schedule and EMP prepared by Laudation, Crime Impact Statement Rev D (ref. 2019/0841/CIS/01) and Broadband Connectivity Report prepared by ME Engineers stamped as received by the City Council, as Local Planning Authority, on the 6 March 2020

Appendices to Environmental Statement (including construction management plan (5.1), construction assessment methodology (6.1), traffic data (6.2) receptor locations (6.3), construction traffic modelling results (6.4), model verification (6.5), operational modelling results (6.6), geo-environmental and geo technical desk study (7.1), coal mining assessment (7.2), ground engineering interpretive report (7.3), market case volume 1 and 2 (8.1), economic impact of two arena in Manchester (8.2), exterior lighting assessment (9.1), highway safety report (9.2), noise and vibration (noise survey results) (10.1), noise and vibration (construction traffic noise) (10.3), townscape baseline effects (11.1), townscape baseline figures (11.3), TVIA viewpoints (11.4), transport assessment and transport assessment addendum (12.1), framework travel plan (12.2), flood risk assessment (13.1), drainage strategy (13.2) and GHG emissions assessment (date inputs and assumptions) (15.1) stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020

Reason - To ensure that the development is carried out in accordance with the approved plans pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) Prior to the commencement of development, a detailed construction management plan outlining working practices and highway management shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Consultation with local residents/businesses;
- Measures to prevent leakages into the Ashton Canal, groundwater and culvert;
- Noise and vibration monitoring;
- Hoarding location and design;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;
- Details to prevent any impact on tram infrastructure;
- Loading and unloading of plant and materials;
- Construction and demolition methods, including use of cranes, (which must not oversail the tramway)

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety, tram safety, air quality and water quality pursuant to policies SP1, EN17, EN16, EN19 and DM1 of the Manchester Core Strategy (2012).

4) Prior to the commencement of development, details of the method for piling, or any other foundation design using penetrative methods, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

5) The development shall be carried out in accordance with the flood risk assessment prepared by BuroHappold (ref. BRA-BHE-XX-XX-RP-CW-0131) stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020.

Reason - In the interest of managing the flood risk at the development pursuant to policy EN14 of the Manchester Core Strategy (2012).

6) Notwithstanding the drainage strategy prepared by BuroHappold (ref. BRA-BHE-XX-XX-RP-CI-0132 Dr) stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020, (a) the development shall not commence until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within a Critical Drainage Area;
- No infiltration of surface water into the ground is permitted unless it can be demonstrated that there is no risk to ground water;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building. Hydraulic calculation of the proposed drainage system;
-Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements) wherever possible. Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site, and details of any mitigation measures provided where overland flow routes are unable to flow away from the building;
-Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

7) a) Notwithstanding the Geo Environmental and Geo Technical Desk Study and gas calibration certificates stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020 and 11 September 2020 respectively, prior to the commencement of development hereby approved, the following details shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of a remediation strategy.

The development shall then be carried out in accordance with the approved remediation strategy.

b) A Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, prior to the first use of the development.

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 associated works 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 DM1 and EN18 of the Manchester Core Strategy (2012).

8) Prior to the commencement of development, samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development along with reveals, jointing and fixing details, details of the drips to be used to prevent staining, soffits, ventilation/louvre details, air bricks and a strategy for quality control management.

The approved materials used shall then be implemented as part of the development.

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 SP1 and DM1 of the Core Manchester Core Strategy (2012).

9) (a) The Site investigation and remediation works including trial piling, grouting of coal seams and mineshaft capping and other associated works shall be carried out in accordance with the following documents submitted and approved pursuant to planning permission 127534/FO/2020:The Coal Mining Risk Assessment (31 January 2020) prepared by Buro Happold Engineering and Method Statement for Proposed Grouting Works (03 July 2020) stamped as received by the City Council, as Local Planning

Authority, on the 22 July 2020; Grouting Works: Groundwater Risk Assessment Ref. BRA-BHE-XX-XX-DN-CG-0001, prepared by Buro Happold and dated 7 October 2020; and OVG Remediation Strategy Ref. BRA-BHE-XX-XX-RP-CG-0006 Revision P02, prepared by Buro Happold stamped as received by the City Council, as Local Planning Authority, on the 7 October 2020.

(b) Upon completion of the approved intrusive site investigations and remedial works to mitigate the risk of coal mining legacy at this site, a verification report, or equivalent statement prepared by a competent person, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This document shall confirm the methods and findings of the additional intrusive site investigations (including sampling and monitoring carried out) and the completed remedial works and/or mitigation necessary to demonstrate that the site has been made, safe and stable for any future development at this site.

Reason - In the interest of ensuring the works are undertaken to a suitable standard and do not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that this phase of remediation for the site is complete pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

10) No vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the removal works including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

11) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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 EN9 and EN15 of the Manchester Core Strategy (2012).

12) Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) the premises shall only be used as a multi-use arena (Use Class D2) (61082 sqm) with ancillary use of its facilities (Use Classes A1, A3 and A4) as specified in a strategy to be submitted and approved in accordance with Condition 15, and for no other purposes.

Reason - To ensure that the arena is used solely for the intended purpose to safeguard the character of the area pursuant to policies SP1, EC7 and DM1 of the Manchester Core Strategy (2012).

13) The arena capacity hereby approved shall not be used by more than 23,500 spectators at any time and there shall be no more than 15 arena events per year which take place at the same time as events at the Etihad Stadium (of which no more than 5 would coincide with the evening peak).

Reason - For the avoidance of doubt and to ensure no unacceptable impacts with regards to noise and operational impacts on the residential amenity pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

14) The arena shall be open for event and hospitality use in accordance with the days and hours as specified in the approved Operating Schedule and Event Management Plan v 1.3 prepared by Laudation stamped as received by the City Council, as Local Planning Authority, on the 6 March 2020, which shall include normal operation for events and hospitality between the hours of 0900 and 0000 Monday to Sunday.

In the event that there is a requirement to operate the arena or hospitality facilities beyond these hours, the hours of operation shall be agreed in advance in writing with the City Council as Local Planning Authority. Extended hours for a full arena event will only be acceptable on a maximum of 25 occasions per annum.

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

15) Prior to the first use of the arena hereby approved, a strategy for use of the ancillary spaces throughout the arena building, including kiosks to the canal (as shown on drawing BRA-POP-ZZ-01-DR-A-0613 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 6 March 2020), on non-arena event days shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt, this shall include details of the nature of the uses which would take place within the ancillary spaces including which facilities/spaces would be made available, the amount of floorspace to be utilised, operating hours and any management arrangements to ensure authorised access to the arena building only.

The use of the ancillary spaces on non-arena event days shall be carried out in accordance with this strategy for as long as the arena is in use.

Reason - To facilitate the use of the ancillary spaces on non-arena event days for community use and other appropriate purposes including kiosks to the canal which would support natural surveillance and activity at the arena and Etihad Campus as part of supporting the vitality of the campus and community access to the building pursuant to policies SP1, EC7 and DM1 of the Manchester Core Strategy (2012).

16) Prior to the first use of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.
For the avoidance of doubt this shall include:

- Verification reporting providing photographic evidence of construction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The management and maintenance plan shall be implemented upon first use of the development and thereafter retained and maintained.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

17) (a) Notwithstanding drawings BRA-POP-ZZ-ZZ-DR-L-0650 Rev 00, BRA-POP-ZZ-GF-DR-L-0651 Rev 00, BRA-POP-ZZ-GF-DR-L-0653 Rev 00 and BRA-POP-ZZ-01-DR-L-0656 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020, prior to the first use of the development hereby approved, details of hard and soft landscaping treatments (including tree planting, street tree planting, boundary treatments and appropriate samples of materials of hard landscaping) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first use of the development. 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.

Reason - To ensure that a satisfactory landscaping scheme for the development and to secure appropriate wind mitigation pursuant to policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

18) Prior to the first use of the development hereby approved, a detailed landscaped management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

19) Prior to the first use of the development hereby approved, full details of the specification and locations of bat and bird boxes, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The bat and bird boxes shall be installed prior to the first use of the development and therefore be retained and remain in situ.

Reason - To ensure the creation of new habitats and biodiversity in order to comply with policy EN15 of the Manchester Core Strategy (2012).

20) The development hereby approved shall be carried out in accordance with the Sustainability statement and appendices stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020.

A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

21) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good' rating. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

22) (a) Prior to the first use of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (Laeq) below the typical background (La90) level at the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved under part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant noise on the local area pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

23) (a) The acoustic insulation of the arena building hereby approved shall be implemented in accordance with the following documents:

- Appendix 10 of the Environmental Statement (Noise survey results) stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020;
- Acoustic response prepared by BuroHappold stamped as received by the City Council, as Local Planning Authority, on the 17 June 2020; and
- Technical Note 'Noise and Vibrations' stamped as received by the City Council, as Local Planning Authority, on the 3 July 2020

(b) Prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved within part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - To ensure no unacceptable noise outbreak from the development in the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

24) The development hereby approved shall be carried out in accordance with Operational Waste Management Strategy (within the Sustainability Statement) and drawing BRA-POP-ZZ-GF-DR-A-0611 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020. The details shall be implemented prior to the first event at the development and thereafter retained and maintained in situ.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy (2012).

25) Prior to the first use of the development, details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

26) The development hereby approved shall include a building and site lighting scheme including details of illumination of external areas, potential impact on the tram line during the period between dusk and dawn and details of lighting being turned off when not in use. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first use of the development hereby approved.

The approved scheme shall be implemented in full prior to the first use of development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction, personal safety and the safety of the tram lines in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy (2012).

27) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

28) The development shall be carried out in accordance with the Crime Impact Statement (Rev D ref. 2019/0841/CIS/01) (within the Sustainability Statement) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020. 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 Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Manchester Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

29) The arena hereby approved shall be carried out in accordance with the Framework Travel Plan (Appendix 12.2 of the Environmental Statement) stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020.

In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those visiting and working at the development;
ii) a commitment to surveying the travel patterns of spectators and staff during the first three months of the first use of the building and thereafter from time to time
iii) mechanisms for the implementation of the measures to reduce dependency on the private car
iv) measures for the delivery of specified travel plan services
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for spectators, staff and visitors, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

30) Prior to the first use of the arena hereby approved, details of the location and specification of 240 covered cycle spaces within the Etihad Campus shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first use of the arena and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure there is sufficient cycles stand provision at the development and the occupants in order to support modal shift measures pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

31) Prior to the first use of the arena hereby approved, details of a coach parking strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first use of the arena and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure there adequate provision for coach parking at the development pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

32) Prior to the first use of the development hereby approved, a scheme of highway works, as outlined within the Transport Assessment prepared by BuroHappold Engineering stamped as received by the City Council, as Local Planning Authority, 30 March 2020, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Modifications to the junction of Gate 1/Alan Turing Way including creation of left in/left out traffic movements, improved cycle facility, widened pedestrian provision, creation of servicing entrance and vehicle access/egress (Drawing BRA-BHE-XX-XX-DR-C-0230);
- Emergency vehicle access from Alan Turing Way including modification to pedestrian footway and access to the canal (Drawing BRA-BHE-XX-XX-DR-C-0240);
- Widening of footways along Sportcity Way including narrowing of carriage from 4 to 3 lanes (Drawing BRA-BHE-XX-XX-DR-C-0210);
- Installation of fixed bollards, retractable bollards and planters to Sportcity Way);
- Introduction of VIP drop off and U Turn facility;
- Extension of the existing taxi rank along the full length of Rowsley Street and Philips Park Road (including creation of a one-way system);
- Dropped kerbs and tactile paving to vehicle access points;
- Provision of additional Variable Message Boards (VMS) including agreed locations and timescale for implementation;

The approved scheme shall be implemented and be in place prior to the first use of the arena hereby approved and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

33) Prior to the first event at the development hereby approved, details of a servicing and operational management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include how servicing arrangements will be managed at the development including ensuring the access road remains unrestricted. The approved plan shall be implemented upon the first use of the development and thereafter retained and maintained.

Reason - In the interest of highway and pedestrian safety pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

34) Prior to the first event the development hereby approved, details of a car park management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include how the surface level car parks at the Etihad Campus would be made available to support the arena development and its operations, particularly on match days, together with how disabled parking would be made available, managed, monitored and reviewed to ensure disabled parking is always available at the development (including suitable levels of match days).

The approved plan shall be implemented upon the first event at the development and thereafter retained and maintained.

A review of the car parking management plan shall be submitted to the City Council, as Local Planning Authority, on an annual basis (on a date to be agreed) which details the

ongoing management arrangements and any appropriate modifications should they be necessary.

Reason - In the interest of highway and pedestrian safety pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

35) Prior to the first event at the arena hereby approved, a crowd management strategy for the Etihad Tram stop shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall be implemented upon first use of the development and remain in use at all times when the development is operational (including with coincided events at the Etihad Stadium).

Reason - In the interest of public safety for users of the tram stop pursuant to policy DM1 of the Manchester Core Strategy (2012).

36) Excluding vehicle activity associated with the operation of events at the development, and movement of waste within the Etihad Campus between the development and the existing Etihad Waste Compound, deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Sunday 07:30 to 20:00

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

37) Notwithstanding the TV reception survey prepared by ME Engineers stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020, within one month of the practical completion or at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first used or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

38) Prior to the first use of the development, details of any external roller shutters to the ground floor of the arena shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first use of the arena and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

39) Prior to the first use of the development, details of the siting, scale and appearance (including samples of materials) of the boundary treatments (and green screens) shall

be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented and be in place prior to the first use of the development. The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason - To ensure that appropriate boundary treatment is put in place in the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

40) Notwithstanding drawing BRA-POP-ZZ-RF-DR-A-0620 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 30 March 2020, prior to the first use of the arena hereby approved, details of the specification, siting, scale and appearance of the solar panels to the roof (including cross sections). The approved details shall then be implemented prior to the first use of the arena and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are of the appropriate specification and appearance in the interest of the overall sustainability of the building and visual amenity pursuant to polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

41) Notwithstanding the information shown on drawing reference BRA-POP-ZZ-RF-DR-A-0620 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 6 March 2020, prior to the first event at the arena, final details of a signage strategy for the roof signage shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be used to inform future signage for the roof.

Reason - In the interest of achieving a suitable signage solution for the roof of the arena pursuant to policy DM1 of the Manchester Core Strategy (2012).

42) Prior to the first use of the development hereby approved, a scheme of improvements to the Ashton Canal, as indicated within the planning statement prepared by Deloitte stamped as received by the City Council, as Local Planning Authority, on the 6 March 2020 shall be submitted for approval to the City Council as local planning authority, together with a programme for the implementation of the works. The approved details shall be implemented in accordance with the agreed programme.

Reason - In order to make necessary improvements to the Ashton Canal with the aim of improving the accessibility and attractiveness of this route as a key walking route pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

43) Prior to the first use of the development hereby approved, details of the 3D public art installation shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of siting, scale and appearance. The approved details shall then be implemented prior to the first use of the development hereby approved.

Reason - In the interest of visual amenity and to secure appropriate wind mitigation measures pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

Building Regulations 2010
This permission does not grant approval under Building Regulations.

Street Naming & Numbering Requirements
Manchester City Council is responsible for allocating street naming and numbering within Manchester for new developments or property conversions. Individuals or businesses are not permitted to allocate their own property numbers, building or street names.

If your development includes the creation of new dwellings (either new build or conversion of existing buildings), creation of new commercial properties or the subdivision of existing properties you must ensure that you request new or changes to addresses through us so they can be officially allocated and registered in accordance with the Public Health Act 1925 Sections 17-19 & Greater Manchester Act 1981 Section 22.

Failure to do this may result in difficulties for the developer/occupier when requiring services such as connections to utilities, phone lines and postal services and may delay your development.

You can apply online at the following address:
http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/1988/naming_and_numbering_of_houses_buildings_streets_and_roads/2

Mining Information
The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Please read the Standing Advice from the Coal Authority in Appendix A.

Cranes
Cranes, whilst they are temporary, can be a hazard to air safety. The developer or crane operator must therefore contact Manchester Airport's Control of Works Office using the details provided below, at least 21 days in advance of intending to erect a crane or other tall construction equipment on the site. This is to obtain a Tall Equipment Permit and to ascertain if any operating restrictions would be required. Any operating restrictions that are subsequently imposed by Manchester Airport must be fully complied with. Email: control-of-works@magairports.com Tel: 0161 489 6114

Gas
There is a high pressure pipe line in close proximity of the site. No works should be undertaken in the vicinity of the gas pipelines and that no heavy plant, machinery or vehicles cross the route of the pipeline until detailed consultation has taken place.

Landowner Legal Rights
Contact the landowner and ensure any proposed works in private land do not infringe Cadent and/or National Grid's legal rights (i.e. easements or wayleaves). If the works are in the road or footpath the relevant local authority should be contacted. Ensure that all persons, including direct labour and contractors, working for you on or near Cadent and/or National Grid's apparatus follow the requirements of the HSE Guidance Notes

HSG47 -'Avoiding Danger from Underground Services' and GS6 - 'Avoidance of danger from overhead electric power lines'. This guidance can be downloaded free of charge at http://www.hse.gov.uk In line with the above guidance, verify and establish the actual position of mains, pipes, cables, services and other apparatus on site before any activities are undertaken.

Ashton Canal
Works in close proximity to the Ashton Canal - The applicant/developer is advised to contact the Infrastructure Services Team on ((01782 779909)) in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust. 2) The Applicant should contact the Canal & River Trust directly to establish the position regarding the need to carry out works along the Ashton Canal, including lighting, vegetation clearance and signage. The applicant is advised to contact the Trusts Estate Management Team on 0303 040 4040 or email Matthew.Hart@canalrivertrust.org.uk.

Gate openings
All gates should open inwards and not impact on the adopted highway.

Date: 23 October 2020

Signed: 

Julie Roscoe
Director of Planning, Building Control & Licensing

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

Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/planning-inspectorate. The Inspectorate will publish details of your appeal on the internet. Alternatively If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the City Council (planning@manchester.gov.uk) and the Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority of the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

Right of challenge on planning application decision

A third party does not have a right of appeal against a decision on a planning application. Instead there is a right of challenge (a Judicial Review) which is limited to lawfulness of the procedure that we have taken in coming to that decision.

Any challenge must be based on the following and not the merit of the decision:

- Procedural irregularity
- Irrationality
- Illegality

Any application for permission to bring such a challenge (which is through the High Court) must be made within 6 weeks of the date of the decision being issued.

Appendix A

The Coal Authority

Any Planning Enquiries should be directed to:

Planning and Local Authority Liaison

Telephone: 01623 637 119
Email: planningconsultation@coal.gov.uk
Website: www.gov.uk/government/organisations/the-coal-authority

INFORMATIVE NOTE

The proposed development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place.

It is recommended that information outlining how the former mining activities affect the proposed development, along with any mitigation measures required (for example the need for gas protection measures within the foundations), be submitted alongside any subsequent application for Building Regulations approval (if relevant). Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant safety and engineering risks and exposes all parties to potential financial liabilities. As a general precautionary principle, the Coal Authority considers that the building over or within the influencing distance of a mine entry should wherever possible be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure that a suitable engineering design is developed and agreed with regulatory bodies which takes into account of all the relevant safety and environmental risk factors, including gas and mine-water. Your attention is drawn to the Coal Authority Policy in relation to new development and mine entries available at: https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

Property specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com or a similar service provider.

If any of the coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

This Informative Note is valid from 1st January 2019 until 31st December 2020

Appendix 2

OVG Manchester Travel Plan, Revision P03

OVG Manchester:

Appendix 12.2 – Framework Travel Plan

BUROHAPPOLD ENGINEERING

OVG Manchester

Travel Plan

0042841

2 March 2020

Revision P03

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Revision	Description	Issued by	Date	Checked
P01	First Draft	NM	13/12/20	CM
P02	Second Draft	NM	21/02/20	CM
P03	Planning Application Submittal	NM	02/03/20	CM

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author	**Natalie Maynard**
date	**02/03/20**
approved	**Chris Mullett**
signature	
Date	**02/03/20**

..

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1 Introduction

1.1 Background

1.1.1 This Travel Plan has been prepared by Buro Happold on behalf of OVG Manchester Limited (the "Applicant") in support of a planning application for a new multi-use indoor arena ('OVG Manchester') in Bradford, Manchester M11 3FF (the "Site").

1.1.2 The Site is approximately 4.46 hectares and located in the Ward of Ancoats and Beswick, Manchester. It is bound by Sportcity Way to the north, the A6010 Alan Turing Way to the east, Ashton Canal to the south, and Joe Mercer Way to the west. The Site is located immediately north of the Etihad Stadium (home of Manchester City Football Club).

1.1.3 The Site is an existing brownfield site, which has been identified for future development as part of the Eastlands Regeneration Framework.

1.1.4 The Site location is shown below on Figure 1.1.

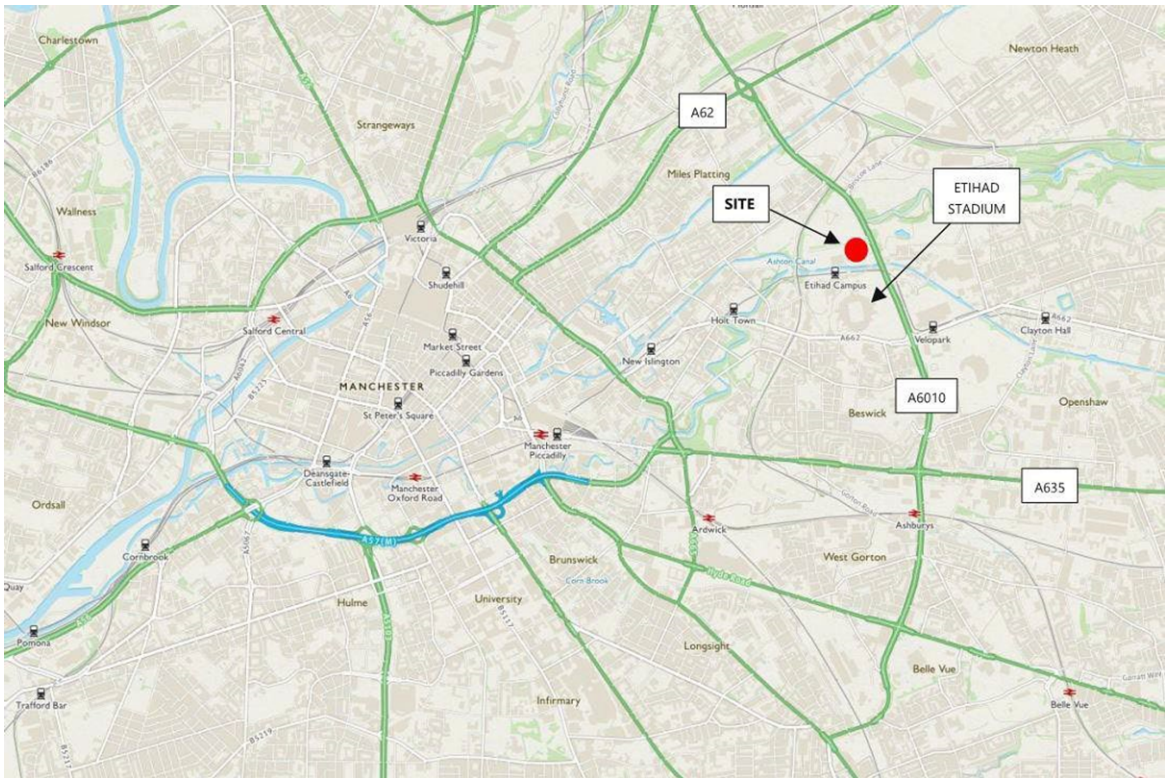


Figure 1.1 Site Location (Source: OS Open Data)

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1.1.5 The Proposed Development includes the construction of a new indoor arena of up to 69,418 sq. m. Gross External floor Area (GEA) with a total capacity for up to 23,500 people, but this capacity would only be reached on a small number of occasions per year. The majority of events at the arena would have a capacity of between 16,000 – 20,000 people. The arena would be flexible to accommodate events of different nature and scale, which could include music, sport, performances, awards and other live entertainment. Events could be held during the day and evening, throughout the year.

1.1.6 Based on information provided by the Applicant, it is understood that there are expected to be up to 70 full time employees on-site on non-event days with up to 770 employees on event days for full capacity events, which will be a mixture of full-time, part-time, temporary and contract staff covering all aspects of the arena event-day operations.

1.1.7 The anticipated year of opening for OVG Manchester is 2023.

1.2 General Strategy

1.2.1 A Travel Plan is a long-term management strategy, which encourages sustainable travel for new and existing developments. The key aim is to inform employees and visitors at the Site of travel alternatives to that of the car, particularly Single Occupancy Vehicle (SOV) trips, by promoting active travel and other sustainable travel modes with a view to creating sustainable communities consistent with the overarching aims of the National Planning Policy Framework (NPPF).

1.2.2 Travel Plans are dynamic documents that evolve over time with changing travel needs. They are not meant to be onerous documents, but rather developed to enhance awareness of alternative modes of travel to the single occupancy private car.

1.2.3 This Travel Plan has been prepared to outline the general strategy for managing multi-modal access at the Site whilst focusing on promoting active travel and access by sustainable modes. The aim is to provide employees and visitors with all the information they need to make sustainable travel choices easier from the outset before travel habits become entrenched.

1.2.4 The Applicant is committed to developing this Travel Plan in collaboration with key stakeholders including Etihad Campus organisations, Manchester City Council ("MCC") and Transport for Greater Manchester ("TfGM), to develop this Travel Plan alongside the Event Management Plan (EMP) as well as the strategic vision for the Etihad Campus as a whole (this is discussed in more detail in Section 6).

1.2.5 The Applicant will appoint a Travel Plan Co-ordinator to take ownership of the Travel Plan to ensure it is implemented (Travel Plan Management is discussed in Section 4).

1.2.6 This Travel Plan comprises general (interim) site-wide measures, initiatives and targets, which would be led by the Applicant to encourage employees and visitors to use more sustainable means of transport.

1.2.7 It is a 'living document', which will be actively promoted with employees and visitors and will be reviewed and revised over time in consultation with MCC and TfGM. It will be a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to those using the Site.

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1.2.8 Whilst preparing this Travel Plan, reference has been made to the following information sources:

- National Planning Policy Framework (NPPF) (2019);
- National Guidance on Travel Plans, Transport Assessments and Statements (March 2014);
- Department for Transport (DfT) Cycle to Work Scheme Guidance for Employers (June 2019);
- MCC's Core Strategy Development Plan (2012);
- MCC's Supplementary Planning Guidance (SPG) Guide to Development in Manchester (2007);
- TfGM's online Travel Plan toolkit;
- Etihad Campus Strategic Vision for Movement and Transport;
- Etihad Campus Strategic Sustainability Framework;
- Etihad Campus: A Movement and Transport Strategy: Transport Assessment;
- ACT TravelWise - an organisation promoting and facilitating sustainable travel choices in the UK; and
- Campaign for Better Transport – an independent charity campaigning for high quality sustainable transport.

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2 Planning Policy

2.1 National Policy

National Planning Policy Framework (NPPF 2019)

2.1.1 At the heart of the NPPF is the presumption in favour of sustainable development.

2.1.2 Transport issues should be considered from the earliest stages of plan-making and development proposals so that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

2.1.3 Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

2.1.4 At a more detailed level, the NPPF states that developments should be located and designed in order to:

- Give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
- Address the needs of people with disabilities and reduced mobility;
- Enable charging of plug in and other ultra-low emission vehicles in safe, accessible and convenient locations; and
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

2.1.5 A key tool to assist in facilitating all of the above will be through the provision of a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

National Policy – Planning Practice Guidance (PPG): Travel Plans (2014)

2.1.6 The planning practice guidance provides advice on what information should be included in travel plans and on how they should be monitored.

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2.1.7 The guidance states that "*Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.*"

2.1.8 The guidance states that "*Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay, and they should seek to fit in with wider strategies for transport in the area.*"

2.2 Regional Policy

Greater Manchester Transport Strategy 2040: Draft Delivery Plan 2020-2025 (GMCA 2019)

2.2.1 The Greater Manchester Transport Strategy (GMTS) sets out the long-term transport strategy to 2040.

2.2.2 The transport vision aims to deliver "*World class connections that support long-term sustainable economic growth and access to opportunities for all*" and to improve the transport system *"to support a reduction in car use to no more than 50% of daily trips, with the remaining 50% made by public transport, walking and cycling."*

2.2.3 Integration is at the heart of the strategy with an ambition to create a high-quality network for Greater Manchester that enables people to move efficiently and effortlessly between different modes of transport. Integrated land use and transport planning are recognised as key tools in realising this ambition.

2.2.4 Policy 4 of GMTS sets out TfGM's approach to spatial planning, who seek to continue to work in collaboration with planning authorities and developers to;

- Reduce the need to travel by car, and the distance travelled;
- Maximise accessibility to new developments by sustainable modes;
- Maximise the best use of existing infrastructure, ensure that development close to public transport node are high density;
- Developments are designed in a way that encourages and facilitates active travel.

2.3 Local Policy

Manchester City Council's Core Strategy (MCC 2012)

2.3.1 MCC's Core Strategy outlines MCC's vision for development in and covers the period to 2027. The Core Strategy forms part of Manchester's Local Development Framework and sets out the planning policies that will be used to deliver that vision.

2.3.2 The core development principles seek to maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

2.3.3 Policy T1 seeks the delivery of a *"sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking"*.

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2.3.4 The Council will support proposals that:

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly those most in need and for those without a car.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.
- Improve and develop further Manchester's cycle network.
- Facilitate modes of transport that reduce carbon emissions.

2.3.5 Policy T2 seeks to ensure that a good level of access is established to/from new developments and other parts of the City and that new development is easily accessible by walking, cycling and public transport.

2.3.6 Proportionate Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.

Supplementary Planning Guidance (SPG) Guide to Development in Manchester (MCC 2007)

2.3.7 MCC's SPG Guide to Development in Manchester adopted in 2007 provides guidance for developers including parking/servicing guidelines, design and travel plans.

2.3.8 The guidance emphasises that priority is to be given to pedestrians, disabled people and cyclists above the needs of the car, and that this should be taken into consideration in the location and design of any parking facilities.

2.3.9 A Travel Plan will be required where appropriate to encourage and support walking, cycling and public transport use. It also provides detailed guidance on how the need for car parking can be accommodated in the context of ensuring that priority is still given to the non-car user.

Transport for Greater Manchester - Transport for Sustainable Communities – a Guide for Developers (2013)

2.3.10 Transport for Greater Manchester (TfGM) is the body responsible for certain transport and travel matters across Greater Manchester, covering the planning authorities of Bolton, Bury, Manchester, Oldham, Rochdale, Stockport, Tameside, Trafford and Wigan.

2.3.11 TfGM strongly endorses the need for Travel Plans to reduce the impact of transport on the local environment to improve accessibility and to encourage "active travel" which improves peoples' health. It states Travel Plans should be prepared in accordance with National Guidelines.

2.3.12 A Travel Plan should achieve:

- A reduction in car use (particularly for single occupancy trips) and an increase in travel by more sustainable modes, namely active travel and public transport;
- A reduction in the impact of the generated traffic, both the immediate neighbourhood and on the wider highway network;

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- Site access for pedestrians and cyclists; and
- A coordinated approach to developing and implanting realistic travel options.

2.3.13 Travel Plans should contain:

- Clear targets for vehicular trip generation and mode split, with an agreed fall-back position if these are not met;
- Firm commitment to appointing a travel plan coordinator and to funding travel plan measures; and
- Post-implementation management arrangements identified and included within the Travel Plan.

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3 Site Accessibility

3.1 Introduction

3.1.1 This chapter sets out the context of the Site in terms of accessibility.

3.2 Walking Accessibility

3.2.1 There is an extensive provision of high quality and well-lit pedestrian footways in and around the Site, as illustrated by the pedestrian routes shown on Figure 3.1.

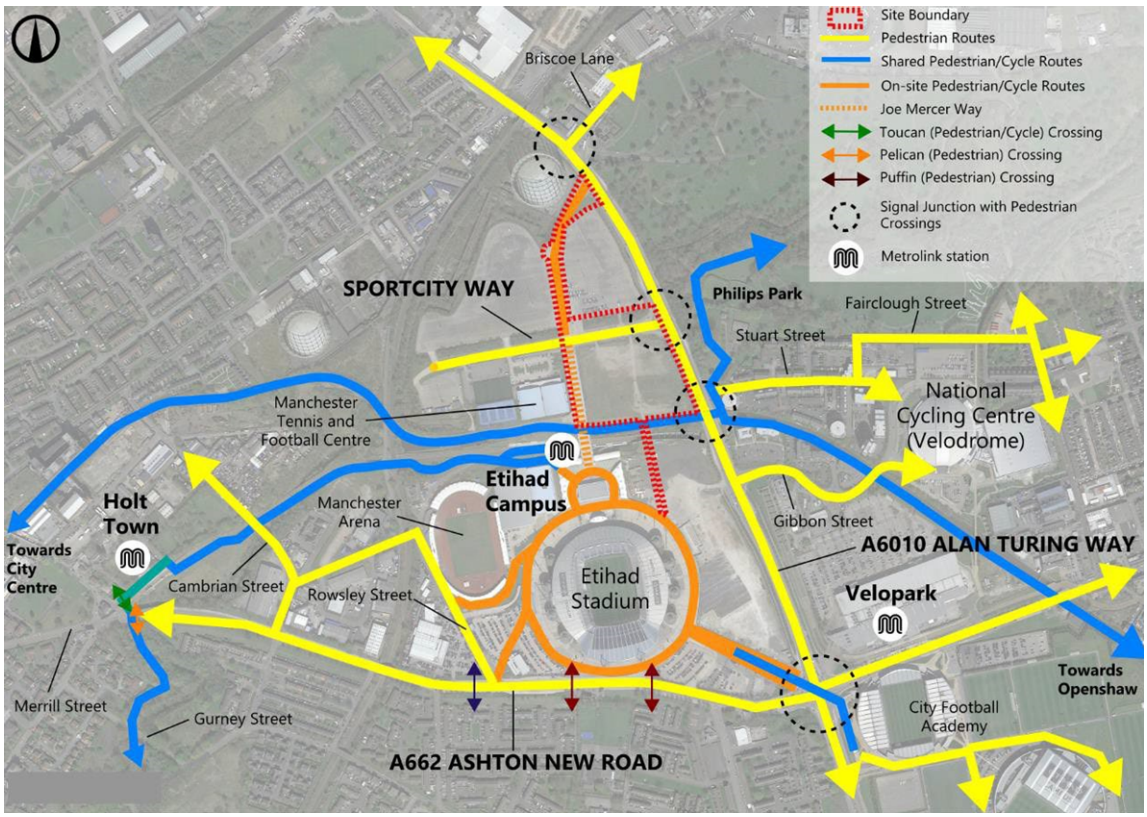


Figure 3.1 Pedestrian Infrastructure Surrounding the Site

3.2.2 The Site can be accessed on foot via multiple locations. There are shared pedestrian/cycle routes provided along the Ashton Canal and City Link, which runs to the south of Ashton Canal. These shared routes connect to Joe Mercer Way, which crosses the Ashton Canal connecting Etihad Stadium to the south and Sportcity Way to the north.

3.2.3 There are signal controlled pedestrian crossing facilities provided at the Alan Turing Way/ Sportcity Way and the Alan Turing Way/ Gibbon Street signal junctions, situated approximately 60m north-east and 130m south-east of the Site respectively. There are also signal controlled pedestrian crossings at the Alan Turing Way/ Ashton New Road signal junction situated approximately 550m to the south of the Site. Figure 3.2 illustrates the location of the pedestrian crossing facilities.

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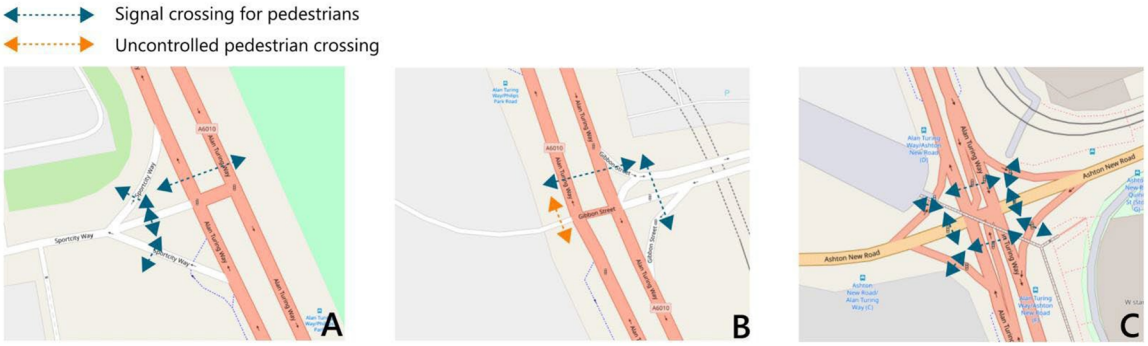


Figure 3.2 Pedestrian Crossing Facilities on Alan Turing Way

3.2.4 The Site is approximately 200m walk from the Etihad Campus Metrolink station and the wider Etihad Campus (less than a 5-minute walk), which can be accessed via Joe Mercer Way to the south.

3.2.5 To the west, Manchester Piccadilly station is approximately a 25 to 30-minute walk from the Site (or an 8-minute journey time via Metrolink services). The bus stops on Alan Turing Way are within a 5-minute walk of the Site. Additional bus stops are provided on Ashton New Road, which can be accessed within a 10-minute walk of the Site.

3.2.6 Figure 3.3 shows the walking accessibility for the Site in 5 to 25-minute walk catchments. This has been derived within GIS using Open Source mapping and applying an average walking speed of 1.33 metres per second, to account for a range of walking speeds of people attending events at arenas.

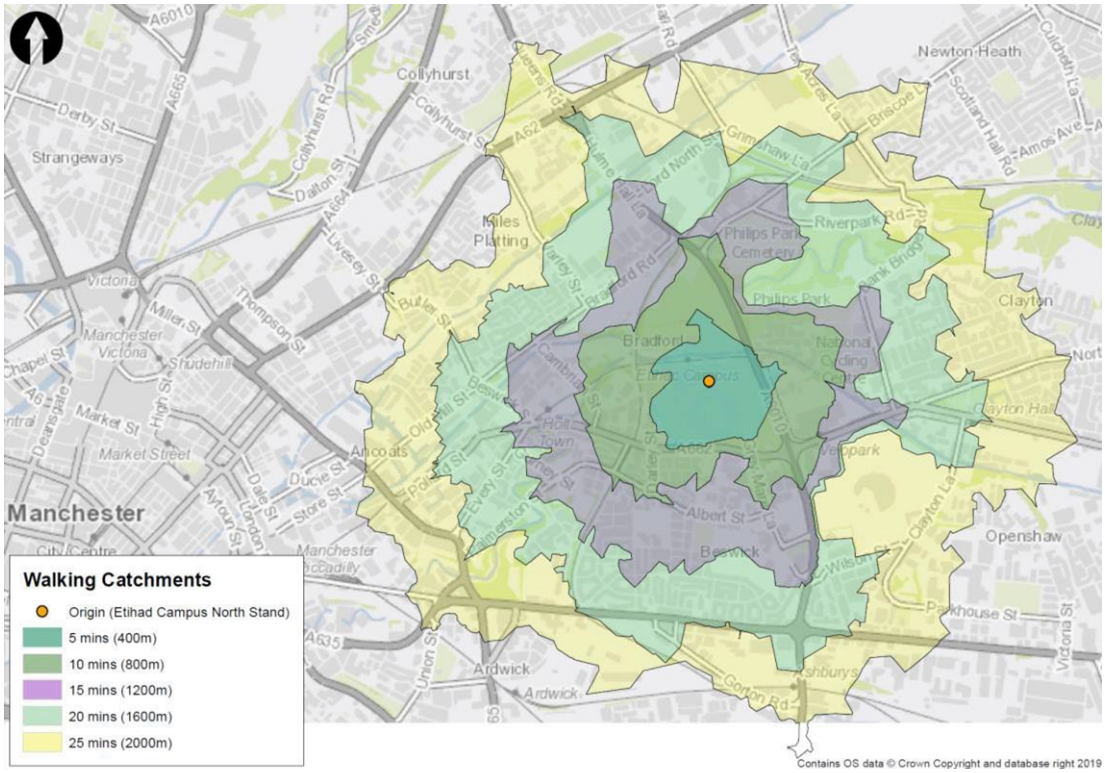


Figure 3.3 Walking Accessibility (Source: Arup)

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3.3 Cycle Accessibility

Cycle Access

3.3.1 Figure 3.4 shows the cycle infrastructure in the vicinity of the Site.

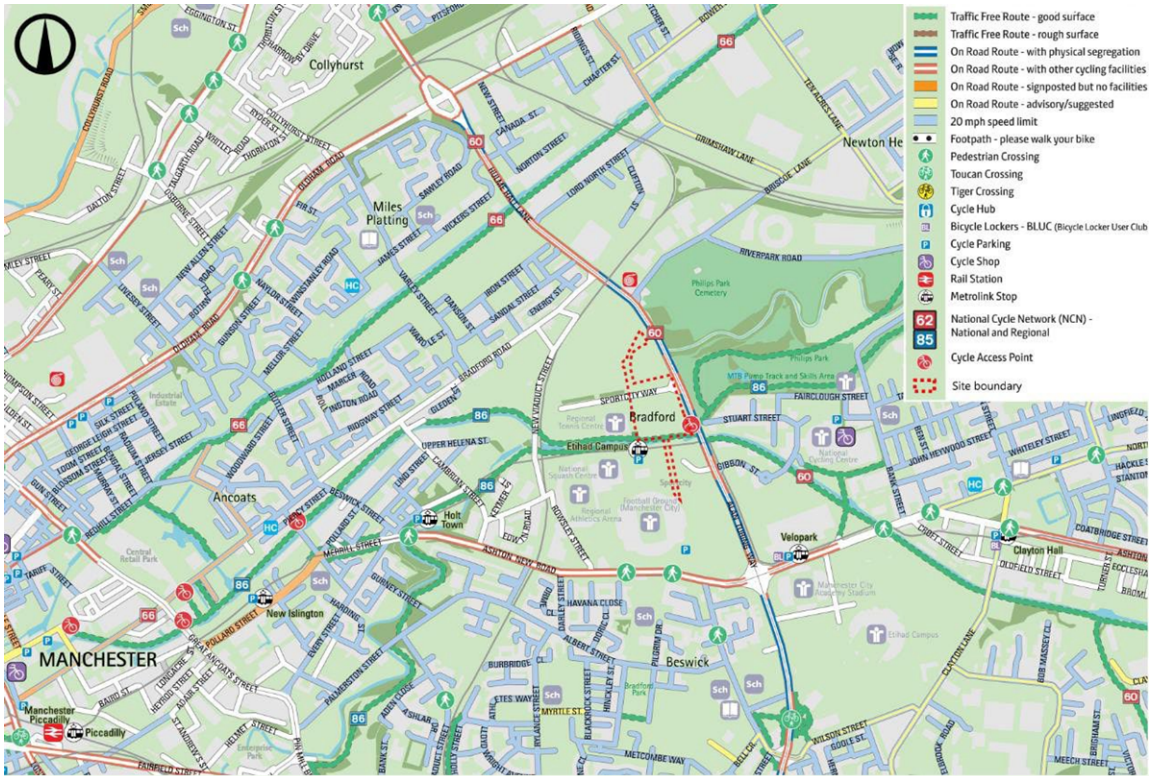


Figure 3.4 Cycle Infrastructure in the vicinity of the Site

3.3.2 In the vicinity of the Site, Alan Turing Way forms part of the National Cycle Network (NCN) Route 60 and NCN Route 86 runs along the northern side of Ashton Canal.

3.3.3 The pedestrian/cycle route along the Ashton Canal towpath provide connections east-west between Ashton-under-Lyne and Manchester City centre.

3.3.4 In the vicinity of the Site, the pedestrian/cycle route along the northern side of Ashton Canal connects to Joe Mercer Way via steps on the western side. The Applicant is providing a channel alongside these steps to facilitate walking a bicycle up or down the stairway (discussed in Section 6).

3.3.5 To the east of Alan Turing Way, the pedestrian/cycle route on Ashton Canal crosses to the southern side of the Canal where a ramp connection is provided up to the eastern side of Alan Turing Way.

3.3.6 To the north of Ashton Canal the pedestrian/cycle route continues north-eastwards via Philips Park towards Clayton. There are also connections via this route to the UK National Cycling Centre, which is a multipurpose cycling venue with an indoor Velodrome, a BMX arena and outdoor mountain bike trails.

3.3.7 There are cycle lanes provided north-south along both sides of Alan Turing Way as well as on Ashton New Road.

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3.3.8 Figure 3.4 shows that many roads in the vicinity of the Site have a low speed limit of 20mph, which offer quiet routes for cyclists. This includes Gibbon Street to the south, which provides a connection north-eastward to the National Cycling Centre.

3.3.9 In terms of cycle parking facilities, Etihad Campus currently provides 272 cycle spaces in the form of 136 Sheffield Stands, most of which are located on the outer ring of the service road around the Etihad Stadium. Covered cycle parking spaces are located in the car park to the south-east of Etihad Campus, in close proximity to the Alan Turing Way/ Ashton New Road junction. An additional 12 cycle spaces are provided in the form of six Sheffield Stands outside the Etihad Campus Tennis and Football Centre entrance.

3.3.10 The closest cycle parking facilities to the Site are currently at the Etihad Campus Metrolink station where five cycle Sheffield Stands (10 cycle parking spaces) are provided at the entrance to Etihad Campus Metrolink, which is approximately a 200m walk of the Site. There is also cycle parking available at Velopark station, which is approximately 850 metres (less than 11 minutes' walk) of the Site. There are five cycle Sheffield Stands (10 cycle parking spaces) provided at this station and three lockers, which can be used through the 'Bike Lockers User Club' (BLUC) scheme, which is operated by TfGM to encourage people to use their bicycle when to travelling to train/tram stations across Greater Manchester.

3.3.11 Figure 3.5 illustrates the cycling accessibility for the site within 10, 20, and 30-minute cycle ride.

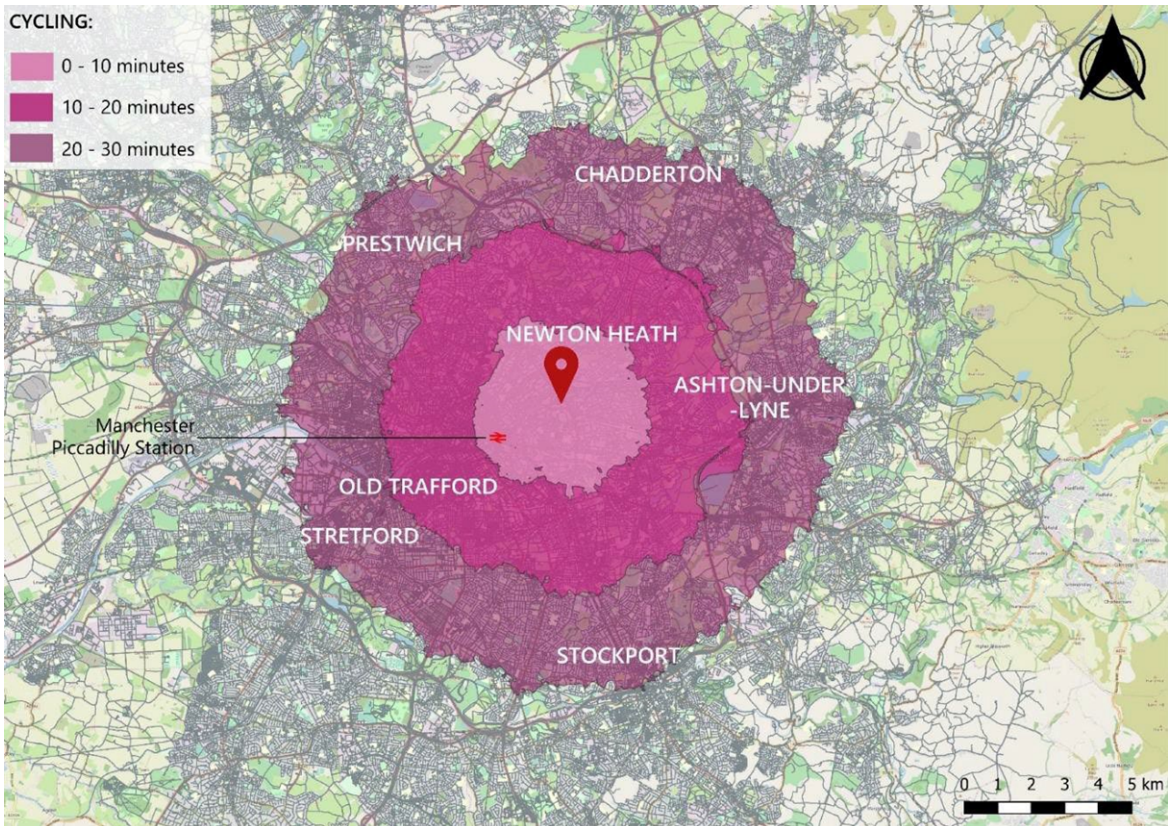


Figure 3.5 Cycling Accessibility

3.3.12 Manchester City centre is within a 10-minute cycle, with other areas in Greater Manchester such as Ashton-Under-Lynne and Stockport within a 10 to 20-minute cycle and 20 to 30-minute cycle respectively.

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3.3.13 Ashburys, Ardwick and Manchester Piccadilly railway stations are within a 10-minute cycle from the Site.

3.3.14 The Manchester Bee Network is a new plan by the Greater Manchester Combined Authority's (GMCA) to create a City-region-wide cycling and walking network to connect every community in Greater Manchester.

3.3.15 Figure 3.6 shows the Manchester Bee Network routes and proposals that are currently planned in the areas surrounding the Site. In the vicinity of the Site, it shows the A6010 Alan Turing Way, A662 Ashton New Road and Ashton Canal routes forming part of this Bee Network. Specific improvements have also been identified to the east, south and west of the Site as part of the Manchester Bee Network programme. These include:

- Improved crossing facilities at the junction of Bradford Road / Cambrian Street to better link to the communities to the west of the Etihad Campus such as Miles Platting;
- Improved pedestrian facilities at the junction of Fairclough Street / Bank Street to better link to the communities to the east of the Etihad Campus such as Clayton;
- Improved connectivity on Albert Street as it crosses the railway line to better link to the communities to the south of the Etihad Campus such as Beswick; and
- Improved crossing facilities at the junction of Alan Turing Way / Grey Mare Lane / Bank Street to better link to the communities to the south-east of the Etihad Campus such as Openshaw.

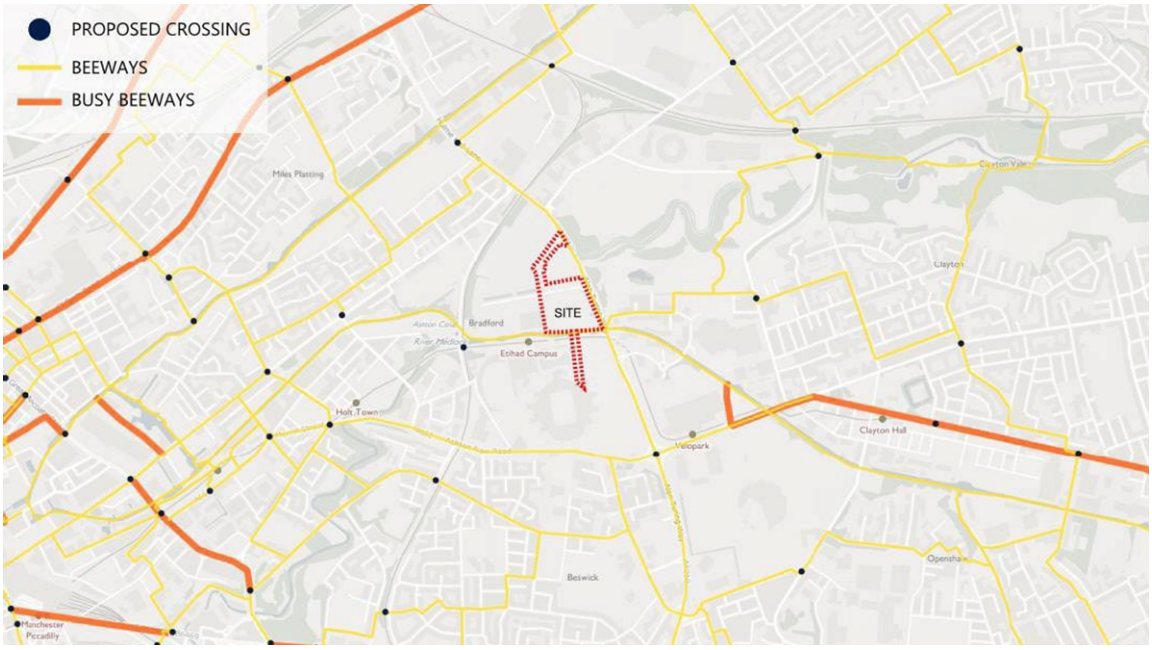


Figure 3.6 Manchester Bee Network (Source TfGM website)

3.4 Public Transport Accessibility

Bus

3.4.1 Greater Manchester has an extensive network of buses managed by TfGM and operated by companies including First Greater Manchester, Stagecoach Manchester and Arriva North West.

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3.4.2 There are multiple bus routes serving the Site and the wider Etihad Campus and all are within a 10-minute walk.

3.4.3 The main bus route corridors in the vicinity of the Site are the Alan Turing Way, Ashton New Road and Bradford Road. Bus stops along these routes are shown on Figure 3.7.

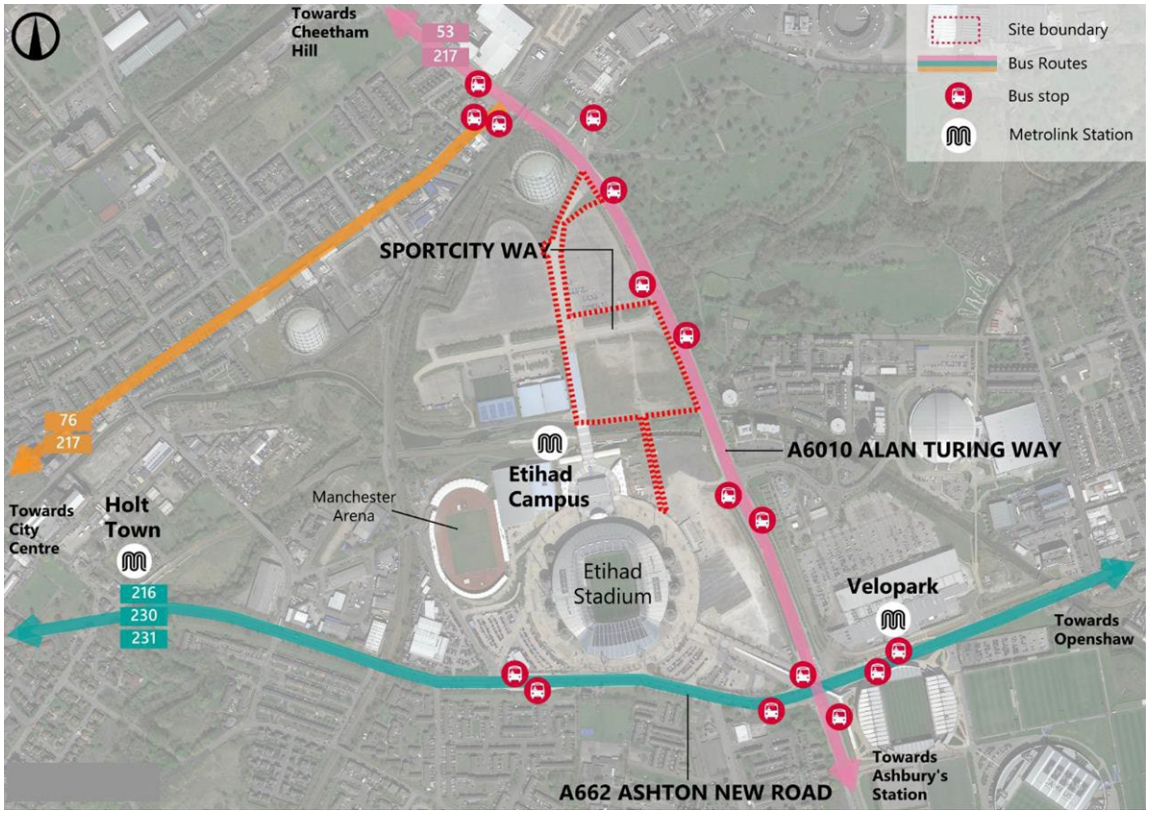


Figure 3.7 Local Bus Stops and Bus Routes

3.4.4 Figure 3.1 summarises the frequency of buses on each bus route per hour per direction. It shows that during the weekday peak network peaks, there are up to 20 buses per hour per direction surrounding the Site.

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Table 3.1 Local Bus Routes and Frequencies

Bus Service	Route	Peak Frequency (buses per hour per direction)							
		Weekday				Weekend			
		AM Network Peak (08:00 – 09:00)	PM Network Peak (17:00 – 18:00)	Arena Arrivals Peak (19:00 – 20:00)	Arena Departure Peak (22:00 – 23:00)	Arena Arrivals Peak (12:00-13:00)		Arena Departure Peak (16:00-17:00)	
						Saturday	Sunday	Saturday	Sunday
53	Cheetham Hill- Old Trafford- Salford Quays - Pendleton	1	1	3	1	2	1	2	1
76	Oldham- Limeside- Failsworth - Newton Heath	7	3	2	2	5	4	4	2
216	Manchester - Clayton - Droylsden - Ashton - Stalybridge	6	6	4	3	6	4	6	3
217	Ashton - Hartshead - Droylsden - Clayton - Manchester	2	1	1	1	1	1	1	1
230	Ashton - Droylsden - Clayton - Manchester	1	2	1	1	2	1	2	1
231	Ashton - Hartshead- Clayton - Manchester	3	2	1	-	2	1	2	1
Total		**20**	**15**	**12**	**8**	**18**	**12**	**17**	**9**

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Manchester Metrolink Tram

3.4.5 The local tram and rail network is illustrated on Figure 3.8.

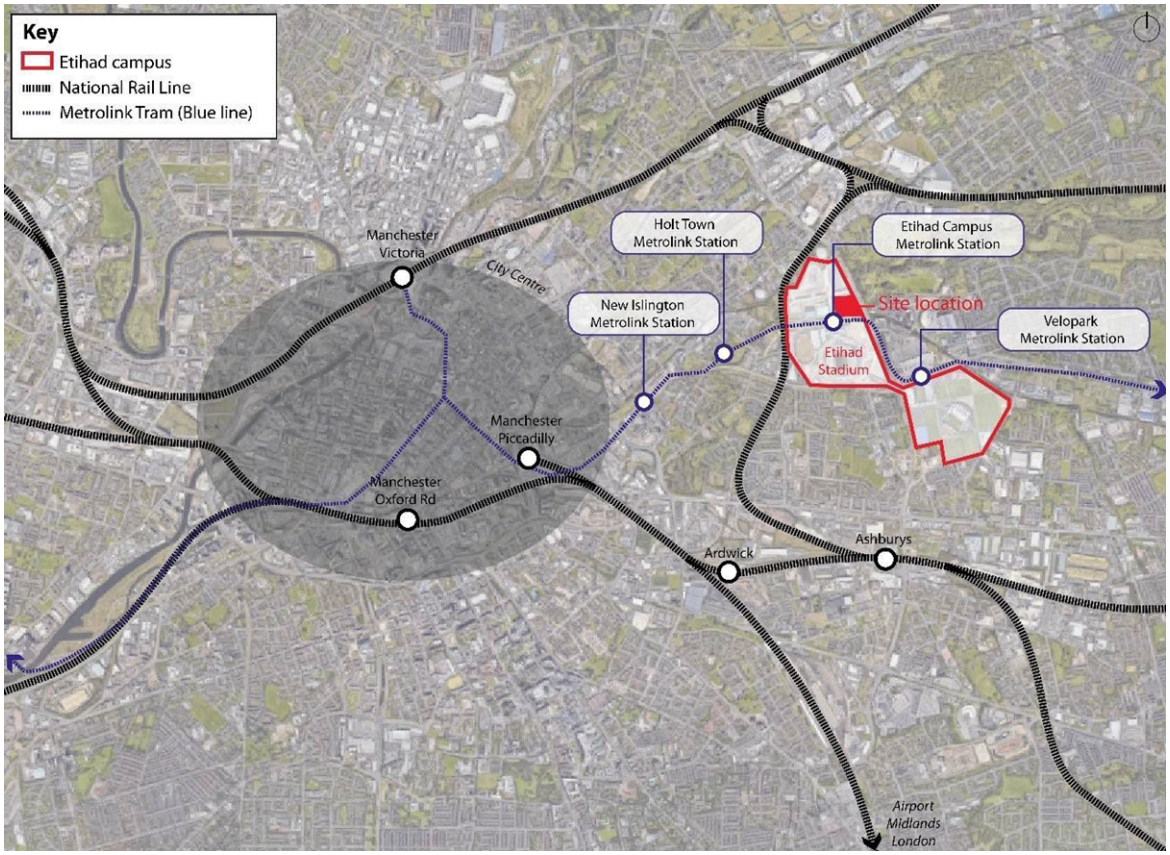


Figure 3.8 Local Tram and Rail Network

3.4.6 The nearest Metrolink stop serving the Site is Etihad Campus, which is located approximately 200 metres (less than 5 minutes' walk) walking distance from the Site. It is on the Metrolink Blue line (Eccles to Ashton-Under Lyne) with trams running every six minutes during the peak hours on weekdays and weekends. It provides a direct westbound link to Manchester Piccadilly station (8-minute journey time) and to Manchester City centre (10-minute journey time) and eastbound to Ashton-under-Lyne station (24-minute journey time).

3.4.7 The Metrolink trams and stops are accessible for all and each stop has access ramps or lifts, tactile paving, high visibility handrails, disabled boarding points and help points.

National Rail

3.4.8 Ashburys is the nearest mainline railway station serving the Site, which is approximately 1.8 kilometres (24 minutes) walking distance or a 6-minute cycle ride. The station is served by Northern and provides services to destinations such as Manchester Piccadilly, Hadfield, New Mills Central and Rose Hill Marple.

3.4.9 Figure 3.2 provides the train services and frequencies from Ashburys rail station.

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Table 3.2 Ashburys Train Services and Frequencies

Destination	Line	Peak Frequency (trains per hour per direction)							
		Weekday				Weekend			
		AM Network Peak (0800 – 0900)	PM Network Peak (17:00 – 18:00)	Arena Arrivals Peak (19:00 – 20:00)	Arena Departure Peak (22:00 – 23:00)	Arena Arrivals Peak (12:00-13:00)		Arena Departure Peak (16:00-17:00)	
						SAT	SUN	SAT	SUN
Hadfield	Northern	2	3	2	2	2	2	2	2
Rose Hill Marple	Northern	2	2	2	-	2	-	2	-
New Mills Central	Northern	1	2	1	1	1	2	2	2
Manchester Piccadilly	Northern	7	4	3	3	4	2	5	3

3.4.10 Ashburys rail station does not currently have step-free access however, Manchester Piccadilly station provides accessible facilities for the disabled and/or mobility impaired, which is an 8-minute journey time via Metrolink from Etihad Campus station.

3.4.11 Manchester Piccadilly station is approximately a 25 to 30-minute walk from the Site (or a 10-minute cycle ride) and provides intercity and cross-country services as well as regional and local services across Northern England. The station is currently served by six train operators summarised in Table 3.3

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Table 3.3 Manchester Piccadilly Train Services and Frequencies

Destination	Line	Peak Frequency (trains per hour per direction)							
		Weekday				Weekend			
		AM Network Peak (08:00 – 09:00)	PM Network Peak (17:00 – 18:00)	Arena Arrivals Peak (19:00 – 20:00)	Arena Departure Peak (22:00 – 23:00)	Arena Arrivals Peak (12:00-13:00)		Arena Departure Peak (16:00-17:00)	
						SAT	SUN	SAT	SUN
Hadfield	Northern	2	3	2	2	2	2	2	2
Glossop	Northern	2	3	2	2	2	2	2	2
Marple	Northern	2	3	2	1	2	2	2	2
Rose Hill Marple	Northern	2	2	2	-	2	-	2	-
New Mills Central	Northern	4	5	4	2	4	2	4	2
Sheffield	Northern	3	3	3	2	3	3	3	2
Hazel Grove	Northern	3	3	3	1	3	1	3	1
Buxton	Northern	2	2	2	1	2	1	2	1
Crewe	Northern	5	5	3	2	4	4	4	3
Stoke-on-Trent	Northern	5	5	4	2	5	3	5	4
Chester	Northern	5	5	4	3	4	3	4	2
Liverpool Lime Street	Northern	5	6	3	4	4	5	4	4
Preston	Northern	5	5	5	4	5	1	5	2
Manchester Airport	Northern	7	8	9	6	9	5	9	6
Blackpool North	Northern	3	2	2	4	2	1	3	2
Llandudno	Transport for Wales	1	2	-	1	2	1	2	-
Bournemouth	Cross Country	2	2	2	1	2	2	1	2
Bristol Temple Meads	Cross Country	2	2	2	2	2	1	2	2
Norwich	East Midlands Train	2	2	1	1	1	2	1	2
Newcastle	TransPennine Express	5	2	3	2	4	5	3	4
Middlesborough	TransPennine Express	4	2	3	-	3	5	3	4
Hull	TransPennine Express	3	3	3	1	2	1	3	1
Cleethorpes	TransPennine Express	1	1	1	1	1	3	1	2
London Euston	Avanti West Coast	3	3	3	2	3	3	3	3

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Public Transport Improvements

High Speed 2

3.4.12 High Speed 2 (HS2) is intended to link London and Birmingham to Manchester, the East Midlands and Leeds and would stop at Manchester Piccadilly. As part of this, it is proposed to redevelop Manchester Piccadilly and improve access to it. These proposals are identified as part of the Piccadilly Strategic Regeneration Framework Area.

3.4.13 The Manchester branch of HS2 forms part of Phase 2b of the project, which is due to open in 2033. HS2 will deliver high-frequency services from Manchester Piccadilly to destinations including Birmingham Interchange, Birmingham and London Euston.

3.5 Highway Network Accessibility

3.5.1 Figure 3.9 shows the local highway network surrounding the Site.

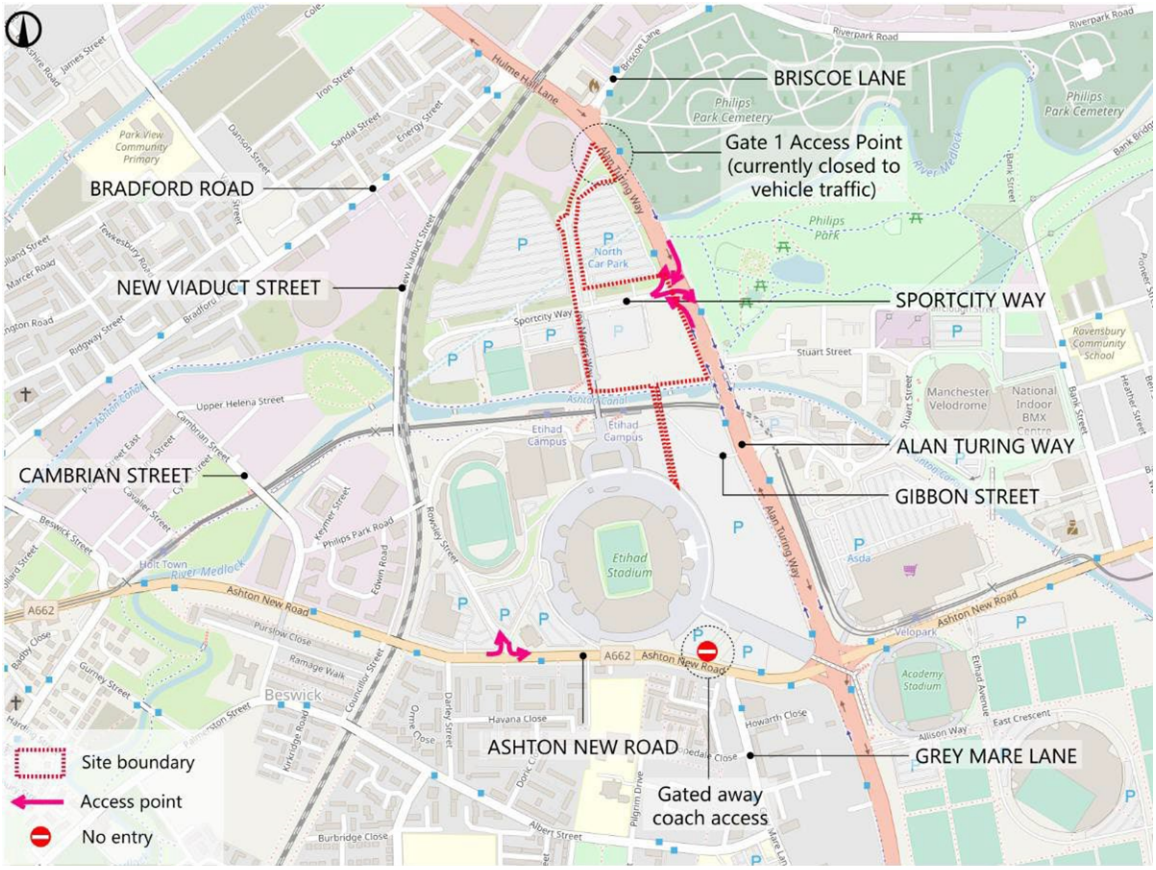


Figure 3.9 Local Highway Network

Park and Ride

3.5.2 Figure 3.10 shows Park and Ride facilities that are located across the Metrolink network, providing a total of over 2,300 spaces.

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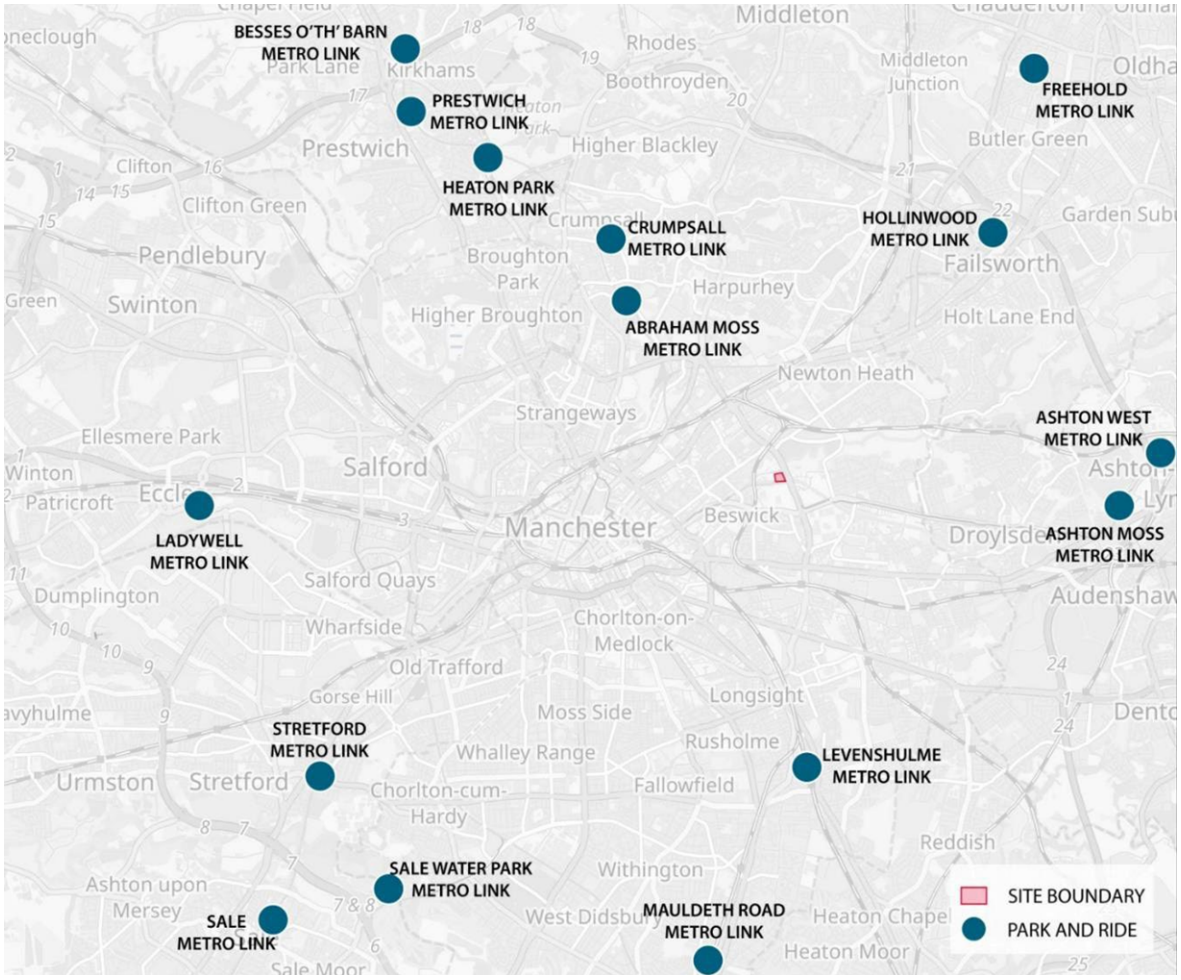


Figure 3.10 Park and Ride Facilities

Taxis

3.5.3 There is a taxi rank located at the southern end of Rowsley Street, which is 60m in length and provides space for up to 10 taxis.

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4 Travel Plan Management

4.1 Travel Plan Co-ordinator

4.1.1 Allocated time will be needed to set up and run the Travel Plan. This is best achieved by appointing a Travel Plan Co-ordinator ("TPC") who will be responsible for the management and maintenance of the Travel Plan.

4.1.2 The TPC will act as the promoter of the Travel Plan to secure its implementation, as well as being the key contact for employees and visitors to the development.

4.1.3 The Applicant will appoint a TPC one month prior to first occupation of the Site (taken to be when any part of the development is occupied) and will give details of the named representative to MCC/TfGM when they are appointed.

4.1.4 This role does not need to be full time and could be carried out alongside an employee's existing job, alternatively an external company specialising in Travel Plans could be appointed to carry out this role. The nominated representative would ideally be someone located either on-site or making regular visits to the Site. In this way, they can become a familiar face, and someone known to 'champion' the sustainable travel measures of the development. Their role will include the responsibilities set out later in this section.

4.1.5 The Occupier (s) of the ancillary commercial/ food and beverage/retail units at the Site will work closely with the TPC to ensure a co-ordinated approach to travel planning for the Site as a whole. This will include highlighting the objectives and philosophy of the Travel Plan to all their employees as well as taking part in the employee Travel Survey and obtaining the most up-to-date information relating to site-wide measures and initiatives from the TPC.

4.1.6 The TPC will be responsible for:

- Highlighting the objectives and philosophy of the Travel Plan to employees/spectators as well as obtaining and maintaining commitment and support from senior managers within the organisation;
- Acting as a point of contact for all employees and spectators requiring information as well as for exchanging ideas and best practice with MCC/TfGM;
- Designing and implementing effective site-wide measures and initiatives to encourage employees and visitors to use more sustainable means of transport;
- Agree a standardised Travel Survey questionnaire format with MCC/TfGM and devise possible incentives for employees/spectators to complete and return their questionnaires; and
- Collation of all the Travel Survey information and discuss/agree any measures/initiatives/targets; and
- Producing annual monitoring reports for submission to MCC/TfGM (as discussed in Section 7).

4.2 Securing the Travel Plan and Funding

4.2.1 This Travel Plan will be secured through a Section 106 Agreement. This will ensure the Applicant's commitment to the Travel Plan strategy.

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4.2.2 The estimated modal split set out in Section 5 will be reserved for agreement with MCC/TfGM after the initial baseline Travel Survey has been undertaken.

4.2.3 The Applicant will ensure that the TPC will be provided with sufficient funding to manage the Travel Plan and co-ordinate travel planning at the Site as a whole.

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5 Mode Split and Targets

5.1 Anticipated Number of Employees at the Site

5.1.1 It is understood that for full capacity events there would be up to 770 employees required on site, which will comprise full-time, part-time, temporary and contract employees covering all aspects of the arena operation.

5.1.2 On non-event days, it is understood that there will be up to 70 employees on-site.

5.2 Mode Split

5.2.1 The principle indicator for the development of targets and objectives within a Travel Plan is the mode split of travel patterns.

5.2.2 Given that the Site is not yet developed or occupied, mode splits have been derived based on travel surveys undertaken at the adjacent Etihad Stadium in 2017 (this is described in more detail in the Transport Assessment submitted as part of the planning application). These mode splits have been used to represent the interim baseline mode splits for the purpose of this Travel Plan.

5.2.3 Table 5.1 shows the interim baseline mode splits for employees on an event day.

Table 5.1 Employee (Interim Baseline) Mode Split on Event Days

Mode	Mode Split Weekday Event	Mode Split Weekend Event	Mode Split Average
Car	25.3%	30.8%	**28%**
Drop-off	15.8%	12.3%	**14%**
Motorbike	1.1%	3.1%	**2%**
Bicycle	3.2%	1.5%	**2%**
Walk	8.2%	12.2%	**11%**
Taxi	4.2%	6.2%	**5%**
Train and Walk	5.3%	3.1%	**4%**
Train and Other modes	7.4%	6.2%	**7%**
Bus	3.2%	1.5%	**2%**
Metrolink	26.3%	23.1%	**25%**
Total	**100%**	**100%**	**100%**

5.2.4 Table 5.2 shows the interim baseline mode splits for employees on a non-event day.

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Table 5.2 Employee (Interim Baseline) Mode Split on Non-Event Days

Mode	Mode Split Non-Event Day
Car	**69%**
Drop-off	**3%**
Motorbike	**2%**
Bicycle	**1%**
Walk (all)	**0%**
Taxi	**3%**
Train and Walk	**2%**
Train and Other modes	**35%**
Bus	**2%**
Metrolink	**15%**
Total	**100%**

5.2.5 Table 5.3 shows the interim baseline mode splits for spectators.

Table 5.3 Spectator (Interim Baseline) Mode Split

Mode	Mode Split Weekday Event	Mode Split Weekend Event
Car	57.4%	54.9%
Drop-off	2%	3.1%
Motorbike	0.1%	0%
Bicycle	0.1%	0.1%
Walk	1.4%	0.8%
Taxi	4.9%	1.1%
Train and Walk	5.1%	7.6%
Train and Other modes	7%	8.7%
Bus	3.2%	3.5%
Metrolink	13.7%	14%
Coach	5.1%	6.2%
Total	**100%**	**100%**

5.2.6 It is noted that the 2017 survey data did not differentiate between Single Occupancy Vehicle (SOV) car trips and car share trips, however the car occupancy data indicated that car trips on non-event days comprised mostly SOV car trips and on event days, car trips included car sharing trips as well as SOV car trips, but the exact split was unknown.

5.2.7 The baseline Travel Survey to be undertaken when the Site is occupied will determine SOV car trips and car share trips separately and will also define the main mode of travel as being the mode used for the longest distance on that journey (the Travel Survey requirements are discussed in more detail in Section 7).

5.2.8 The interim baseline mode splits would be compared and reviewed against the actual modal split obtained as part of the baseline Travel Surveys.

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5.3 Targets

5.3.1 Mode split targets provide the Travel Plan Co-ordinator and MCC/TfGM means to measure the performance of the Travel Plan and to adjust the range of initiatives accordingly.

5.3.2 Targets within a Travel Plan are designed to be appropriate to the development as well as SMART (Specific; Measurable; Achievable; Realistic and Time-bound).

5.3.3 Table 5.4 and Table 5.5 shows the targets for employees for Years 1, 3 and 5 for event days and non-event days respectively. It is noted that these are interim targets, which will be subject to review once the baseline travel surveys have been completed.

5.3.4 It is noted that the interim baseline mode splits are based on Etihad Stadium event days, which are generally around once a fortnight and stewards/catering staff tend to be agency staff who work at a number of different venues. The proposed Arena events however are expected to be three or four times a week, so stewards / catering staff are more likely to be locally employed. This may naturally result in a higher number of employees who walk, cycle and/or use public transport. This has been reflected in the targets set out below.

5.3.5 It is noted also that on event days, some employees could be working shifts late into the evening, so may not consider public transport, walking and/or cycling home as a viable option. However, the baseline Travel Survey (described in Section 7) will include personalised travel planning based on the employee working patterns to determine any that do have viable travel alternatives for consideration.

Table 5.4 Employee (Interim) Mode Split Targets on Event Days (Circa 770 employees)

Target	Baseline (Interim) Year 0	Target Modal Split		
		Year 1	Year 3	Year 5
Reduce SOV car trips by 18% *	28% *	**22%**	**16%**	**10%**
Increase Walking by 10%	11%	**14%**	**16%**	**21%**
Increase Cycling by 13%	2%	**6%**	**9%**	**15%**
Reduce Public Transport use by 5%	38%	**36%**	**35%**	**33%**

Table 5.5 Employee (Interim) Mode Split Targets on Non-Event Days (Up to 70 employees)

Target	Baseline (Interim) Year 0	Target Modal Split		
		Year 1	Year 3	Year 5
Reduce SOV car mode by 40% *	69% *	**57%**	**46%**	**29%**
Increase Walking by 20%	0%	**10%**	**15%**	**20%**
Increase Cycling by 20%	1%	**5%**	**7%**	**21%**

** subject to baseline travel survey results (SOV car trips and car share trips will be obtained separately)*

5.3.6 These targets will be subject to review with MCC/TfGM once the baseline Travel Surveys have been completed.

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6 Travel Plan Initiatives and Measures

6.1.1 This chapter of the Travel Plan outlines the measures and initiatives that will be implemented to encourage a mode shift towards more sustainable travel, namely active travel and/or public transport as well as to reduce SOV car trips.

6.1.2 The TPC can draw upon a wide range of supporting initiatives offered by TfGM, public transport operators, charities and community support groups, some of which have been included. The TPC will be responsible for reviewing and updating these measures as part of their ongoing role in relation to the Travel Plan.

6.2 Site Location and Strategic Vision for Etihad Campus

6.2.1 The Applicant is committed to adopting a Local Labour Agreement aimed at employing a significant proportion of the workforce from within the local area and ensuring that local communities have first and priority access to employment opportunities. This initiative will seek to promote walking and cycling as a natural travel choice for employees from the local area.

6.2.2 Etihad Campus has good pedestrian, cycling and public transport accessibility, which naturally provides good opportunities for promoting travel by sustainable modes.

6.2.3 As part of the ongoing engagement between the Applicant and a range of key stakeholders (including TfGM and MCC), the Applicant is committed to build upon the strong working relationships that already exist between these parties. As part of this, a Strategic Vision for Movement and Transport has been developed for Etihad Campus as a whole, which includes a long-term vision for movement and transport and how this is will evolve over the next 20 years. This document has been submitted for information.

6.2.4 The Strategic Vision builds on existing policies, strategies and plans and sets out the Campus' prioritisation of the things that will make a positive impact for staff, visitors, the local community and the environment.

6.2.5 The Vision encompasses a series of movement and transport objectives within themes that focus on enhancing the day-to-day life for the Campus and the community. These include measures to minimise the transport impacts of movement generated by the Campus in operation; maximise the sustainability of the Campus in support of policy objectives and action against climate change, and on-board how improvements in technology can support sustainable travel.

6.3 Etihad Campus Strategic Sustainability Framework

6.3.1 The Etihad Stadium and City Football Academy have already been catalysts for the transformation of Eastlands, Manchester. As the Etihad Campus embarks on the next key phase of its transformation to a world-class destination amidst increasing public awareness of the climate and biodiversity crisis, it recognises the opportunity for it to play its full part in exemplifying sustainable development.

6.3.2 The Etihad Campus aspires to be a pioneer for the whole of Manchester in pursuing its twin objective of realising locally inclusive, globally competitive economic growth, whilst simultaneously transforming to a net zero-carbon campus. Four key themes underpin the delivery of this vision, as shown in Table 6.1.

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Table 6.1 Etihad Campus - Key Sustainability Themes

Climate & Nature Positive	Vibrant & Inclusive	Healthy & Active	Open & Connected
The Campus is a beacon of Manchester's rapid transition to a zero-carbon City, rich with wildlife and green infrastructure.	The Campus works for everyone and provides unrivalled education, training and employment opportunities for local residents.	The Campus is a world-class destination for sport, performance and leisure that inspires healthy lifestyles and workplaces.	The Campus is fully integrated into the fabric of the City, with excellent transport connections that support sustainable travel.

6.3.3 The Etihad Campus Strategic Sustainability Framework provides an overarching vision for different partners and future plot developments to harmonise around in articulating and delivering the Etihad Campus sustainability ambitions. OVG and the new arena will play its part in delivering this vision.

6.4 Marketing and Promotional Strategy

6.4.1 The TPC will be responsible for the marketing and publicity of all travel information and Travel Plan initiatives at the Site in discussion with the Applicant and other key stakeholders.

6.4.2 The primary means of communicating is expected to be via the website, through ticketing sales and/or through an internal employee communications network, such as an intranet.

6.4.3 The Applicant will prepare a Travel Information Pack for employees highlighting the objectives and philosophy of the Travel Plan, which will include promotional information in relation to cycling and walking, as well as details relating to public transport and local car share schemes discussed later in this chapter.

6.4.4 The production of the Travel Information Pack will be funded by the Applicant and will be prepared three months prior to opening. The TPC will ensure that it is given to all employees prior to occupation at the Site.

6.4.5 The contents of the Travel Information Pack are discussed in more detail later in this section.

6.4.6 The TPC will ensure that up to date public transport information and other Travel Plan information and events are made available to employees, including being placed in prominent locations such as staff rooms and noticeboards.

6.4.7 In addition to the Travel Information Pack, a quarterly Travel Plan Newsletter will be prepared by the TPC for distribution to all employees providing information on updates and progress in relation to the Travel Plan, any sustainable travel events coming up or incentives being offered. Contact details will also be included for the TPC to enable employees to get in touch with any ideas or questions regarding travel.

6.4.8 The TPC will also ensure that any travel information available through the website for spectators (and/or phone app where appropriate) actively discourages the use of the car and encourages spectators and visitors to use sustainable travel modes.

6.4.9 The Applicant will establish a Transport Management Group with key stakeholders including MCC, TfGM, the Police, local public transport operators and other TPCs in the area (including Manchester City Football Club) to help develop ideas, overcome barriers and share best practice with regard to sustainable travel at Etihad Campus and in relation to this Arena Travel Plan.

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6.4.10 A range of supporting operational interventions have already been identified and investigated by the Applicant to influence travel behaviour and encourage spectators/visitors towards specific travel modes depending upon the specific event and the individual needs and circumstances of the visitor. This would start from the point of ticket-purchase and would include live transport information within the proposed Arena, which alongside potential pre and post event catering offers would seek to encourage a more staggered arrival/departure profile.

6.4.11 The TPC will register with TfGM's Business Travel Network (BTN) which encourages and supports organisations that promote sustainable travel modes to employees, such as walking, cycling, public transport, flexible working and car sharing. Registering enables access to online toolkits, advice and guidance on travel planning and best practice workshops.

6.5 Measures to Promote Walking and Cycling

6.5.1 Encouraging walking and cycling gives opportunities to build healthy exercise into daily life.

6.5.2 There is currently an extensive provision of pedestrian footways and cycle routes within and around the Site.

6.5.3 The GMCA's Bee Network proposals (described in Section 3) would act to further enhance walking and cycling connectivity to the Etihad Campus from various locations throughout Greater Manchester.

6.5.4 The Applicant is also committed to improving existing walking/cycling route (s) between the City Centre (Great Ancoats Street) and the Etihad Campus (subject to relevant approvals) and these emerging initiatives are outlined below:

Ashton New Road Route

- Use paint, graphics and lighting on lamp posts to create markers which clearly designate routes and give information about walking distances and incentivise active travel;
- Locally reconfigure pavement / lane relationship at current 'pinch point' adjacent to the existing railway bridge;
- Reinforce walking route markings and declutter the area where the route crosses Metrolink tracks
- Install signage at Great Ancoats Street to better signal walking and cycling routes between the City centre and the Etihad Campus;
- Enhance greenery and planting; trim back low branches on trees along route to improve visibility below tree canopies and actively support future maintenance in conjunction with relevant stakeholders.

CityLink Route

- Use paint, graphics and lighting on lamp posts to create markers which clearly designate routes and give information about walking distances and incentivise active travel;
- Install signage at Ashton New Road to better signal walking and cycling routes between the City centre and the Etihad Campus;

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- Install/repair fencing, as necessary, to improve walking/cycling environment and close off hiding places adjacent to bridge abutments;
- Art / Lighting improvements where route passes beneath railway bridges;
- Remove scrub / vegetation beneath existing trees to improve sightlines, provide groundcover / wildflower planting beneath trees to improve ecology and improve attractiveness of route. Actively support future maintenance in conjunction with relevant stakeholders;
- In consultation with TfGM, agree and implement a scheme of modifications to the existing Metrolink barriers on edge of City Square in order to visually open up the CityLink entrance from Etihad Campus.

Ashton Canal Towpath Route

- Install a channel alongside the existing steps between Joe Mercer Way and the towpath to allow people to walk their bicycle up or down the stairway;
- Use paint, graphics and lighting on lamp posts to create markers which clearly designate routes and give information about walking distances and incentivise active travel;
- Install signage at Great Ancoats Street to better signal walking and cycling routes between the City centre and the Etihad Campus;
- Cut back scrub / vegetation at strategic points to improve sightlines and attractiveness of route. Actively support future maintenance in conjunction with relevant stakeholders;
- Art / Lighting improvements where route passes beneath bridges.

6.5.5 These emerging initiatives would help to improve the overall experience for both visitors to the Etihad Campus and the local community as well as support the continued transition towards increased sustainable travel and a reduced reliance on private car use to access the Etihad Campus.

6.5.6 The TPC will ensure that employees and visitors are kept informed regarding any pedestrian and cycle improvements in the area.

6.5.7 The TPC will also prepare a plan showing the location of cycle parking across the Etihad Campus, which will be given to all employees and visitors and incorporated into marketing/promotion material. The Etihad Campus currently has a total cycle parking provision of 284 spaces (in the form of 142 Sheffield Stands) at various locations around the Campus. In addition, the Applicant is proposing to provide an additional 240 covered cycle spaces in locations where cycle routes enter the Campus.

6.5.8 The Applicant will also be providing showers, lockers and changing facilities for employees at the proposed Arena.

6.5.9 The TPC will monitor cycle parking at the Etihad Campus, in discussion with the Applicant, to ensure that there are adequate cycle parking facilities provided, including for any future increases anticipated over the lifetime of the Travel Plan.

6.5.10 The TPC will investigate the creation of a Bicycle User Group (BUG) for employees at the site, to provide the opportunity for cyclists to meet informally and discuss cycling related issues.

6.5.11 The TPC will also encourage employees to walk and cycle by providing information on the following:

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- 'Bike Week' (www.bikeweek.org);
- National Walking Month, which includes 'walk to work' and 'walk to school' week (www.livingstreets.org.uk);
- TfGM's website (www.tfgm.com/cycling-and-walking), which encourages people to cycle, including links to cycle maps and cycle training sessions and details on local cycle hubs;
- The location of nearby cycle shops, cycle hire stations, and contact information of the nearest bike retail stores; and
- Cycle to work scheme. Cycling to work is encouraged by the Government's green transport plan, which introduced a tax exemption allowing employers to loan cycles and cyclists' safety equipment to employees as a tax-free benefit. Details of this are set out in the DfT's 'Cycle to Work Scheme implementation Guidance', which can be found on the DfT's website: www.gov.uk/government/publications/cycle-to-workscheme-implementation-guidance.

6.5.12 The Applicant will periodically offer incentives to employees to promote cycling such as loans, discounts and vouchers towards the cost of purchasing a bicycle and/or bicycle equipment.

6.5.13 The TPC will also investigate discounts/special deals for employees with local cycle retailers for the purchase of bikes, equipment and clothing.

6.5.14 The Applicant will prepare a Travel Information Pack highlighting the objectives and philosophy of the Travel Plan, which will include all the previously mentioned promotional information in relation to cycling and walking, as well as details relating to public transport and local car share schemes discussed later in this section.

6.5.15 The production of the Travel Information Pack will be funded by the Applicant and will be prepared three months prior to opening. The TPC will ensure that it is given to all employees prior to occupation at the Site.

6.5.16 The TPC will also ensure that the information contained in the Travel information Pack is available through the website for visitors making sure that it actively discourages the use of the car and encourages spectators and visitors to use sustainable travel modes.

6.5.17 A key role of the Travel Information Pack will also be to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan including:

- **Access initiatives**: A high quality map of the neighbourhood, showing cycling, walking and public transport routes to/from the Site, together with the locations of any key local facilities (such as shops, cashpoint etc.) within walking distance. Additional sources of further information such as TfGM's Journey Planner website will also be provided.
- **Promotion of key services and facilities at the Site**: Details regarding the location of cycle parking/maintenance facilities will be included within the Pack.
- **Promotion of car sharing**: Details regarding car sharing websites will be included within the Pack, including TfGM's car sharing initiative (CarShare GM).

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6.6 Measures to Promote Public Transport

6.6.1 The Site and Etihad Campus are highly accessible by public transport with Metrolink, bus and National rail services all serving the Site.

6.6.2 As the Etihad Campus is developed, the public transport offer will continue to evolve to reflect the changing nature of the Etihad Campus from a location that experiences high levels of public transport use for short and infrequent periods on Stadium event days to a location with a strong daily demand for public transport throughout the day. This will build on the highly accessible nature of the Site.

6.6.3 The Travel Information Pack and website information will include details on where to obtain current timetable information for local bus, Metrolink and rail services as well as TfGM's journey planner (www.mytfgm.com/#/planner/). The quarterly Travel Plan Newsletters will also include links to this information including information on any changes to routes and frequencies.

6.6.4 The TPC will offer personalised travel planning guidance to employees and this will be promoted through the quarterly Travel Plan newsletter. This will include help in providing localised, simplified travel information on their best option for use of other sustainable means of transport as an alternative to private vehicles. This will be combined with information regarding any incentives available such as public transport/cycle vouchers, shuttle bus services etc.

6.6.5 On event days a shuttle bus service will be provided for employees and spectators travelling between the Etihad Campus and Manchester City centre and this will be promoted through marketing material. These services will be available for employees after the event has ended.

6.6.6 As part of the Transport Management Group, the Applicant and TPC will work in discussion with MCC/TfGM to plan and promote enhanced Metrolink services on event days (subject to demand), as well as before and after events, in the same way as it currently operates on event days at the Etihad Stadium.

6.6.7 The Applicant will provide interest free season ticket loans for employees using public transport and the TPC will investigate employee travel discounts with local public transport operators.

6.7 Measures to Promote Park & Ride

6.7.1 The Travel Information Pack and website information will include details on local Park & Ride facilities that are available on event days and non-event days.

6.7.2 The TPC will investigate discounts with local Park and Ride operators for employees and visitors.

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6.8 Promotion of Coach Travel

6.8.1 Space for coach parking is provided on the parking areas within the Campus. The TPC will monitor the use of these coach parking spaces as part of the Travel Survey (in discussion with the TPC for Etihad Stadium) to ensure that the coach parking provision caters for demand.

6.8.2 The Applicant/TPC will investigate potential measures to increase the number of spectators/visitors travelling by coach.

6.9 Measures to Promote Car Sharing

6.9.1 Initiatives like car sharing can provide a great alternative to car ownership. They save on the associated running costs of a car and can also save on parking charges.

6.9.2 Car sharing schemes aim to encourage individuals to share private vehicles for particular journeys. It includes informal arrangements for sharing trips between individuals at neighbourhood, workplace and even household level, as well as formal schemes with elaborate arrangements for trip matching, often focused on commuting journeys.

6.9.3 Where appropriate, the TPC will encourage employees to join a car-sharing scheme, such as CarShareGM. which will be promoted to minimise SOV car trips.

6.9.4 Car sharing will also be promoted through website information given to event attendees.

6.10 Measures to Reduce Car Use

6.10.1 The TPC will also ensure that any travel information available through the website actively discourages the use of the car whilst encouraging the use of sustainable travel modes.

6.10.2 The Applicant is committed to provide funding towards extending the residents parking scheme surrounding the Etihad Campus in order to limit on-street parking on event days and discourage car use.

6.10.3 Car parking spaces for visitors will only be advertised a few weeks in advance of an event and are only available on a pre-booked basis.

6.10.4 There will be no or very limited car parking available on-site for employees on event days, subject to mobility requirements.

6.10.5 On non-event days, the Applicant will manage by issuing parking permits to employees on a restricted basis. Employees will be expected to utilise public transport/cycling/walking/car sharing alternatives.

6.11 Deliveries

6.11.1 The Transport Assessment submitted as part of the planning application indicates that deliveries would largely avoid highway peak periods or peak spectator arrival and departure times.

6.11.2 The TPC will monitor servicing activity at the site to ensure deliveries arrive, as far as possible, at non-peak times.

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7 Monitoring and Review

7.1 Monitoring Surveys

7.1.1 A Travel Survey is an essential part of a Travel Plan. It is carried out to establish travel patterns at the Site and to ascertain what would encourage employees and visitors to travel in a sustainable way.

7.1.2 Surveys to monitor spectator/visitor travel patterns would be conducted on a biennial basis.

7.1.3 The TPC, in discussion with the Applicant, will undertake the spectator/visitor surveys through means of interview and online surveys and will consider a suitable incentive to encourage spectators/visitors to complete and return their questionnaires and help maximise the response rate.

7.1.4 The TPC will also arrange an employee Travel Survey, within 6 months of occupation, or at 75% occupancy, whichever comes sooner. This will form the baseline Travel Survey. It would generally be undertaken by means of a self-completion questionnaire to help identify the proportion of employees travelling by each mode of transport i.e. the mode split.

7.1.5 The TPC will agree the format of this Travel Survey and questionnaire in discussion with the Applicant and TfGM, which would include any requirement for parking and/or multi-modal surveys

7.1.6 The Travel Surveys will establish the baseline mode split for the main mode of travel being used (i.e. mode used for the longest distance) and will define SOV car trips and car share trips separately. The TPC will also consider collecting other data such as home postcodes, working hours, reasons for travel choice and identification of any barriers to travelling, which will assist with providing a personalised travel planning service.

7.1.7 Following the baseline Travel Survey, further Travel Surveys would be undertaken at Years Three and Five.

7.1.8 The baseline Travel Survey will be used to check against the interim mode split targets set out in Section 5 to determine if they are reasonable. A minimum Travel Survey response rate of 30% is recommended in order to obtain a representative survey sample.

7.1.9 An incentive, such as retail vouchers, will be considered to encourage employees to complete and return their questionnaires to help maximise the response rate. Surveys should ideally be undertaken at a similar time each year for consistency.

7.1.10 The survey results are used to formulate and monitor the implementation of the Travel Plan and to set and review baseline targets for promoting sustainable and healthy travel.

7.2 Reporting

7.2.1 The Travel Survey results are used to formulate and monitor the implementation of the Travel Plan and to set and review targets for promoting sustainable and healthy travel.

7.2.2 The monitoring programme starts with the initial baseline Travel Survey (triggered at 75% occupation).

7.2.3 The Travel Survey information will be included in a Monitoring Report (also known as a Progress Report), which will be prepared annually and submitted to the MCC/TfGM for consideration.

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7.2.4 This Monitoring Report should include the following:

- Organisation's name and address;
- Detailed information and evidence on the measures used and implemented to promote the Travel Plan and its objectives;
- Travel Survey results with comparative data and analysis;
- Proposed Specific, Measurable, Achievable and Time bound (SMART) targets for employees;
- Whether the travel habits of employees/spectators are meeting the objectives;
- Details on cycle and coach parking usage;
- An Action Plan; and
- Details of any changes to the Site.

7.2.5 The TPC shall review and monitor the Travel Plan at Years One, Three and Five setting out whether the travel habits of employees/spectators are meeting the objectives and targets. This information will be included in the annual Monitoring Report.

7.2.6 After the initial five-year cycle, monitoring will continue on a voluntary basis every two years thereafter. At the completion of each five-year cycle, a review of the targets should take place, before new objectives, targets and appropriate measures are set, and a new five-year cycle begins.

7.2.7 Where targets are not met, the TPC will discuss and agree a plan of action with MCC/TfGM, which will indicate how any deficiencies in the operation of the Travel Plan will be met.

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8 Action Plan

8.1.1 The Action Plan sets out actions, timescales and responsibilities. It will be updated by the TPC as part of the Monitoring Report.

Table 8.1 Action Plan

Action	Timescale	Responsibility
OBJECTIVE: To put in place a mechanism for implementing and monitoring the Travel Plan		
Appoint TPC	One month prior to occupation	Applicant
Contact MCC/TfGM to advise them who has taken on the role of TPC	One month prior to occupation	Applicant
Establish Transport Management Group	Prior to Occupation	Applicant
OBJECTIVE: Surveys and Monitoring		
Undertake baseline employee/spectator Travel Surveys	Within 6 months of occupation (or at 75% occupation, whichever is sooner)	TPC
Undertake future spectator Travel Survey	Biennially	TPC
Undertake future employee Travel Survey	At Years 1, 3 and 5	TPC
Submit Monitoring Report (including baseline survey results) to MCC/TfGM	Within 2 months of the Travel Survey	TPC
Subsequent Monitoring (including annual reports to MCC/TfGM)	Annually	TPC
TARGET: To increase sustainable travel modes at the Site		
Prepare Travel Information Pack and review/update annually	Prior to occupation	Applicant/TPC
Provide all employees with a copy of the Travel Information Pack	Prior to occupation	TPC
Offer personalised travel planning guidance to employees	As part of the Employee Travel Survey	TPC
Produce quarterly Travel Plan Newsletter for employees	Quarterly	TPC
TARGET: To encourage public transport use		
Offer interest free season ticket loans for employees using public transport	Prior to occupation	Applicant
On event days provide shuttle bus services for employees and spectators travelling between the Etihad Campus and Manchester City centre. These services will be available for employees after the event has ended.	Within first year of occupation	Applicant
TARGET: To increase the percentage mode share walking and cycling		
Provide cycle parking, showers/changing facilities at the Site	Prior to occupation	Applicant
Improvements to pedestrian/ cycle infrastructure in and around the site	Prior to occupation/Ongoing	Applicant
Make employees aware of the Cycle to work scheme (tax-free bicycle loan scheme)	Prior to occupation	Applicant
Promote annual Bike Week through notice boards	Annually	TPC
Investigate provision of a Bicycle User Group for employees at the Site	Within first year of occupation	TPC

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Action	Timescale	Responsibility
Investigate discounts with local cycle/public transport operators	Within first year of occupation	TPC
Promote National Walking Week through notice boards	Annually	TPC
Provide a map for employees/visitors showing local amenities within easy walking/cycling distance and cycle parking locations	Within first year of occupation	TPC
TARGET: To reduce single car occupancy use		
Ensure that any travel information available through the website actively discourages the use of the car whilst encouraging the use of sustainable travel modes	Prior to occupation	Applicant/TPC
Promote car sharing	Prior to occupation	TPC
There will be no or very limited car parking available on-site for employees on event days, subject to mobility requirements.	Prior to occupation	Applicant/TPC

Notes: TPC - Travel Plan Co-ordinator

Applicant - OVG Manchester Limited

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Appendix 3

Geofenced Red Line Boundary for Private Hire Vehicles on MCFC match days

The red line boundary in the image below delineates the geofenced area where private hire vehicles are unable to request pick up on MCFC match days.



Appendix 4

Draft Staff Survey

This staff survey is designed to advise the Co-op Live of the workforce travel patterns. Responses from this survey will remain anonymous and allow the Co-op Live to assess the carbon impact of transport used by staff, with the ambition to increase the usage of low carbon transport.

1. What is your gender?

Male	Female

2. How many days on average do you work at the Co-op Live?

1 day	2 days	3 days	4 days	5 days	6 days	7 days

3. What time do you usually start work?

00:00 - 04:00	04:01 - 07:00	07:01 - 09:00	09:01 - 12:00	12:01 - 17:00	17:01 - 20:00	20:01 - 23:59

4. What modes of transport do you use for commuting to work?

Method of transport	Primary mode of transport	Secondary mode of transport	Other modes of transport used
Private car (electric)			
Private car (petrol/ diesel)			
Taxi			
Private hire taxi (Uber, Bolt, etc)			
Train			
Metro			
Bus			

Cycling			
Bus			
Walking			
Cycle hire			
Motor bike			
Electric scooter			
Other (please specify)			

5. Do you change your mode of transport dependent on if there is an event at the Co-op Live or surrounding venues? (Please describe how this can change your travel behaviour)

6. Please rate your commute to work on a scale of 1-10 (1 being the worst and 10 being the best).

7. How far do you commute to work?

0-1 mile	1-2 miles	2-5 miles	5-10 miles	10 miles plus

8. What is the main reason for using the primary mode of transport?

9. What could be done to allow you to cycle/walk to work?

10. What barriers stop you walking/cycling to work?

11. If you drive to work, what are the barriers to using public transport?

12. Have your commuting habits changed over the past 6 months (or since starting to work at the Co-op Live)?

13. What could be done to incentivise you to use a more sustainable mode of transport?

Appendix 5

Draft Spectator Survey

Thank you for your time to complete this survey. The information provided will remain anonymised and will be used to help influence the travel solutions offered at the Co-op Live.

1. What is your gender?

Male	Female

2. What day did you attend the Co-op Live?

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday

3. How far did you travel to the Co-op Live?

0-1 mile	1-2 miles	2-5 miles	5-10 miles	10 miles plus

4. What mode of transport did you use to access the Co-op Live?

Method of transport	Primary mode of transport	Secondary mode of transport	Other modes of transport used
Private car (electric)			
Private car (petrol/ diesel)			
Taxi			
Private hire taxi (Uber, Bolt, etc)			
Train			
Metro			
Bus			

Cycling			
Bus			
Walking			
Cycle hire			
Motor bike			
Electric scooter			
Other (please specify)			

5. What is the main reason for using this mode of transport?
6. What could be done to allow you to cycle/walk to work?
7. What barriers stop you walking/cycling to work?
8. If you drove to the Co-op Live, what are the barriers to using public transport?
9. What could be done to incentivise you to use a more sustainable mode of transport?

Appendix 6

Etihad Campus Parking Model – Modal Structure

Etihad Campus Parking Model – Modal Structure

Mode	Description	Considerations	Parking Modes
1	No event	There will still be activity with staff & visitors from all venues to be factored in including C&E events	BAU – Need ANPR and a pay on the day option for all users
2	1-2 small events (e.g. MCC + an event in the common parts)		Considers all venues (MCC, Arena & CFG for small events)
3	1 major event (e.g. Arena or Stadium)		Mode 3a – Major event Stadium & 300 MCC spaces Mode 3b – Major Arena Event & 300 MCC spaces
4	1 major event + 1 small event (concurrent)	Start/KO times are still relevant to this scenario Parking operations are the same as mode 3 as we will always reserve 300 spaces for a MCC small event	No parking mode required as this is the same as Mode 3a & 3b now that MCC have 300 spaces at all times
5	2 major events (Stadium + Arena) 3hr+ Gap* * The 3 hour gap assumes: 1 hour for one venue to disperse its customers and a 2 hour load-in for the other – this time may be reduced by agreement.	Hospitality have up to 2hrs post-match to stay in the Stadium and so may not clear Orange car park for 3 hours post.	Mode 5a – 2 Major events (Stadium & Arena) – 3hr/4hr gap & 300 MCC spaces early KO/late show Mode 5b – 2 Major events (Stadium & Arena) – 3hr/4hr gap & 300 MCC spaces matinee/evening ko Mode 5c – 2 Major events – (Stadium & MCC) 3hr/4hr gap Mode 5d – 2 Major events – (Arena & MCC) 3hr/4hr gap
6	2 major events (Stadium + Arena overlap)	KO/Start time is the same	Mode 6 – 2 Major events (Stadium & Arena) – KO/Start time within the 3hr gap & 300 MCC spaces Mode 6b – 2 Major events (Stadium & MCC) - KO/Start time within the 3hr gap & 300 MCC spaces Mode 6c – 2 Major events (Arena & MCC) - KO/Start time within the 3hr gap & 300 MCC spaces
7	2 major events (Stadium + Arena) + small event	No parking mode required as this is the same as Mode 6 now that MCC have 300 spaces at all times	No parking mode required as this is the same as Mode 6 now that MCC have 300 spaces at all times

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Etihad Campus Parking Model - Index

Introduction
- Modal Structure
- Car park capacities
- Key stakeholders

Other Business
- ANPR/Pre-booking system
- Command & Control Structure
- Communications Plan

Mode 1 - BAU
- List of users & allocation
- CAD drawings & TM

Mode 2 – Small Events
- List of users & allocation
- CAD drawings & TM

Mode 3A – Major Event at Etihad Stadium
- List of users & allocation
- Timelines
- CAD drawings & TM

Mode 3B – Major Event at Co-op Live Arena
- List of users & allocation
- Timelines
- CAD drawings & TM

Mode 4 – No separate parking plan

Mode 5A – 2 Major events, Stadium & Arena, 3hr Gap, Early KO, Evening performance
- List of users & allocation
- Timelines
- CAD drawings & TM

Mode 5B – 2 Major events, Stadium & Arena, 3hr Gap, Matinee & late KO
- List of users & allocation
- Timelines
- CAD drawings & TM

Mode 5C - 2 Major events, Stadium & MCC
- List of users & allocation
- Timelines
- CAD drawings & TM

Mode 5D – 2 Major events, Arena & MCC
- List of users & allocation
- Timelines
- CAD drawings & TM

Mode 6A – 2 Major events, Stadium & Arena, Egress at same time – 1pm KO & Matinee & 3pm KO & Matinee
- List of users & allocation
- Timelines
- CAD drawings & TM

Mode 6B – 2 Major events, Stadium & MCC, Egress at same time
- List of users & allocation
- Timelines
- CAD drawings & TM

Mode 6C – 2 Major events, Arena & MCC, Egress at same time
- List of users & allocation
- Timelines
- CAD drawings & TM

Additional timelines for mode 6

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Etihad Campus Parking Model - Capacities

Area	Total Area Capacity	Car Park	Car Park Total	Section Breakdown	Section Available Capacity	Notes
Blue	2237	Blue H	1258	Blue H	1206	24 more spaces are available if all the containers are removed.
				Blue H Wheelchair	52	
		Blue G	625	Blue G (excluding space taken up by coaches - approx 150 spaces)	568	
				Blue G Coaches	30	
				Blue G Wheelchair	27	
		Blue J	129	Blue J	129	
		Blue K	105	Blue K	105	
		Blue L	90	Blue L Standard	79	
				Blue L Wheelchair	5	
				Blue L Electric	4	
				Blue L Parent & Child	2	
		Sport City Way	30	Sport City Way Coaches	30	
Grey	31	Grey C	25	Grey Coaches/Mini Bus	25	Grey D marked as out 0 spaces available until cabin reloaction has finished
				Grey C Accessible	6	
		Grey D	0	Grey Coaches/Mini Bus	0	
				Grey D Accessible	0	
Green	173	Green	173	Green	173	Grey D marked as out 0 spaces available until cabin reloaction has finished
Yellow	246	Yellow A	124	Yellow A Row A	14	Includes two directly next to Security Lodge/Gate 12. One is acoss Gate12/13 boll ards
				Yellow A Row B	16	
				Yellow A Row C	17	
				Yellow A Row D	21	
				Yellow A Row E	26	
				Yellow A Row F	3	
				Yellow A Row G	12	
				Yellow A Tunnel Club	15	
		Yellow B	122	Yellow B Row A	39	(16 of these are Directors, 4 of these are Electric charging bays)
				Yellow B Row B	35	
				Yellow B Row C	32	
				Yellow B Row D	14	
				Yellow B Row D Wheelchair	2	
	227			* For large OB Compound capacity is minus approx 19		

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Etihad Campus Parking Model - Capacities

Purple	64	Standard	59	Standard	59
		Wheelchair	5	Wheelchair	5

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Etihad Campus Parking Model – Key Stakeholders

Venue	Company/Clubs	Users
Etihad Stadium	Manchester City Football Club (MCFC) City Football Conference & Events (C&E) University Campus of Football Business (UCFB)	Supporters Hospitality guests Staff Agency staff Matchday staff Broadcasters Media Delegates/Attendees/Clients/Customers Exhibitors Students Teachers Concert Promoters Players & Families Board of Directors & VVIPs Leadership Team
City Football Academy Stadium	City Football Group (CFG) Manchester City Football Club (MCFC) Manchester City Women's Football Club (MCWFC) Elite Development Squad (EDS)	Players & Families Supporters Hospitality guests Staff Agency staff Matchday staff Broadcasters Media Delegates/Attendees/Clients/Customers Board of Directors & VVIPs Leadership Team
City Football Academy Pitches	City In the Community (CITC) City Football Schools (CFS) Junior Academy/City Select	Staff Children Coaches Scouts

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Etihad Campus Parking Model – Key Stakeholders

Venue	Company/Clubs	Users
Co-op Live	Eastlands Arena Ltd (EAL)/Co-op Live	Fans Hospitality/Premium guests Staff Agency staff Event day staff Broadcasters Media Delegates/Attendees/Clients/Customers Exhibitors Concert Promoters Production Crews Leadership Team Sponsors / Partners Deliveries & Servicing Contractors
Manchester Regional Arena	Greenwich Leisure Limited Manchester Active Rugby Football League Manchester Football Association England Lacrosse British Taekwondo England Squash Basketball England Greater Sport Manchester City Council Diane Modahl Sport Foundation England Netball	Staff Agency staff Attendees/Clients/Customers Coaches Teachers Students Children Deliveries & Servicing Contractors Spectators Broadcasters Media

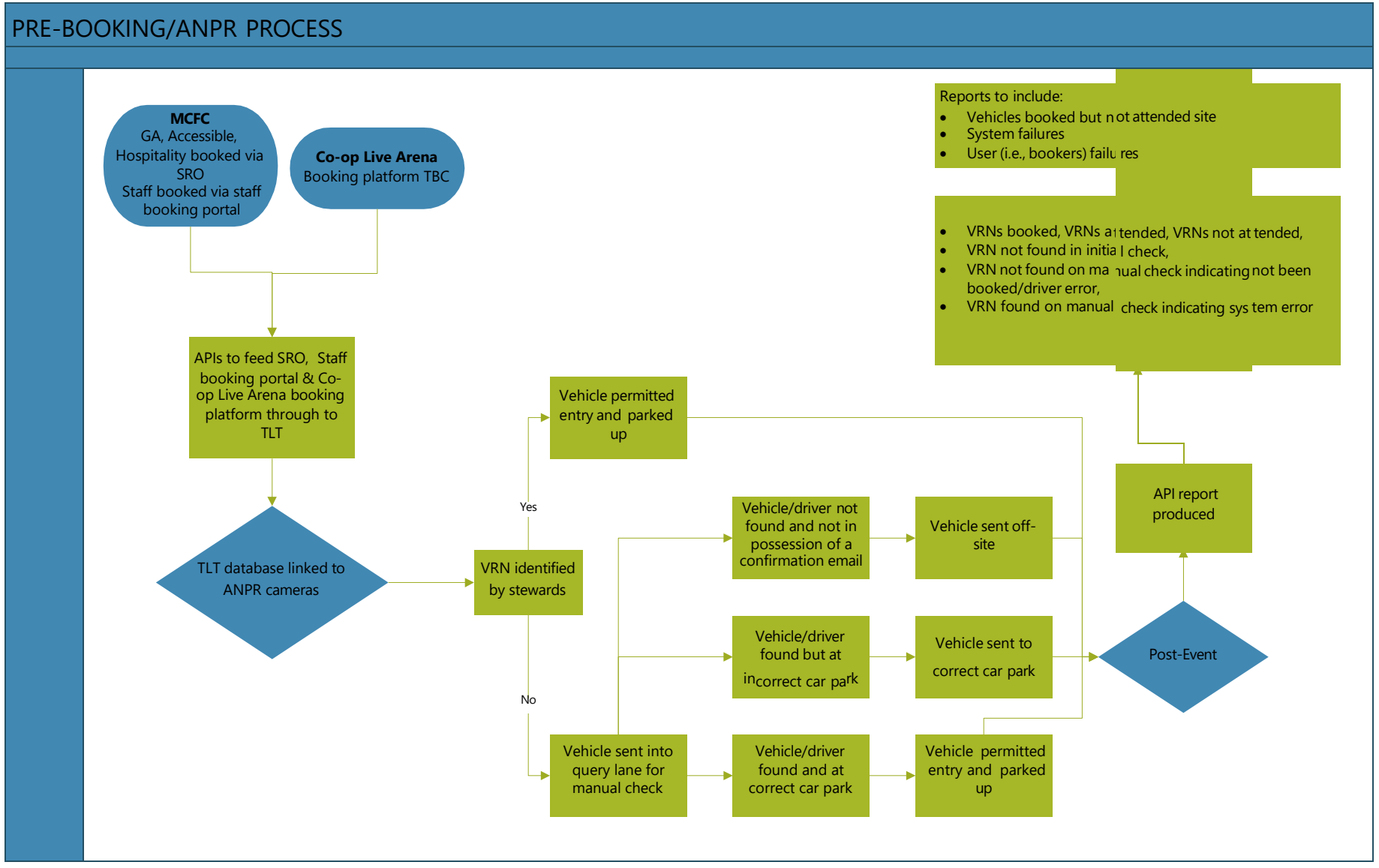
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Etihad Campus Parking Model – Key Stakeholders

Venue	Company/Clubs	Users
National Cycling Centre	MCRActive British Cycling (BC) Great Britain Cycling Team (GBCT) (Track cycling / BMX) England Netball Pedal Precision	Staff Senior Leadership Team Rider & families Contractors Broadcasters & Media for event Delegates/Attendees/Clients/Customers Students & Teachers Eastland Velo Monday Night Track League Manchester Regional Track League Manchester BMX (MBMX)
Manchester Tennis Centre	Northern Aces Manchester City Tennis Club (MCTC) City in the Community (CITC)	Staff Senior Leadership Team Etihad Campus Estate Team Customers (adult & child) Contractors UoM The Manchester College Various primary schools (seasonal) MCRActive Manchester Breast Screening staff & patients MCFC customers (using toilets) SEP (using toilets) Clearview Quest cleaning

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Etihad Campus Parking Model – Current Pre-Booking/ANPR System



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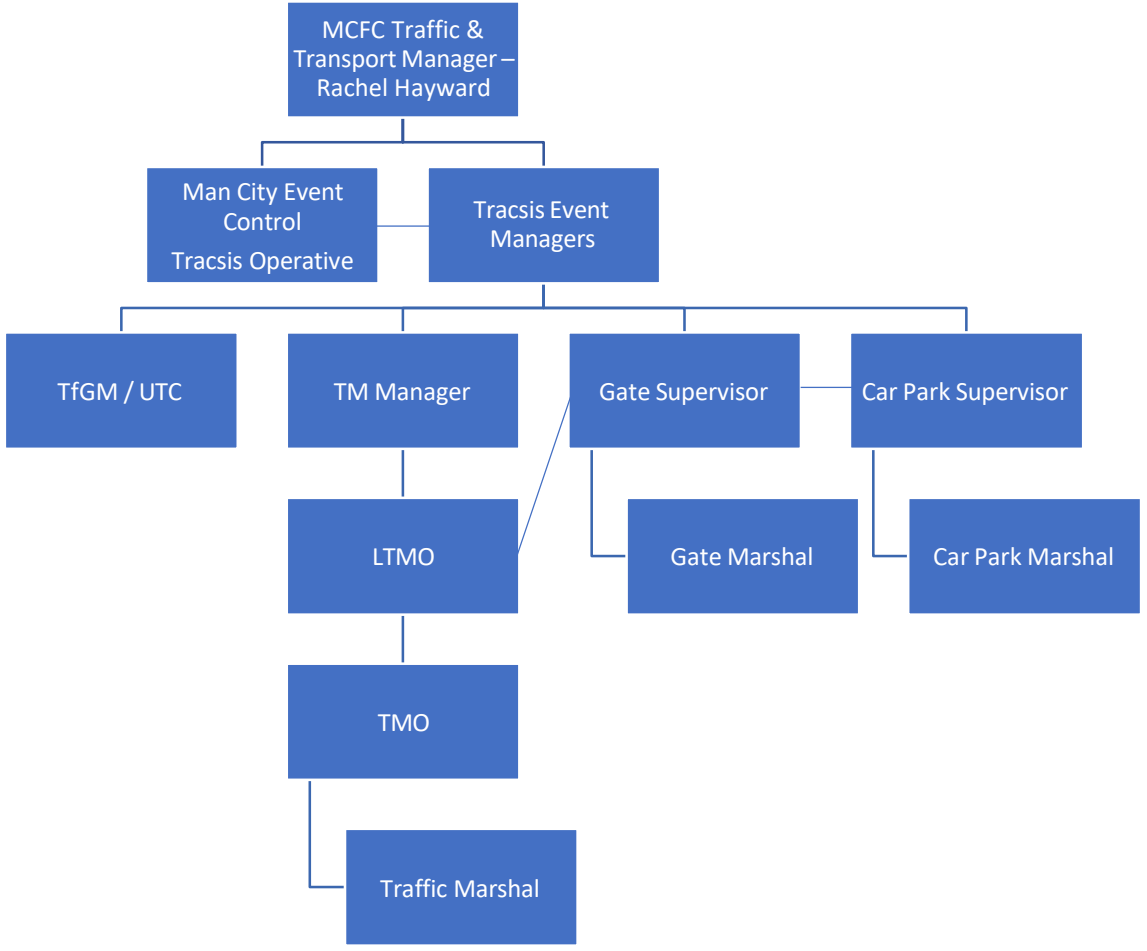
Etihad Campus Parking Model – Mode 2 – 1-2 SMALL EVENTS - ANPR

- Need to ensure that the ‘allocated’ spaces per venue are protected from a user wishing to park up without pre-booking
- Some infrastructure or physical presence is required to prevent too many turning up on the day taking the car park spaces that are reserved/whitelisted
- ANPR booking system needs to be able to give timeslots for each booking and have an incremental fine system if somebody stays after their end time
- ANPR delivery system needs to flag up to the marshals that a guest is allocated a space but they have arrived too early and so need to come back when they have been allocated
- ANPR system needs to have a live tracker so that we can see what space is left on the car parks at any given time
- Enough cameras are required to manage the above point

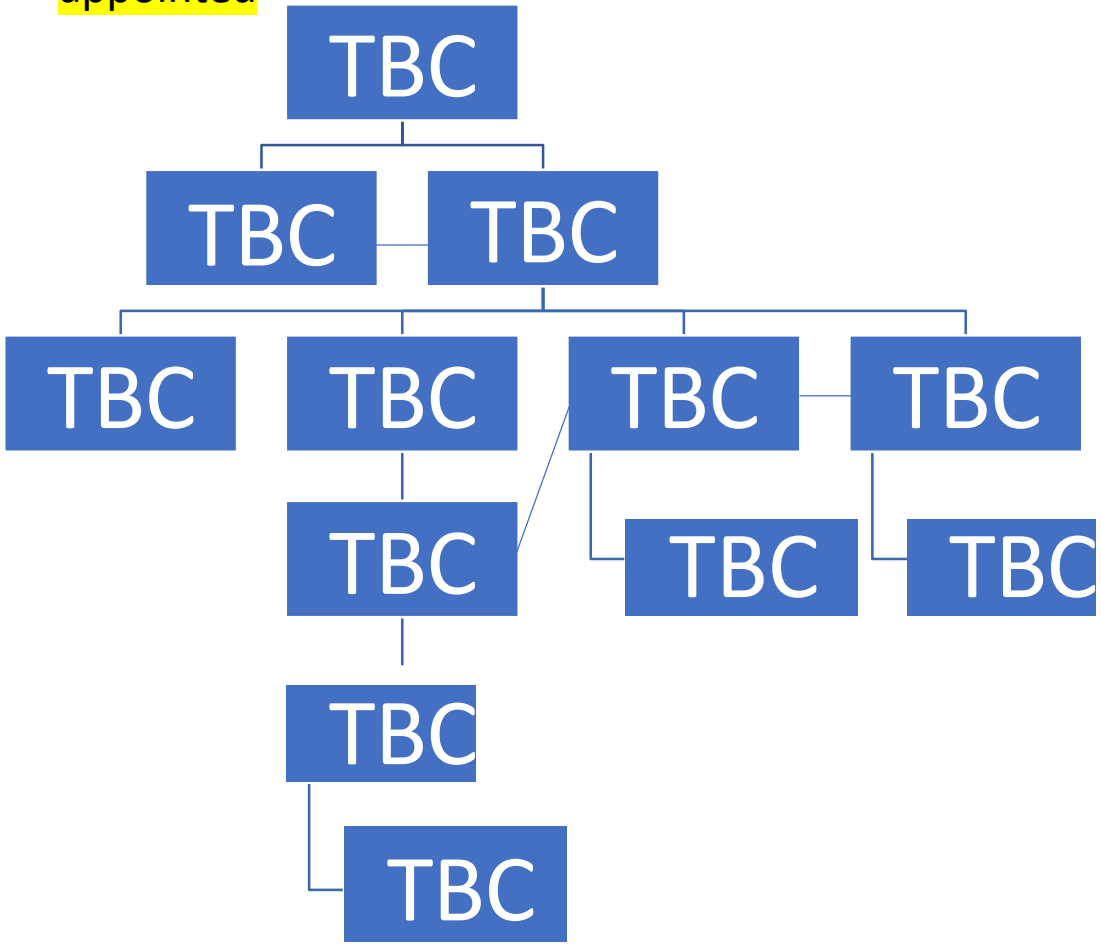
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Etihad Campus Parking Model – Command & Control Structure

Modes 3a, 4a when the event is at the Etihad Stadium - Current incumbent is Tracsis



Modes 3b & 4b when the event is at the CO-OP Live Arena - Traffic & Transport Mgt. company to be appointed



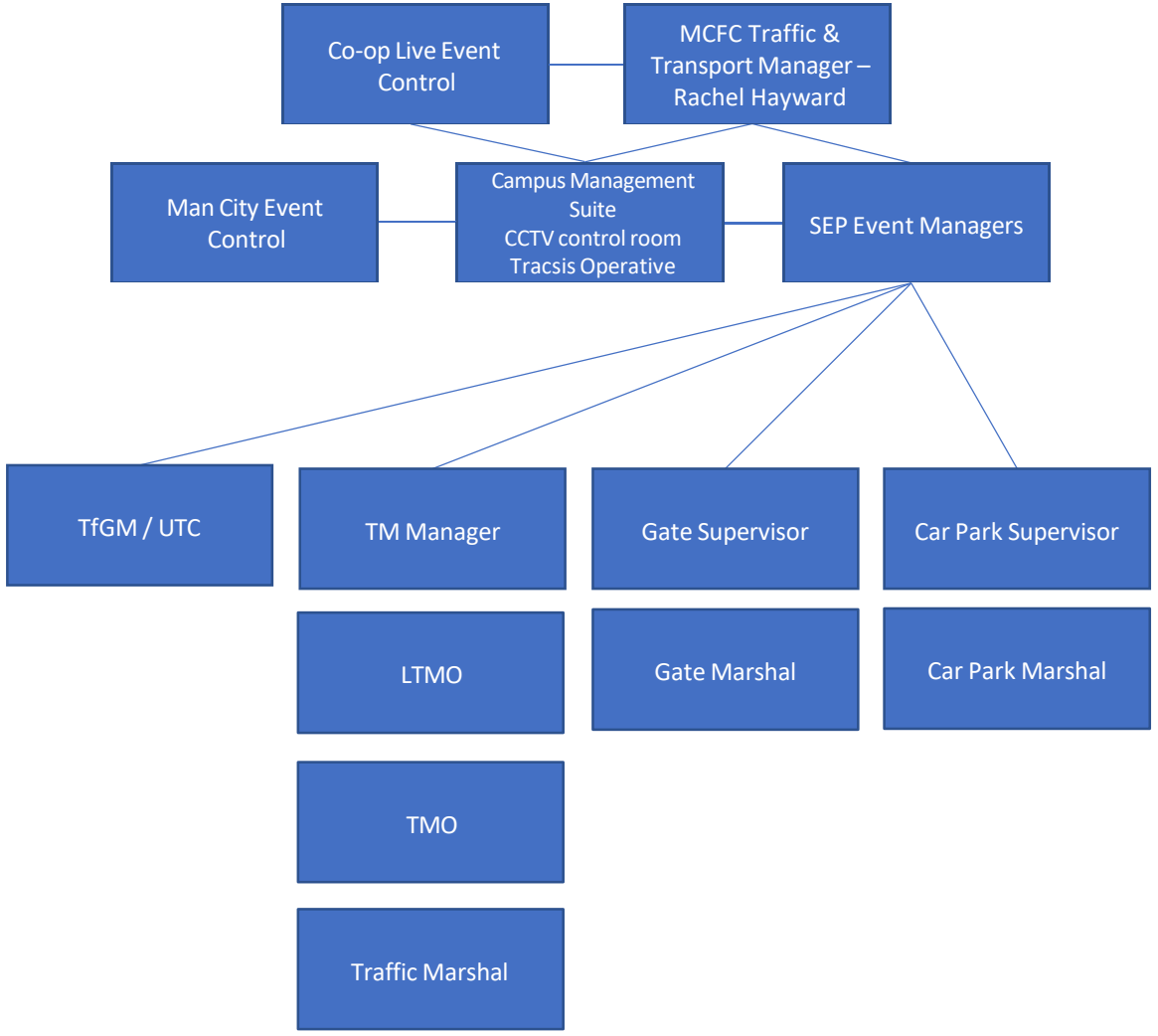
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Etihad Campus Parking Model – Command & Control Structure

Modes 5, 6 – Operation controlled by MCFC

Any requests/concerns/etc., from Co-op Live that get sent to Tracsis Operative in Campus Mgt. Suite to also be communicated to MCFC's Traffic & Transport Manager

- Any emailed communication to include the Club's Traffic & Transport Manager
- Any on the day calls to Campus Mgt. Suite to be communicated to the Traffic & Transport Manager via the Tracsis Operative in the Campus Mgt. Suite
- Any decisions to be made by the Club's Traffic & Transport Manager unless overridden by the Club's Safety Officer



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Etihad Campus Parking Model – Communications Plan

Modes 3 & 4 when the event is at the Etihad Stadium

- Information will be passed down the chain of command as illustrated on the above slides. Any communication that needs to go down the line will do via the Tracsis representative in Event Control.
- From here, information is disseminated via the relevant managers or supervisors to the marshals.
- Tracsis will have 78 of their own back-to-back radio system programmed to their predefined frequencies, allowing communication as illustrated.
- The use of a radio repeater will be necessary in order to ensure good coverage across the site specifically for the safe walking route and the traffic management operation.
- All communication on channel 13 goes through Event Control so that it can be logged and documented. An event log will be completed throughout the course of the match.

Modes 3 & 4 when the event is at the CO-OP Live Arena
To be updated by Arena

Modes 5, 6

Pre-event day

- Co-op Live to liaise with the Club's Traffic & Transport Manager for any requests that are out of the norm to be included in the event day brief
- Co-op Live to provide information on VIP drop of vehicle movements to Club's Traffic & Transport Manager to be included in the event day brief

On event day

- Any requests/concerns/etc., from Co-op Live that get sent to SEP Operative in Campus Mgt. Suite to also be communicated to MCFC's Traffic & Transport Manager
- Any emailed communication to include the Club's Traffic & Transport Manager
- Any on the day calls to Campus Mgt. Suite to be communicated to the Traffic & Transport Manager via the Tracsis Operative in the Campus Mgt. Suite
- Any decisions to be made by the Club's Traffic & Transport Manager unless overridden by the Club's Safety Officer
- Information will be passed down the chain of command as illustrated on the above slides. Any communication that needs to go down the line will do via the SEP representative in Event Control.
- From here, information is disseminated via the relevant managers or supervisors to the marshals.
- Tracsis will have 78 of their own back-to-back radio system programmed to their predefined frequencies, allowing communication as illustrated.
- The use of a radio repeater will be necessary in order to ensure good coverage across the site specifically for the safe walking route and the traffic management operation.
- All communication on channel 13 goes through Event Control so that it can be logged and documented. An event log will be completed throughout the course of the match

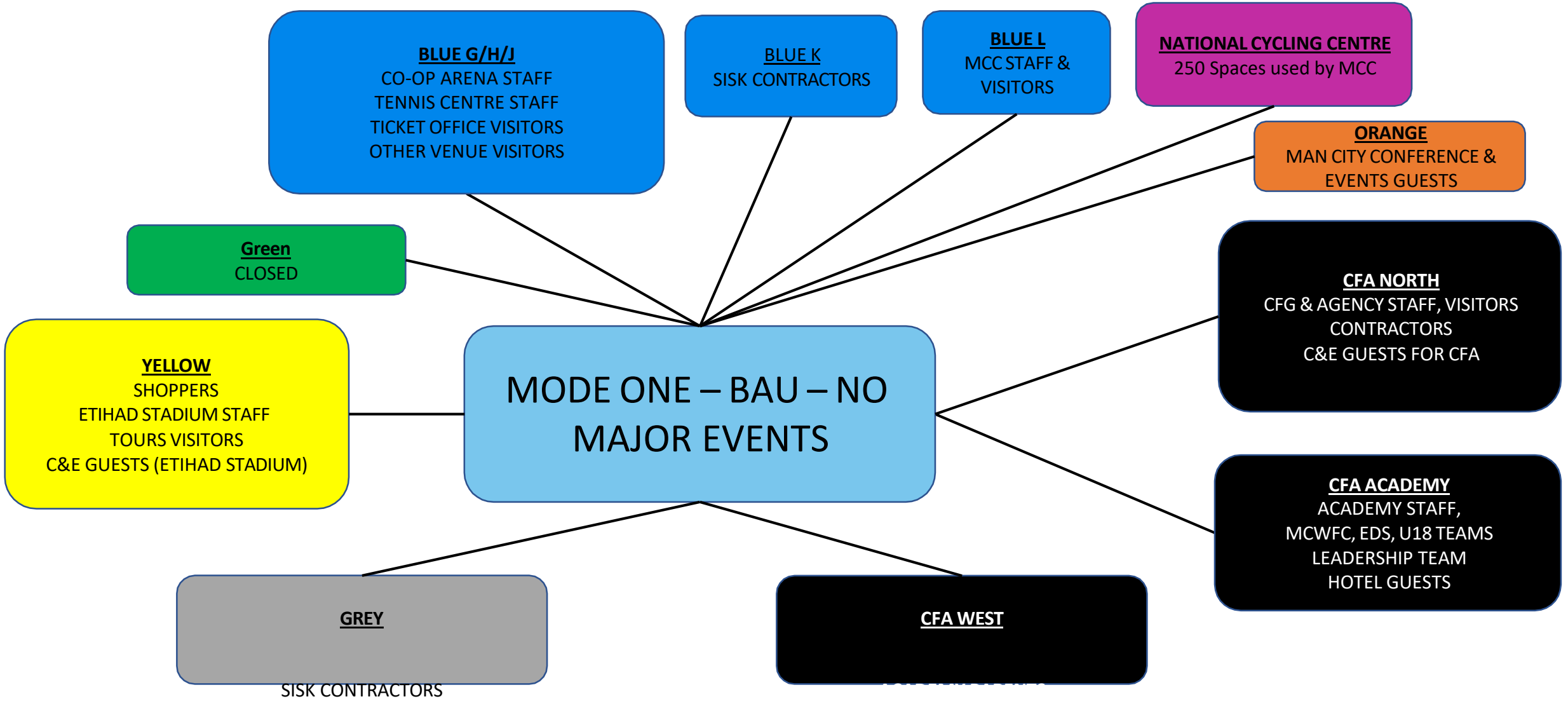
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Etihad Campus Parking Model – Guiding principles

- MCC Venues (combined) always retain a minimum of 300 spaces and need to get to them easily – **Each mode will have 300 spaces reserved until MCC confirm they can release**
    - When MCC do not need access to the 300 spaces, they will inform MCFC or Co-Op Live that they can be put on open sale
    - When MCC don't have an event, they will hold 100 of their 300 spaces and release the remaining back to open sale. This to be agreed and planned in 1 week prior to an event
    - These spaces are to be booked in advance with registrations
    - These spaces are filled in amongst the football vehicles, not in a separate area. This will be the same process for Co-op Live events
- Small event is defined as 300 – 5000 for any of the venues
- Medium event at CFA, Co-op Live or MCC venues are defined as those with 5,000+ people
- Major Events at Stadium & Co-op Live are defined as those with 10,000+ people
- Major Events at MCC Venues (singly or together) are defined as those requiring 300+ parking spaces
- Assume current Orange capacity (with BAM compound / Sisk compound / MCFC storage etc) is 1173 – based on Arup CAD layout
- Blue capacities are based on BAM having left site
- Once Arena open, BAM will only have small compound on Orange, not the store area on Blue but the service road needs to be maintained for Arena production trucks.
- Service route to be separated clearly (barriers, etc.) to prevent supporters using this route as a rat run – can we put some permanent infrastructure here that can be adjusted – Co-op Live to investigate options
- MCFC build/acquire the booking platform back end and provide API link to Co-op Live and MCC to be hosted on their own ticketing front end platform
- Whenever anyone has an event their spaces are 'whitelisted' and they must book on the relevant booking platform in advance
- When there is no event, there are machines to plug their reg into and cameras can police who is staying longer than they booked
- When we have an evening match – MCC staff generally leave by 4pm. But the remaining 100 held spaces could be held to accommodate late stayers
- ANPR to give a live tracker as to who has gone/still on-site
- If there is a medium size event, whilst there is no formal arrangement for space to be provided, all parties are open to negotiations, subject to availability

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Etihad Campus Parking Model – Mode 1 – NO EVENT - SITE USERS/VISITORS



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Etihad Campus Parking Model – Mode 1 – NO EVENT - SITE USERS/VISITORS

	A	B	G	H	J	K	L	Orange	Athletics	NCC	TOTAL
Existing Spaces	124	122	718	1258	129	105	90	1173	64	250	4033

- J: Further 24 spaces available but obscured by lockups

Mode 1: No Events

MCFC	124	122				105					351
MCC				300			90		64		454
Arena			50								50
Available	0	0	668	958	129	0	0	1173	0	250	3178
Total	124	122	718	1258	129	105	90	1173	64	250	4033

- Assumes Orange closed for public parking outside of events
- Assumes G,H,J available to all, with car park owner retaining ability to introduce pay and display in the future
- Blue K reserved for SISK contractors

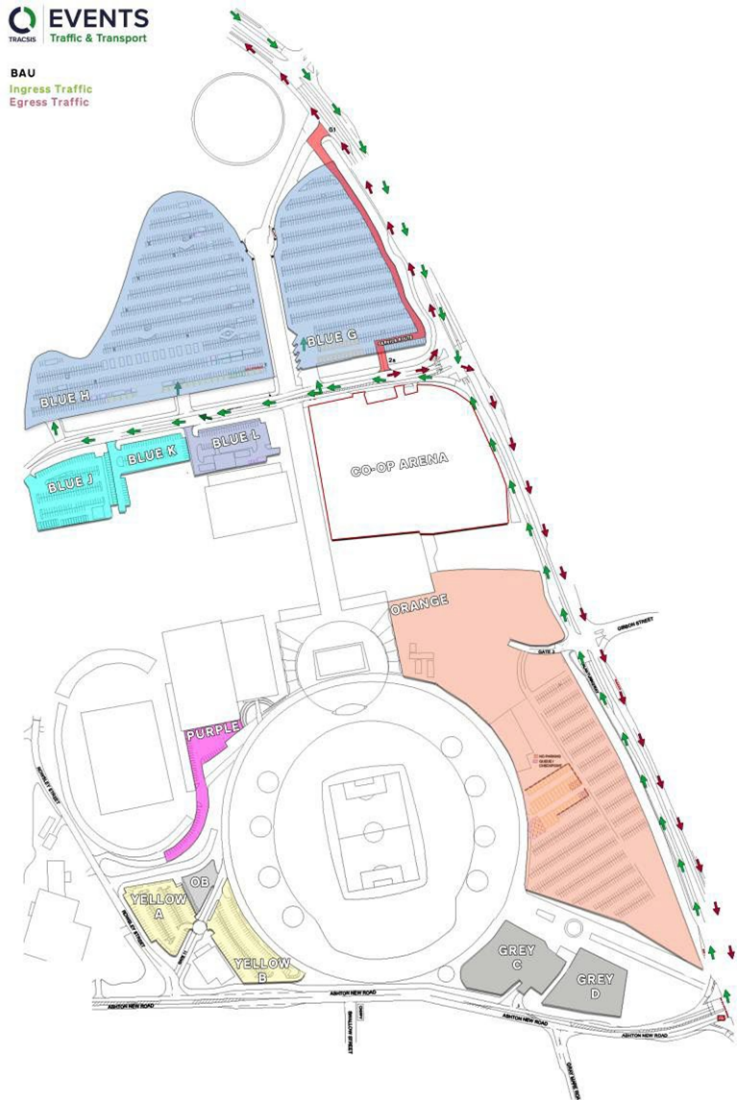
*Everything highlighted in yellow is subject to commercial agreements

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Etihad Campus Parking Model – Mode 1 – NO EVENT

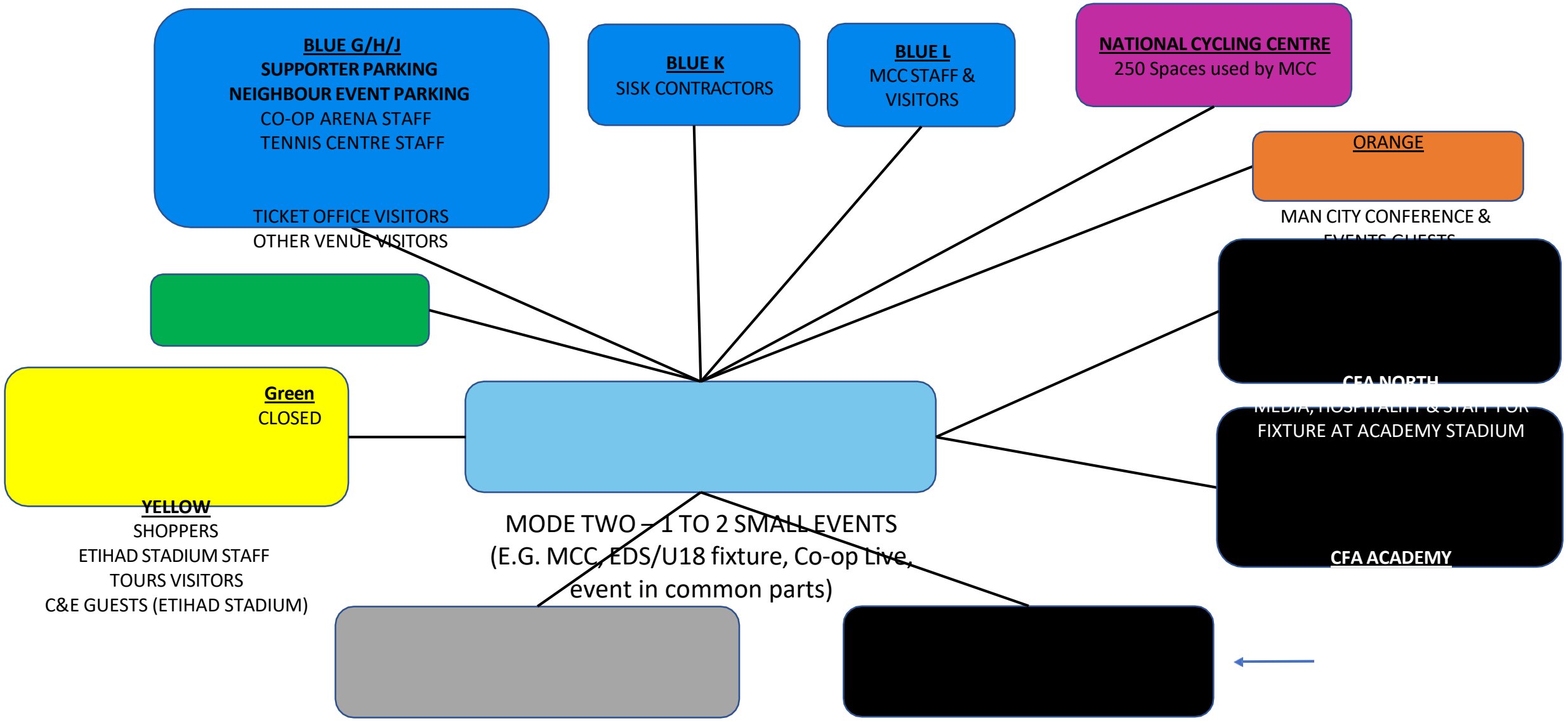
- No specific timeline
- Normal everyday baseline usage
- All parking areas available
- Routing in and out of G2 for both NB & SB
- No event specific signage required
- Etihad campus permanent directional signage implemented

- Assume everyday AD Hoc use would be controlled via ANPR and either pre-booked using the respective website or pay on arrival/departure via an online portal



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Etihad Campus Parking Model – Mode 2 - 1-2 SMALL EVENTS - SITE USERS/VISITORS - WEEKDAY



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Etihad Campus Parking Model – Mode 2 - 1-2 SMALL EVENTS - SITE USERS/VISITORS - WEEKDAY

GREY

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Etihad Campus Parking Model – Mode 2 - 1-2 SMALL EVENTS - SITE USERS/VISITORS - WEEKDAY

NTRACTORS

OVERSPILL FOR THIS CAR PARK IS BLUE

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Etihad Campus Parking Model – Mode 2 – 1-2 SMALL EVENTS - ALLOCATIONS

	A	B	G	H	J	K	L	Orange	Athletics	NCC	TOTAL
Existing Spaces	124	122	718	1258	129	105	90	1173	64	250	4033

- J: Further 24 spaces available but obscured by lockups

Mode 2: Small Events Only

MCFC	124	122				105					351
MCC				300			90		64		454
Arena			50								50
Available	0	0	668	958	129	0	0	1173	0	250	3178
Total	124	122	718	1258	129	105	90	1173	64	250	4033

- Assumes Orange closed for small events (unless required)
- Assumes Small Event parking carved out of available parking as appropriate
- Blue K reserved for SISK contractors

*Everything highlighted in yellow is subject to commercial agreements

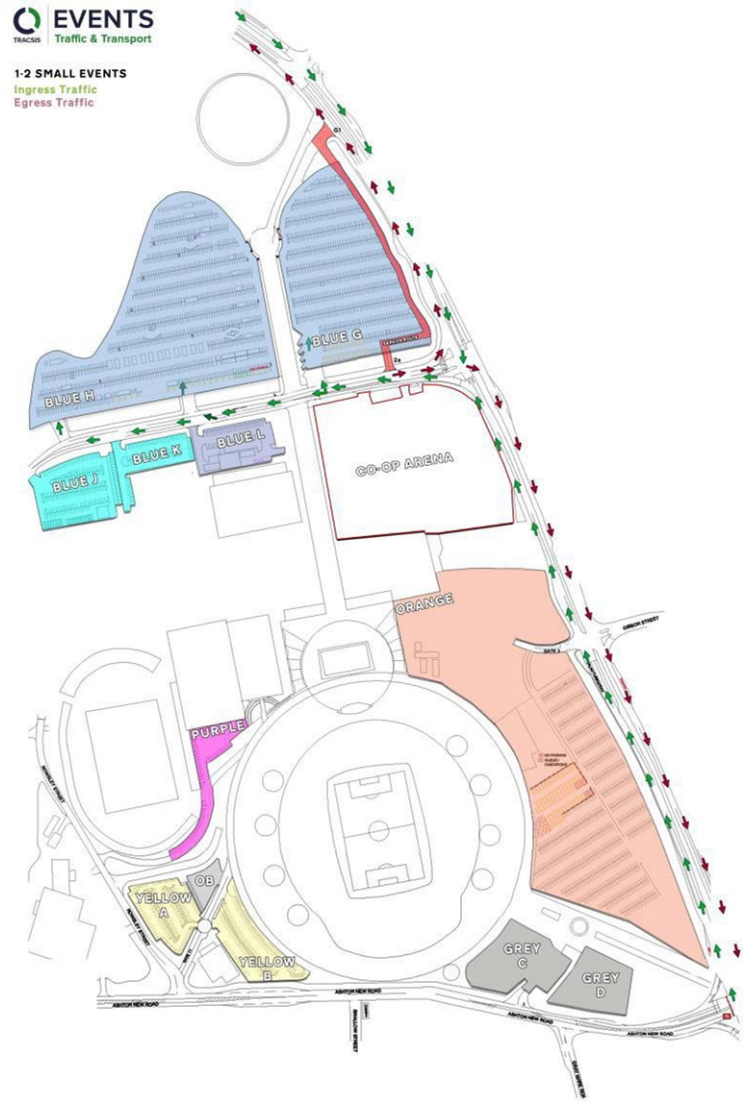
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Etihad Campus Parking Model – Mode 2 - 1-2 SMALL EVENTS – All venues

- All parking areas available
- Routing in and out of G2 for both NB & SB
- No specific timeline
- Increased usage, no clash with Stadium / Arena. Assume BAU

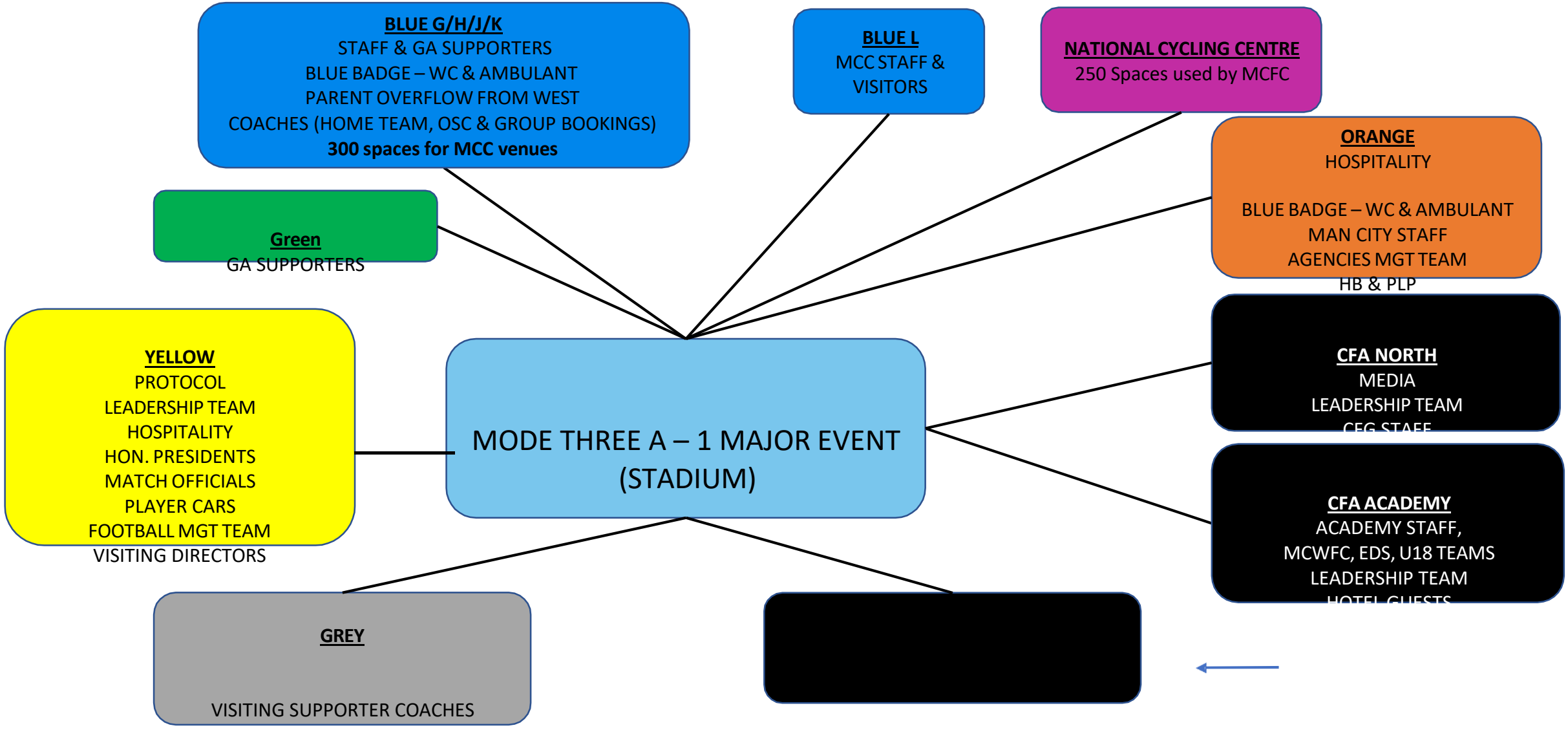
- Scheduling assistant to liaise with all venues to establish requirements, tiers and clashes and to communicate the mode for each given day which would subsequently build in the relevant inventory for each booking platform

- If there are 2-3 small events, we need to consider TM & Signage and a Mode 2 staffing plan
- If only 1 small event, each venue would staff/manage it themselves
    - Traffic Management Required
        - Matchday signal control
        - ATW/ANR
    - Signage
        - VMS
        - Event directional signage



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Etihad Campus Parking Model – Mode 3A – 1 MAJOR EVENT (STADIUM) - SITE USERS/VISITORS



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Etihad Campus Parking Model – Mode 3A – 1 MAJOR EVENT (STADIUM) - SITE USERS/VISITORS

VISITING SUPPORTER BLUE BADGE
EMERGENCY SERVICES

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Etihad Campus Parking Model – Mode 3A – 1 MAJOR EVENT (STADIUM) - SITE USERS/VISITORS

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Etihad Campus Parking Model – Mode 3A – 1 MAJOR EVENT (STADIUM) - ALLOCATIONS

	A	B	G	H	J	K	L	Orange	Athletics	NCC	TOTAL
Existing Spaces	124	122	718	1258	129	105	90	1173	64	250	4033

- J: Further 24 spaces available but obscured by lockups

Mode 3: Major Stadium Event

MCFC	124	122	568	958	129	105		1173		250	3429
MCC				300			90		64		454
Arena				30							30
Available	0	0	0	0	0	0	0		0		0
Total	124	122	568	1288	129	105	90	1173	64	250	3913

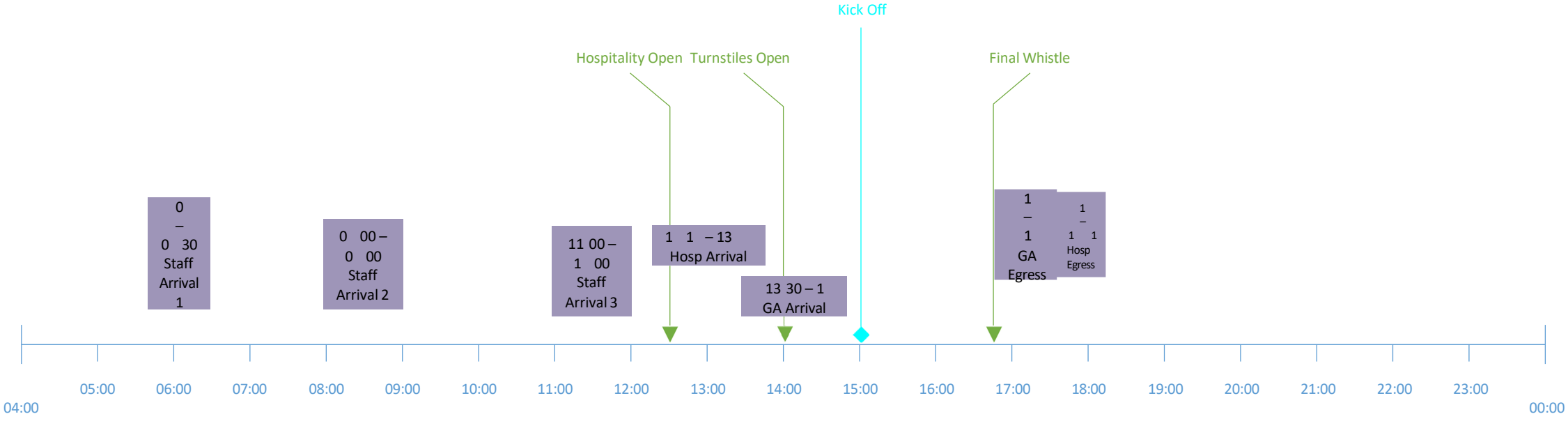
- Assumes 150 spaces in G held back for football coaches
- Blue K reserved for SISK contractors
- Assumes NCC do not need the 250 spaces

*Everything highlighted in yellow is subject to commercial agreements
*MCC to release any unrequired spaces to MCFC by 1 week prior to event
*If there is a medium size event, whilst there is no formal arrangement for space to be provided, all parties are open to negotiations, subject to availability

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Etihad Campus Parking Model – Mode 3A – 1 MAJOR EVENT (STADIUM) - TIMELINE

3pm KO at Etihad Stadium



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Etihad Campus Parking Model – Mode 3A – 1 MAJOR EVENT (STADIUM)– TIMELINE

PHASE 1

Stadium Ingress

- All CP's operational
- Vehicles ingress through Gate 2 & 2a
- Vehicles ingress Gate 3
- Estates / Neighbouring vehicles through SCW and into J&K

PHASE 2

Match in Progress

- Estates vehicles ingress G2
- Estates vehicles egress G2

PHASE 3

Stadium Egress

- All CP's operational
- Vehicles egress Gate 1 & 2
- Coaches egress Gate 2
- Vehicles egress Gate 3
- Estates vehicles egress Gate 2

TRAFFIC MANAGEMENT REQUIREMENT

Matchday road closure/NRT deployment

- ANR
- Frost Street
- Briscoe Lane

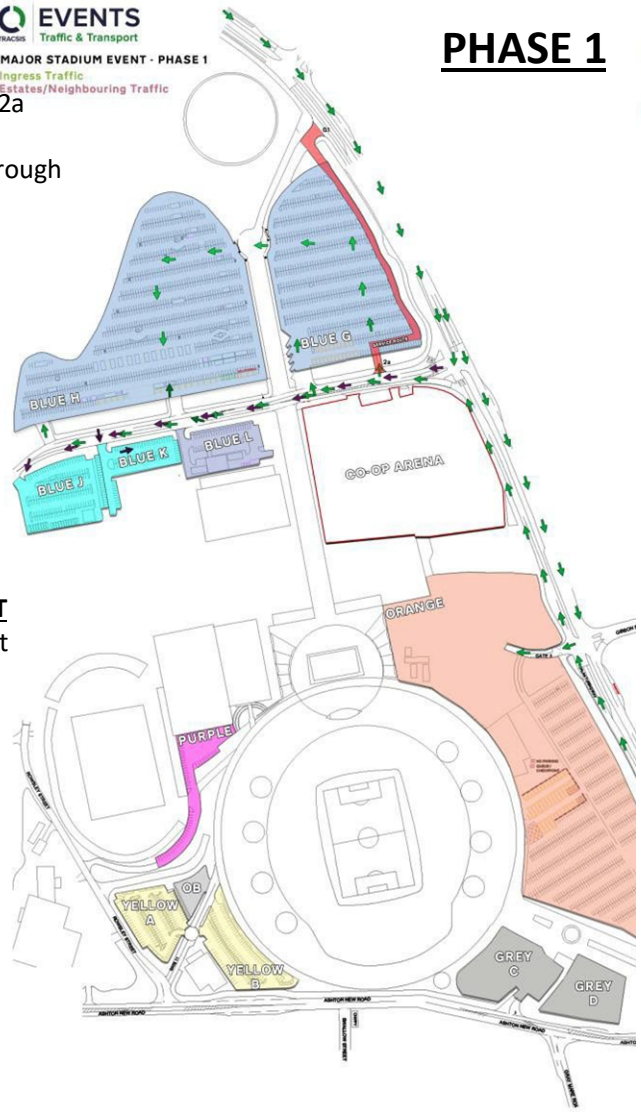
Matchday signal control

- ATW/ANR
- Gate 3
- Gate 2
- Gate 1
- Bradford Road
- Oldham Road

Parking Restrictions

VMS

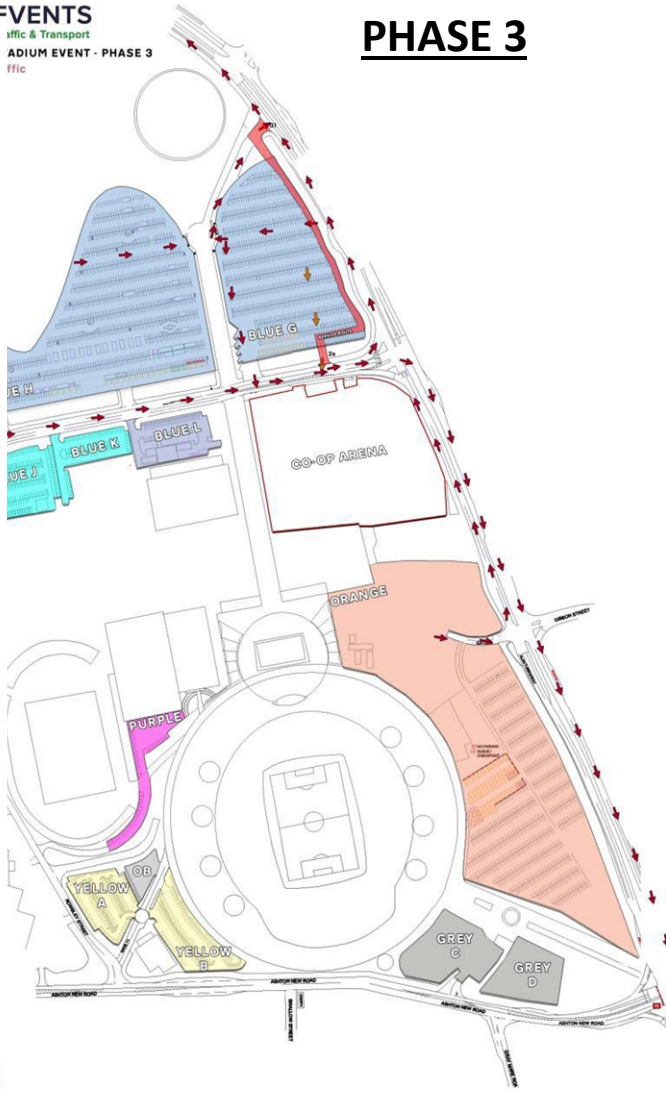
Event directional signage



PHASE 1



PHASE 2



PHASE 3

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Etihad Campus Parking Model – Mode 3B – 1 MAJOR EVENT (ARENA) - SITE USERS/VISITORS

BLUE H/J
ARENA GA
CO-OP ARENA STAFF
TENNIS CENTRE STAFF
MCC EVENT SPACES X 300

BLUE K
SISK CONTRACTORS
OR
MCWFC STAFF/SUPPORTERS

BLUE L
MCC STAFF & VISITORS

BLUE G
ARENA HOSPITALITY GUESTS

NATIONAL CYCLING CENTRE
250 Spaces used by Arena for staff

ORANGE
Arena GA

Green
CLOSED

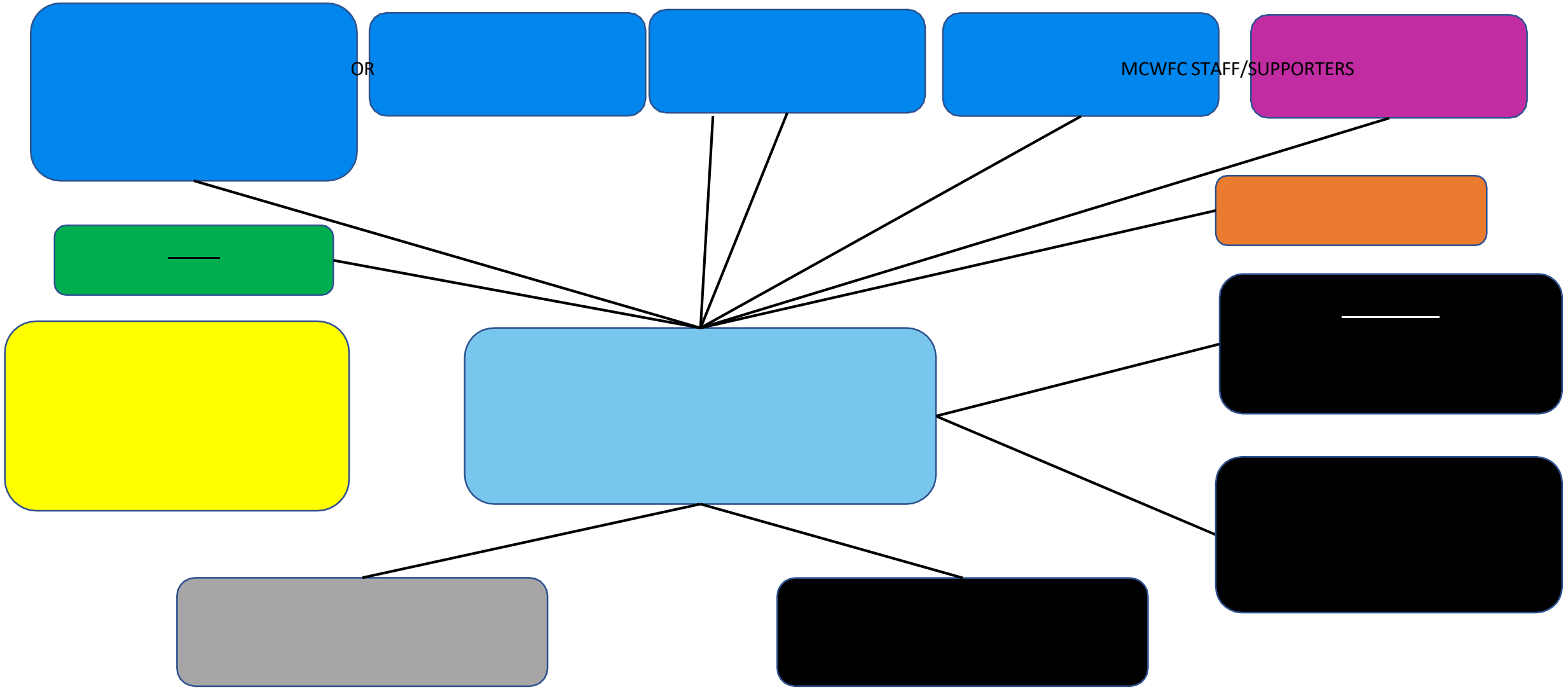
YELLOW
Store & tours
CFG & AGENCY STAFF
CONTRACTORS
C&E GUESTS FOR WEST

MODE THREE B – 1 MAJOR EVENT (ARENA)

GREY
SISK CONTRACTORS

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Etihad Campus Parking Model – Mode 3B – 1 MAJOR EVENT (ARENA) - SITE USERS/VISITORS



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Etihad Campus Parking Model – Mode 3B – 1 MAJOR EVENT (ARENA) - SITE USERS/VISITORS

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Etihad Campus Parking Model – Mode 3B – 1 MAJOR EVENT (ARENA) - ALLOCATIONS

	A	B	G	H	J	K	L	Orange	Athletics	NCC	TOTAL
Existing Spaces	124	122	718	1258	129	105	90	1173	64	250	4033

- J: Further 24 spaces available but obscured by lockups

Mode 3: Major Arena Event

MCFC	124	122				105					351
MCC				300			90		64		454
Arena			718	958	129			1173		250	3228
Available	0	0	0	0	0	0	0	0	0		0
Total	124	122	718	1258	129	105	90	1173	64	250	4033

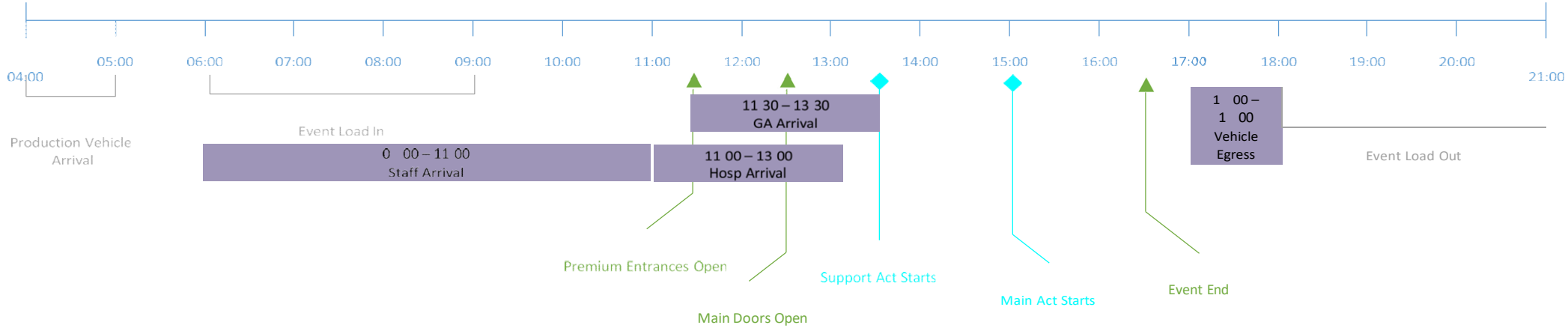
- Blue K reserved for SISK contractors
- Assumes NCC do not need the 250 spaces
- BAM using 258 of available spaces for Co-op Live

*Everything highlighted in yellow is subject to commercial agreements
*MCC to release any unrequired spaces to MCFC by 1 week prior to event
* If there is a medium size event, whilst there is no formal arrangement for space to be provided, all parties are open to negotiations, subject to availability

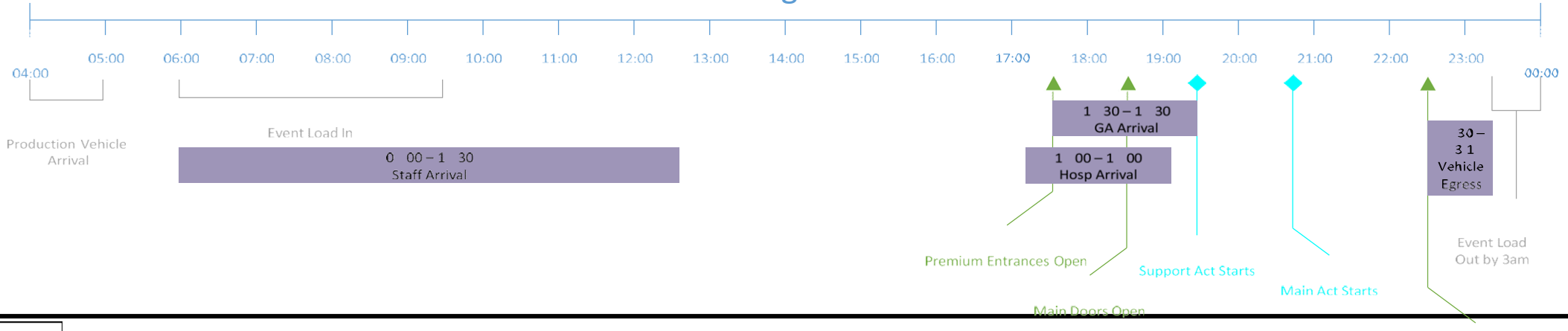
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Etihad Campus Parking Model – Mode 3B – 1 MAJOR EVENT (ARENA) - TIMELINE

Matinee at Arena



Evening at Arena



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Etihad Campus Parking Model – Mode 3B – 1 MAJOR EVENT (ARENA) - TIMELINE

Event End

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Etihad Campus Parking Model – Mode 3B – 1 MAJOR EVENT (ARENA) – OPERATIONS

PHASE 1

Arena Ingress

- Arena Parking – Blue H and Blue G
- Northbound vehicles ingress through Gate 1
- Southbound vehicles ingress through Gates 2 & 2a
- VIP drop off on SCW (SCW closed)
- Estates / Neighbouring vehicles through Gate 2a, into Blue G/H, access to J/K/L via Blue H as SCW closed.

PHASE 2

NA – Show in progress no other significant movements

PHASE 3

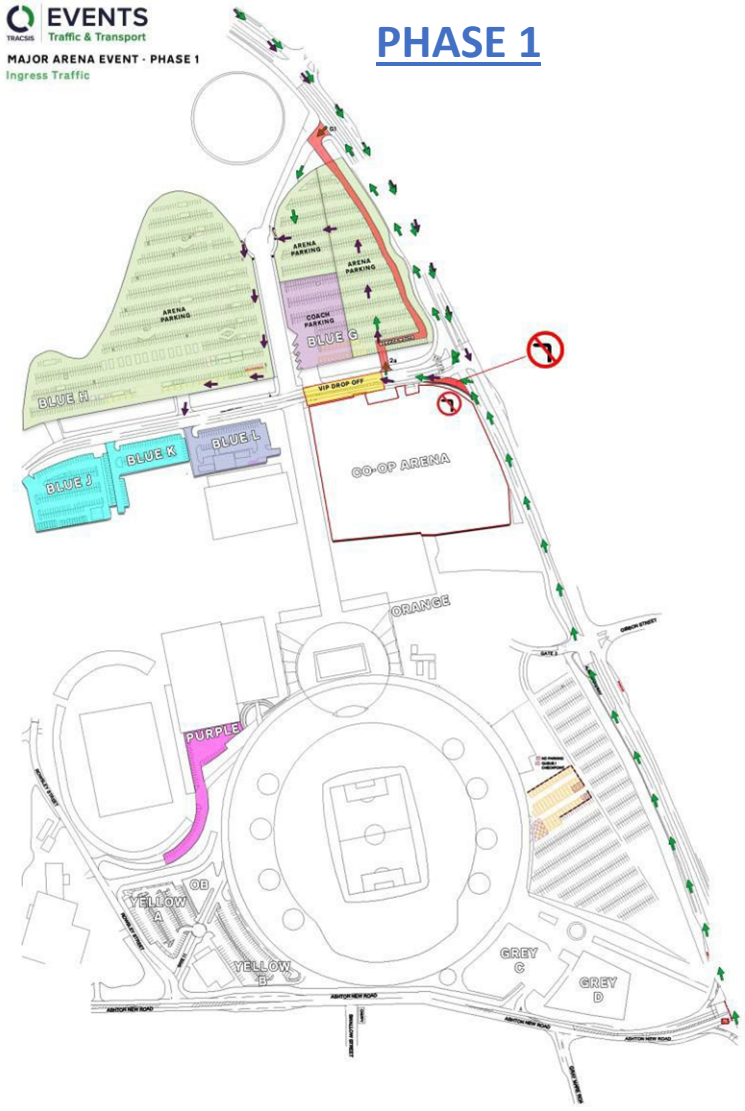
Arena Egress

- Vehicles egress Gate 1 & 2a
- Coaches egress Gate 2a
- Estates/Neighbouring vehicles egress via Gate 1.

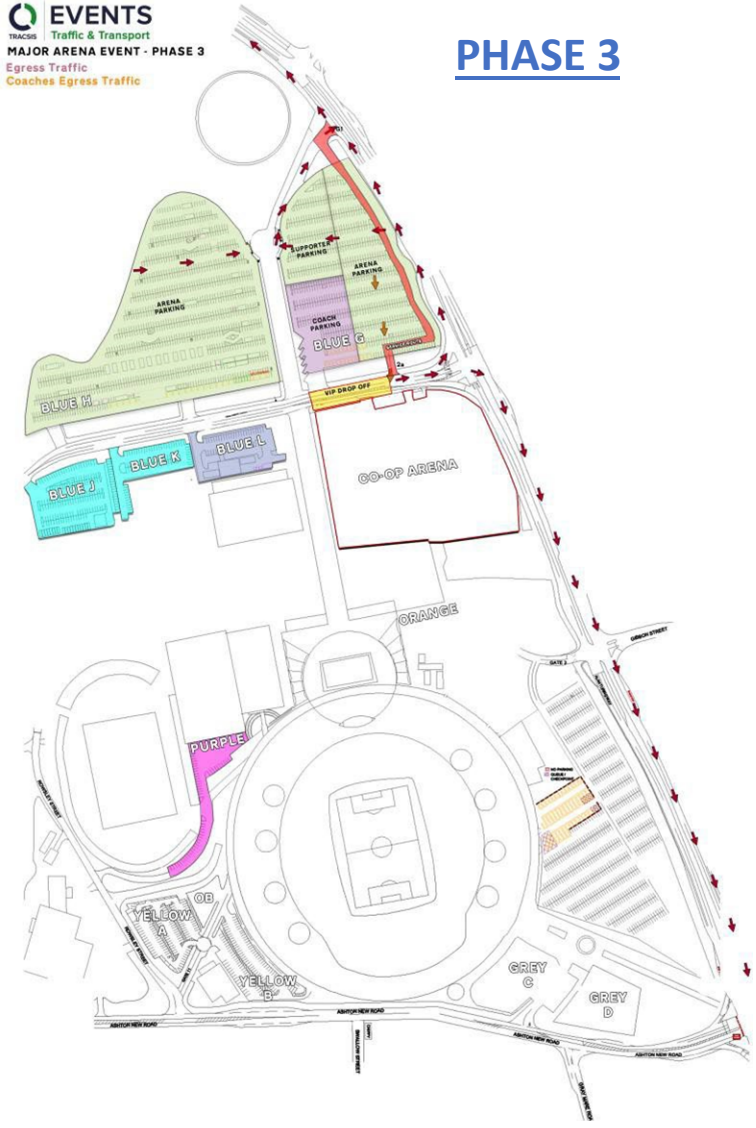
TRAFFIC MANAGEMENT REQUIRED

- NLT into G for Northbound traffic except coaches & VIP's

PHASE 1

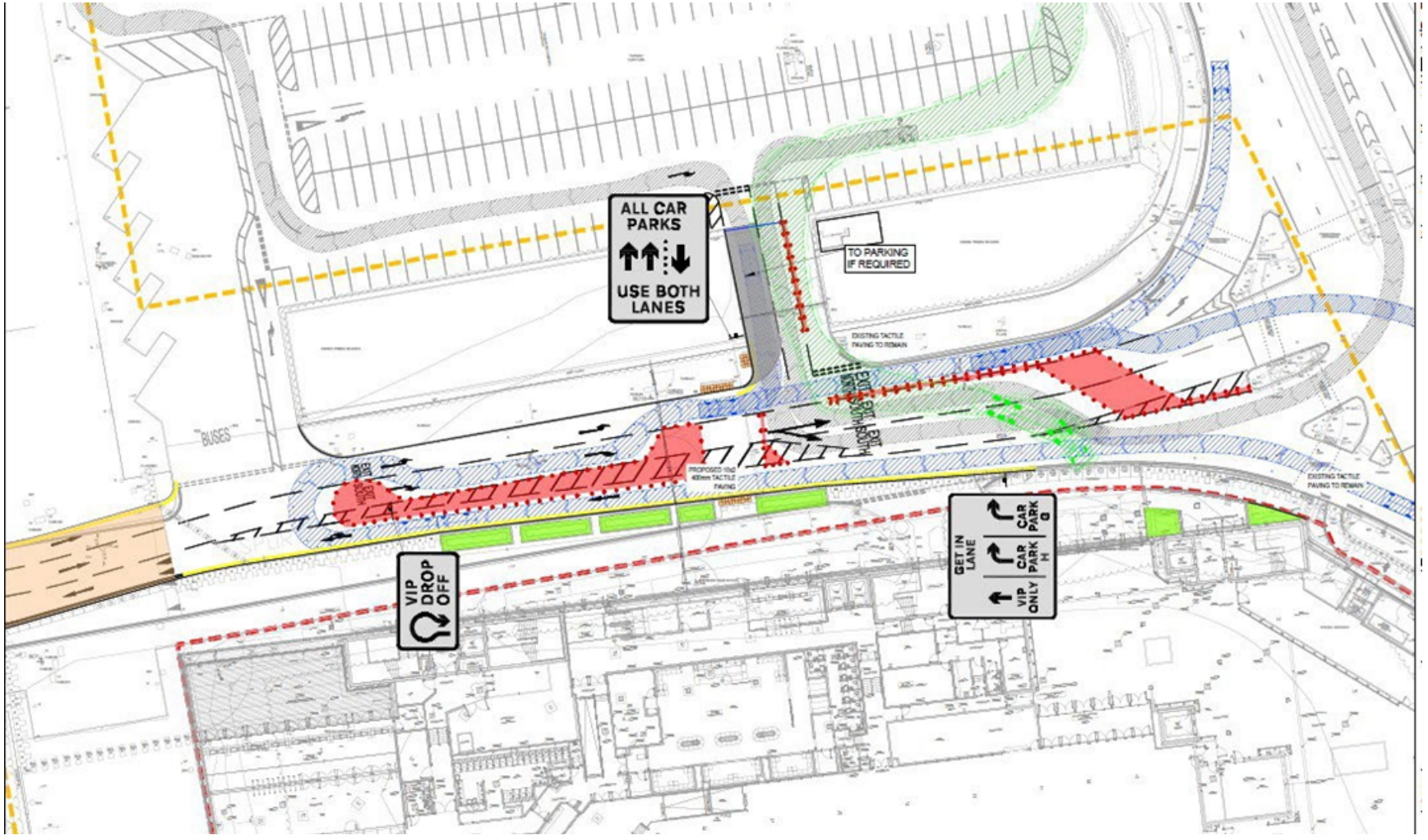


PHASE 3



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Etihad Campus Parking Model – Mode 3B – 1 MAJOR EVENT (ARENA) - VIP Drop Off



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Etihad Campus Parking Model – Mode 3C – 1 MAJOR EVENT (MCC) - ALLOCATIONS

	A	B	G	H	J	K	L	Orange	Athletics	NCC	TOTAL
Existing Spaces	124	122	718	1258	129	105	90	1173	64	250	4033

- J: Further 24 spaces available but obscured by lockups

Mode 3: Major MCC Event

											0
MCFC	124	122				105				250	601
MCC			718	1258	129		90		64		2259
Arena											0
Available	0	0	0	0	0	0	0	1173	0		1173
Total	124	122	718	1258	129	105	90	1173	64	250	4033

- Assumes Orange closed for small events (unless required)

*Everything highlighted in yellow is subject to commercial agreements
*MCC to release any unrequired spaces to MCFC by 1 week prior to event
* If there is a medium size event, whilst there is no formal arrangement for space to be provided, all parties are open to negotiations, subject to availability

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Etihad Campus Parking Model – Mode 3A – 1 MAJOR EVENT (MCC)– TIMELINE

PHASE 1

MCC Ingress

- All CP's operational
- Vehicles ingress through Gate 2 & 2a
- Vehicles ingress Gate 3
- Estates / Neighbouring vehicles through SCW and into J&K

PHASE 2

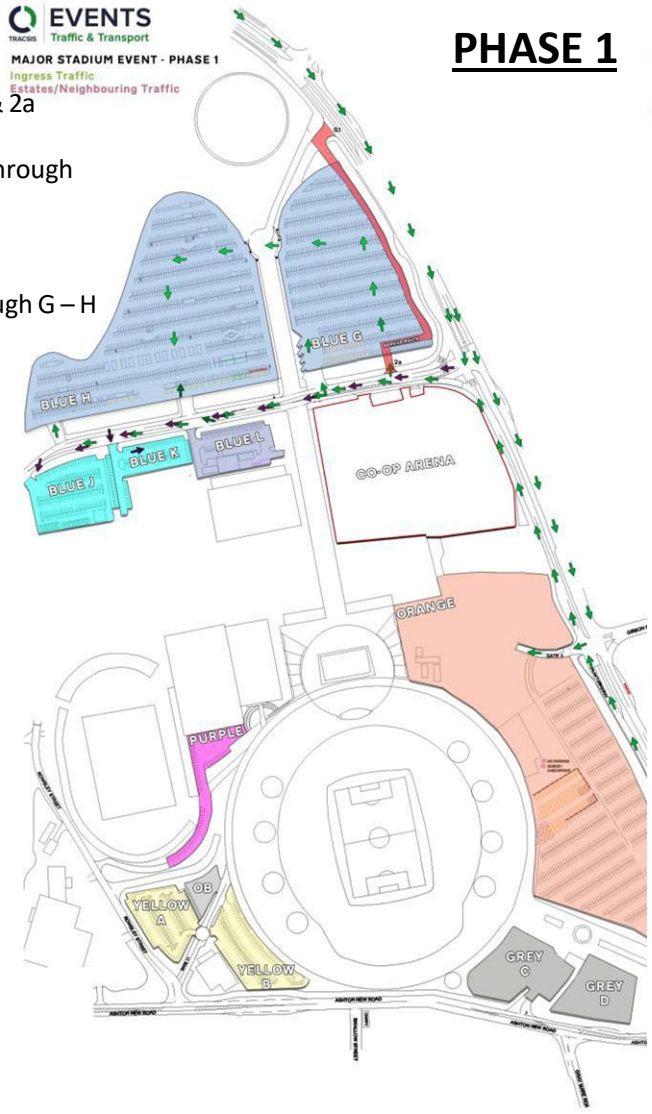
Event in Progress

- Estates vehicles ingress G2a through G – H and into L
- Estates vehicles egress G1

PHASE 3

Stadium Egress

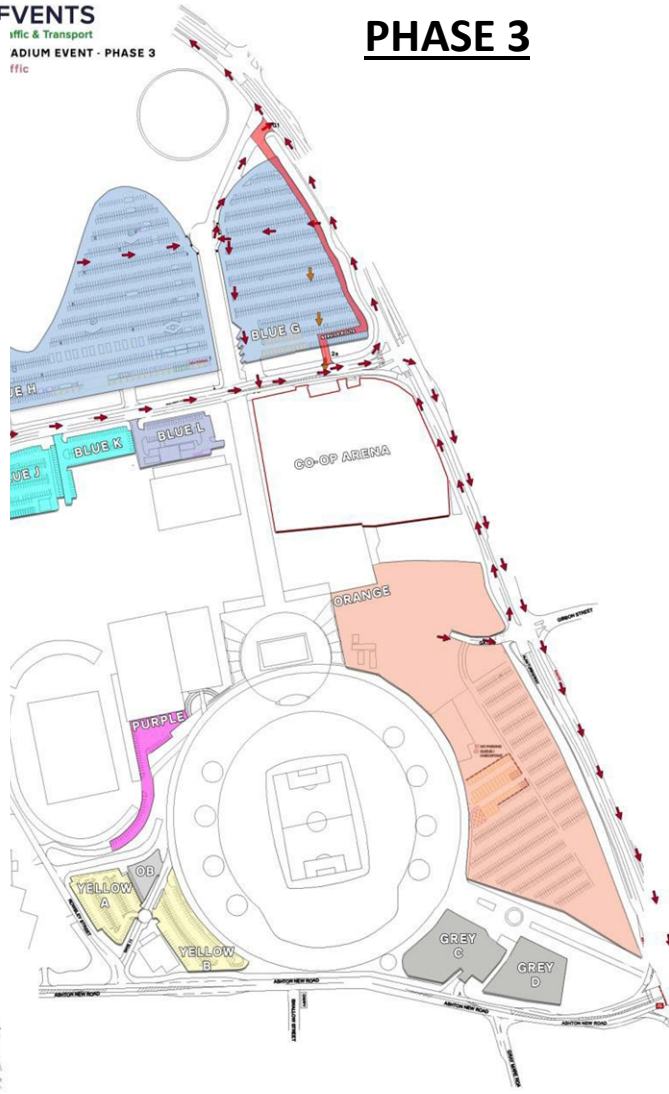
- All CP's operational
- Vehicles egress Gate 1 & 2
- Coaches egress Gate 2
- Vehicles egress Gate 3
- Estates vehicles egress Gate 2



PHASE 1



PHASE 2



PHASE 3

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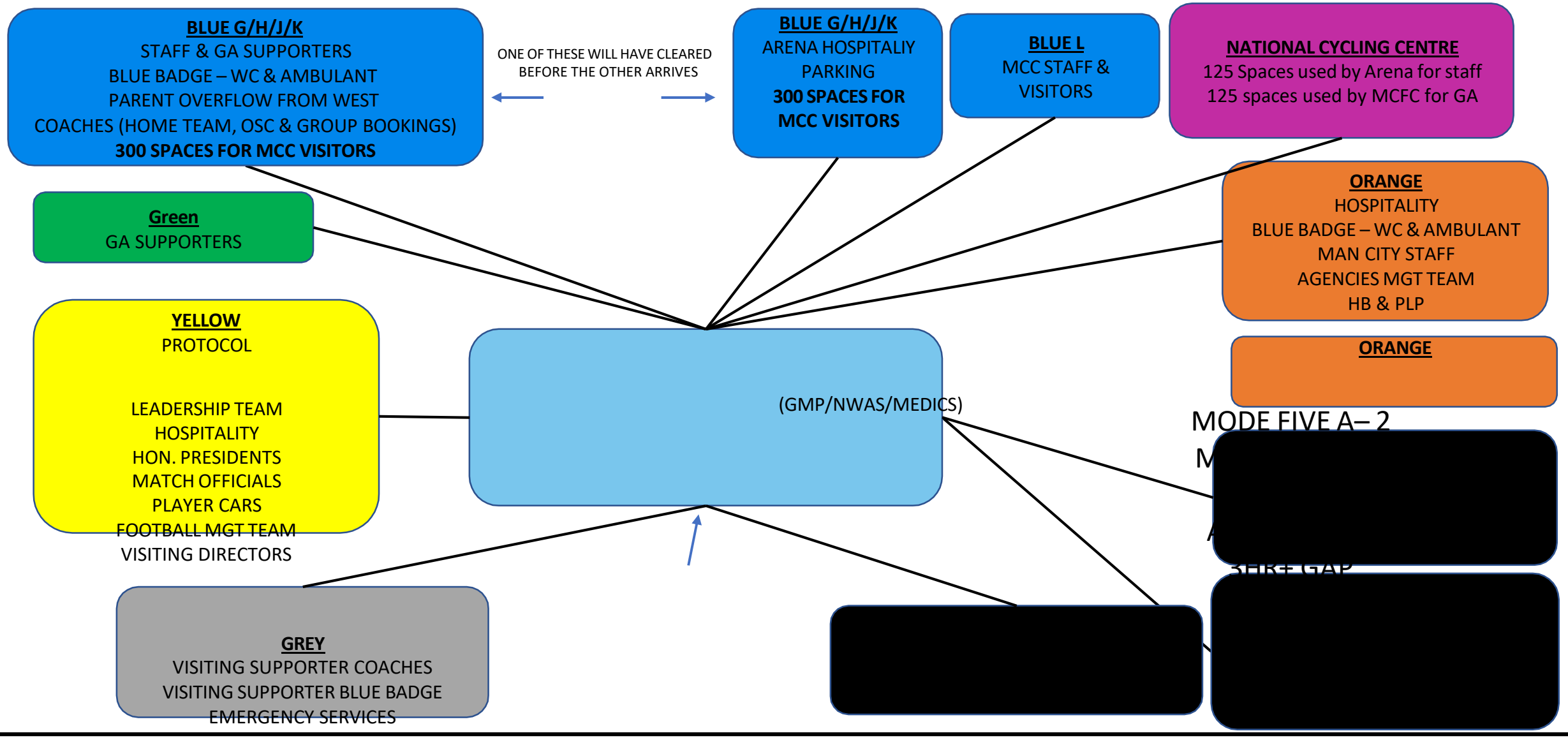
Etihad Campus Parking Model – Mode 4A & B – 1 MAJOR EVENT & 1 MINOR EVENT

No separate parking plan is created for this mode as we are now including the 300 MCC spaces for a small event in each mode, unless confirmed otherwise by MCC

If the small event is for anything taking place at the Academy or Arena, whilst there is no formal arrangement, all parties are open to negotiations, subject to availability

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Etihad Campus Parking Model – Mode 5A - 2 MAJOR EVENTS (STADIUM & ARENA) WITH 3HR+ GAP – SITE USERS/VISITORS
Lunch time KO (1pm or earlier) with evening performance



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1 HRS FOR EGRESS & 2 HRS FOR INGRESS

ARENA GA PARKING AFTER MCFC HAVE VACATED

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Etihad Campus Parking Model – Mode 5A - 2 MAJOR EVENTS (STADIUM & ARENA) WITH 3HR+ GAP – ALLOCATIONS - Lunch time KO (1pm or earlier) with evening performance

	A	B	G	H	J	K	L	Orange	Athletics	NCC	TOTAL
Existing Spaces	124	122	718	1258	129	105	90	1173	64	250	4033

- J: Further 24 spaces available but obscured by lockups

Mode 5: Major Stadium Event / Major Arena Event (More than 3 hours separation makes events effectively separate)

												0
During Stadium Event	MCFC	124	122	538	958	129	105		1173		125	3274
					300			90		64		454
				30							125	155
	MCC	0	0	0	0	0	0	0	0	0		0
	Arena Available Total	124	122	568	1258	129	105	90	1173	64	250	3883

- Assumes 150 spaces in G held back for football coaches
- Operations Team to consider what separation period between events is practical for this mode -i.e events are far enough apart for them to be considered as separate events for parking

												0
During Arena Event	MCFC	124	122				105				125	476
	MCC				300			90		64		454
	Arena			718	958	129			1173		125	3103
	Available				0				0			0
	Total	124	122	718	1258	129	105	90	1173	64	250	4033

- BAM using 258 of available spaces for Co-op Live

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*MCC to release any unrequired spaces to MCFC by 1 week prior to event
* If there is a medium size event, whilst there is no formal arrangement for space to be provided, all parties are open to negotiations, subject to availability

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Etihad Campus Parking Model – Mode 5A - 2 MAJOR EVENTS (STADIUM & ARENA) WITH 3HR+ GAP – Rules - Lunch time KO (1pm or earlier) with evening performance

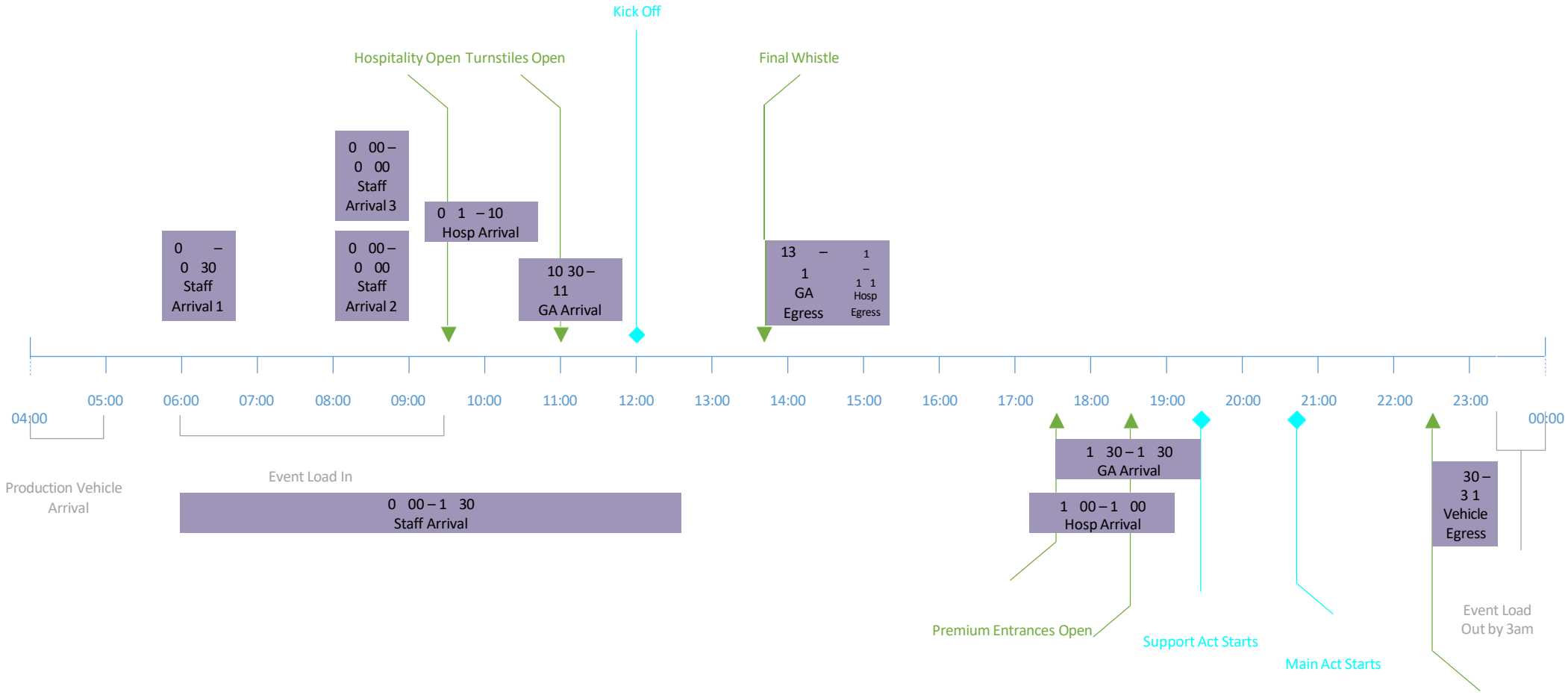
Rules

- MCFC event 1st & Evening at Arena – latest KO time for it to be a mode 5 is 1pm
- Arena need 500 spaces released by 1 hour post final whistle minimum
- MCFC supporters must be off-site by 4pm but not to be fined until after 4.30pm
- Arena hospitality can arrive from 4pm – To Blue G car park
- Arena GA arrive from 4.30pm – To the rest of Blue & Orange – to avoid ingress/egress clash on Orange can Arena sell general GA parking (not car park specific) on the day, Blue to be filled first whilst MCFC hospitality still egressing then when Blue full, Orange to be filled – This would need good signage & coms.
- If City win league and dwell time is longer, City could reserve the 500 spaces for arena
- Arena not to go on sale until **any** football fixture has been confirmed (KO date, time & location)
- Challenge is the location of the 00 bays as we can't guarantee location but looking at last years data if Arena hospitality are arriving from 4pm, most of Blue G should be clear
- Worth noting that pedestrians will be queuing to access the Arena during our phase 3 (football egress)
- More thought is needed for the VIP drop off – How will the marshals be able to identify who is allowed to enter gate 2 and prevent those not allowed to enter gate 2? ANPR checkpoint locations will also need to be reviewed

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Etihad Campus Parking Model – Mode 5A - 2 MAJOR EVENTS (STADIUM & ARENA) WITH 3HR+ GAP – TIMELINE
Lunch time KO (1pm or earlier) with evening performance

12pm KO at the Etihad and Evening at Co-op Live Arena



Arena timeline required - **Stadium 1300hrs or**

- **Arena PM Performance**

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Etihad Campus Parking Model – Mode 5A - 2 MAJOR EVENTS (STADIUM & ARENA) WITH 3HR+ GAP – TIMELINE
Lunch time KO (1pm or earlier) with evening performance

earlier KO to allow minimum 3hr clear gap

Main Doors Open

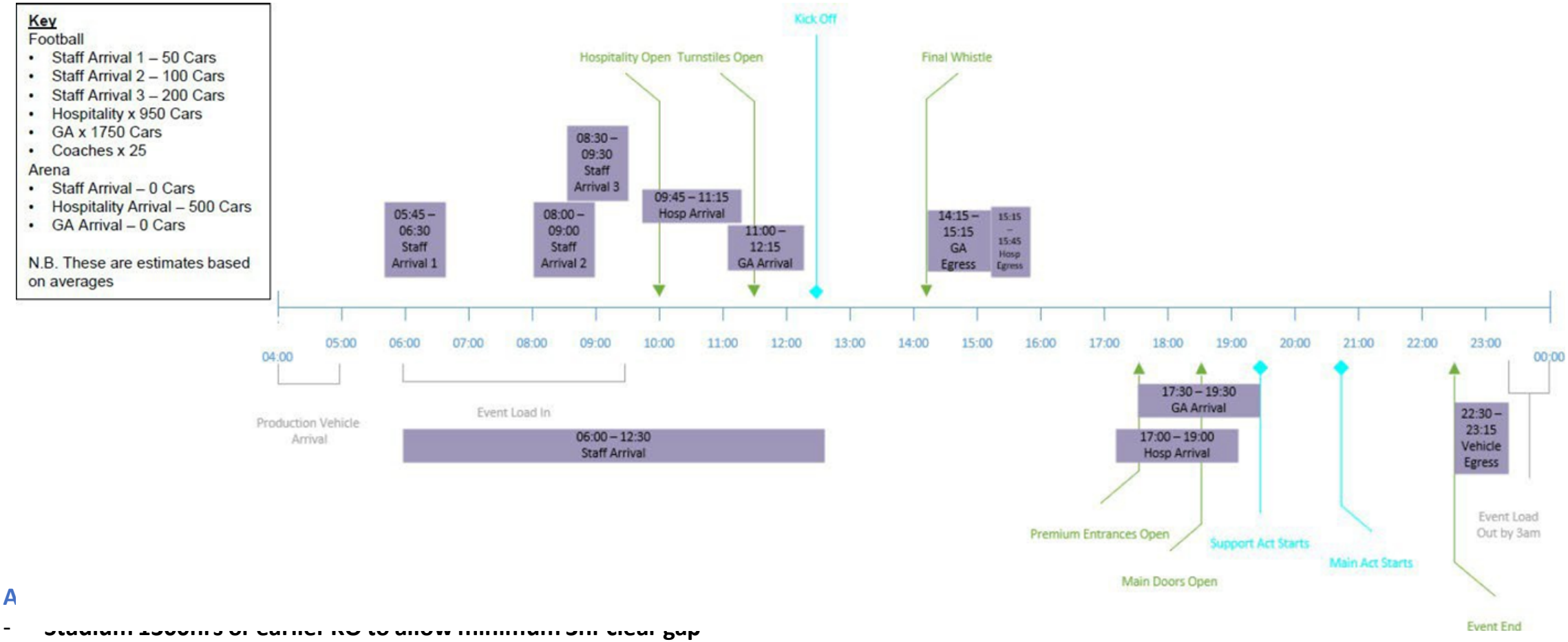
Event End

- **Arena PM Performance**

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Etihad Campus Parking Model – Mode 5A - 2 MAJOR EVENTS (STADIUM & ARENA) WITH 3HR+ GAP – TIMELINE - Lunch time KO (1pm or earlier) with evening performance

12.30pm KO at the Etihad and Evening at Co-op Live Arena



A

- **Stadium 1300hrs or earlier KO to allow minimum 3hr clear gap**
- **Arena PM Performance**

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Etihad Campus Parking Model – Mode 5A - 2 MAJOR EVENTS (STADIUM & ARENA) WITH 3HR+ GAP – TIMELINE - Lunch time KO (1pm or earlier) with evening performance

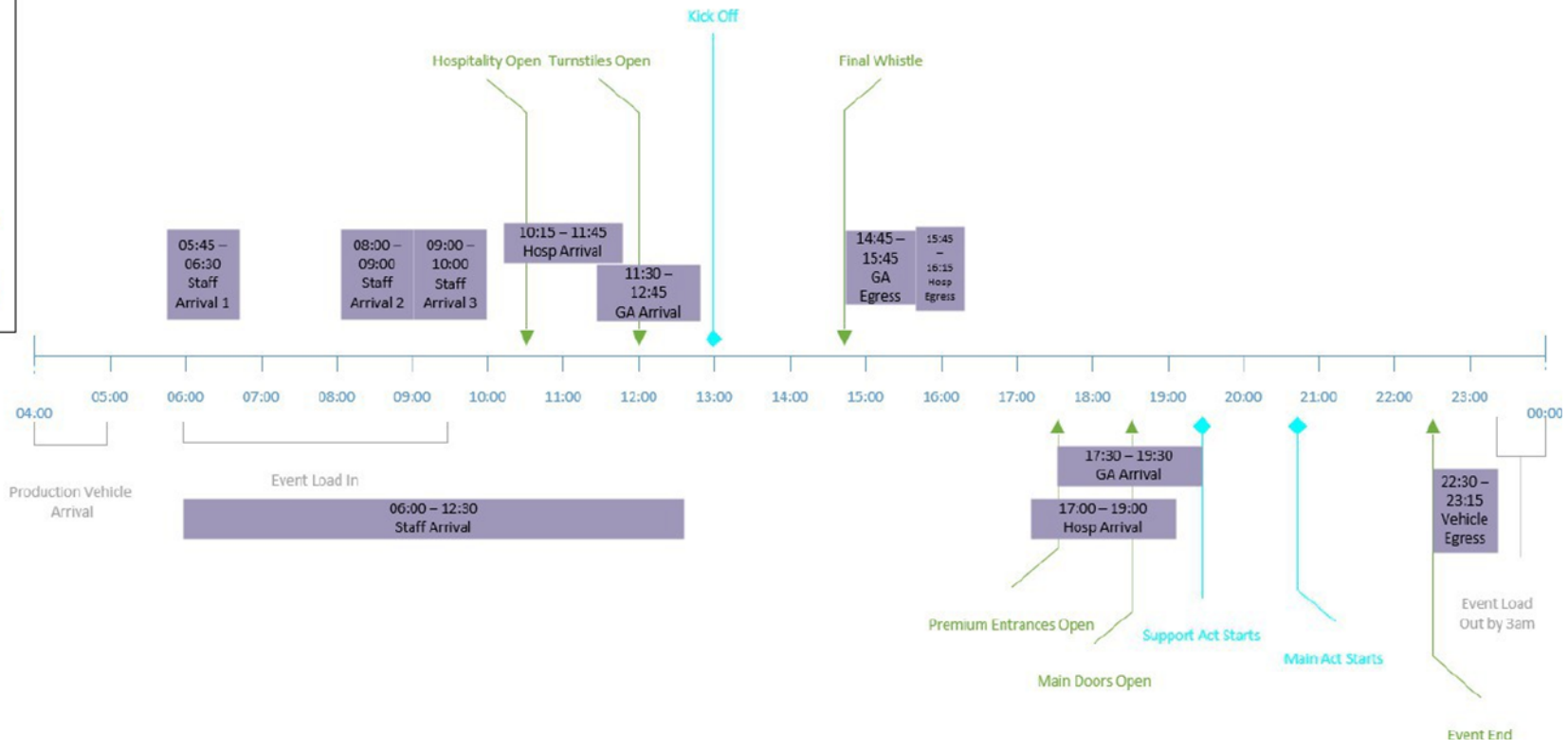
1pm KO at the Etihad and Evening at Co-op Live Arena

Key

Football
- Staff Arrival 1 – 50 Cars
- Staff Arrival 2 – 100 Cars
- Staff Arrival 3 – 200 Cars
- Hospitality x 950 Cars
- GA x 1750 Cars
- Coaches x 25

Arena
- Staff Arrival – 0 Cars
- Hospitality Arrival – 500 Cars
- GA Arrival – 0 Cars

N.B. These are estimates based on averages



Arena timeline required

- **Stadium 1300hrs or earlier KO to allow minimum 3hr clear gap**
- **Arena PM Performance**

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Etihad Campus Parking Model – Mode 5A - 2 MAJOR EVENTS (STADIUM & ARENA) WITH 3HR+ GAP – OPERATIONS - Lunch time KO (1pm or earlier) with evening performance

PHASE 1
Stadium Ingress
- All CP's operational
- Vehicles ingress through Gate 2 & 2a
- Vehicles ingress Gate 3

PHASE 2
NA – Match in progress no other movements

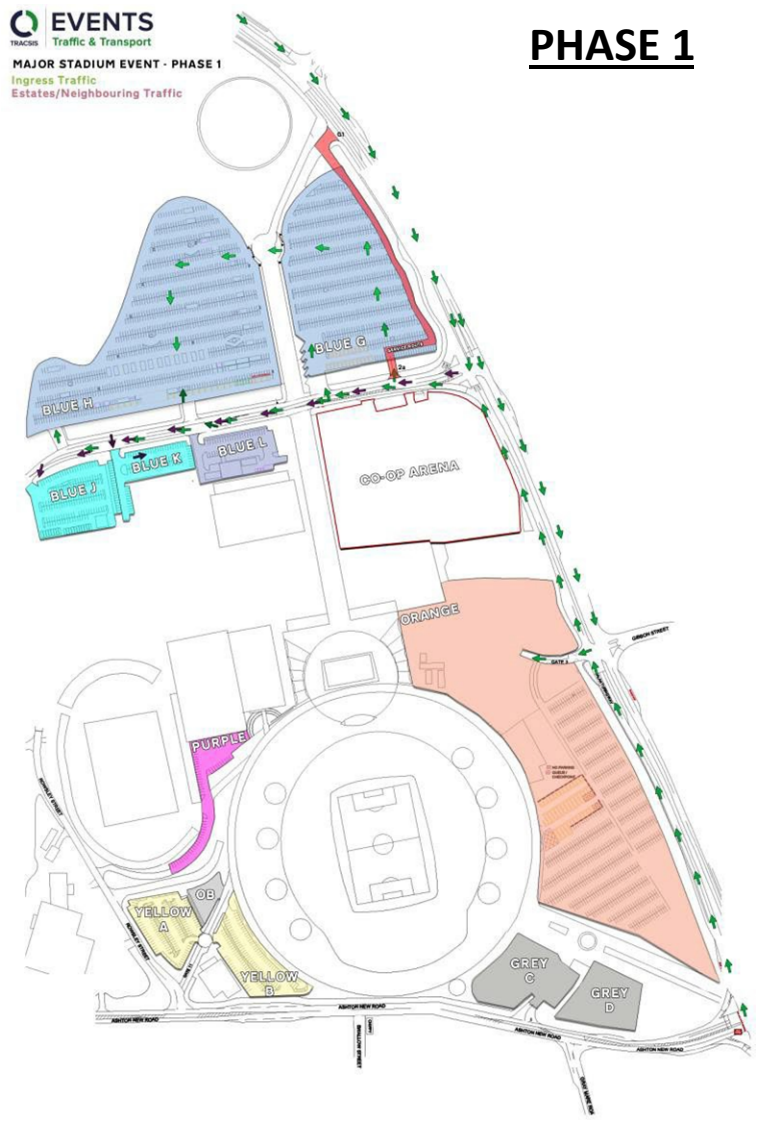
PHASE 3
Stadium Egress
- All CP's operational
- Vehicles egress Gate 1 & 2
- Coaches egress Gate 2
- Vehicles egress Gate 3

Traffic Management Required
Matchday road closure/NRT deployment
- ANR
- Frost Street
- Briscoe Lane

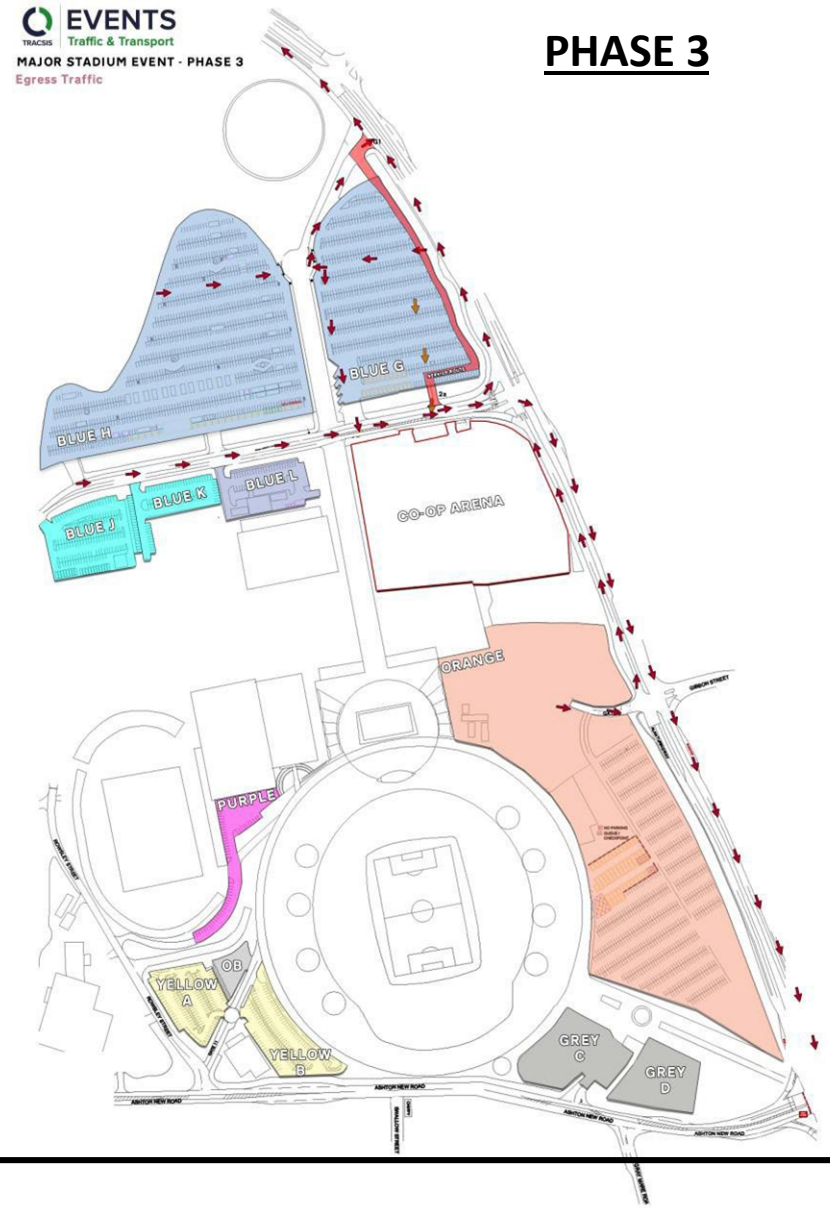
Matchday signal control
- ATW/ANR
- Gate 3
- Gate 2
- Gate 1
- Bradford Road
- Oldham Road

Parking Restrictions
VMS
Event directional signage

PHASE 1



PHASE 3



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Etihad Campus Parking Model – Mode 5A - 2 MAJOR EVENTS (STADIUM & ARENA) WITH 3HR+ GAP – OPERATIONS - Lunch time KO (1pm or earlier) with evening performance

PHASE 4

Arena Ingress

- Arena Parking – Blue H and Blue G
- Vehicles ingress through Gate 2 & 2a
- Estates vehicles ingress G2a through G – H and into L
- VIP drop off on SCW (SCW closed)

PHASE 5

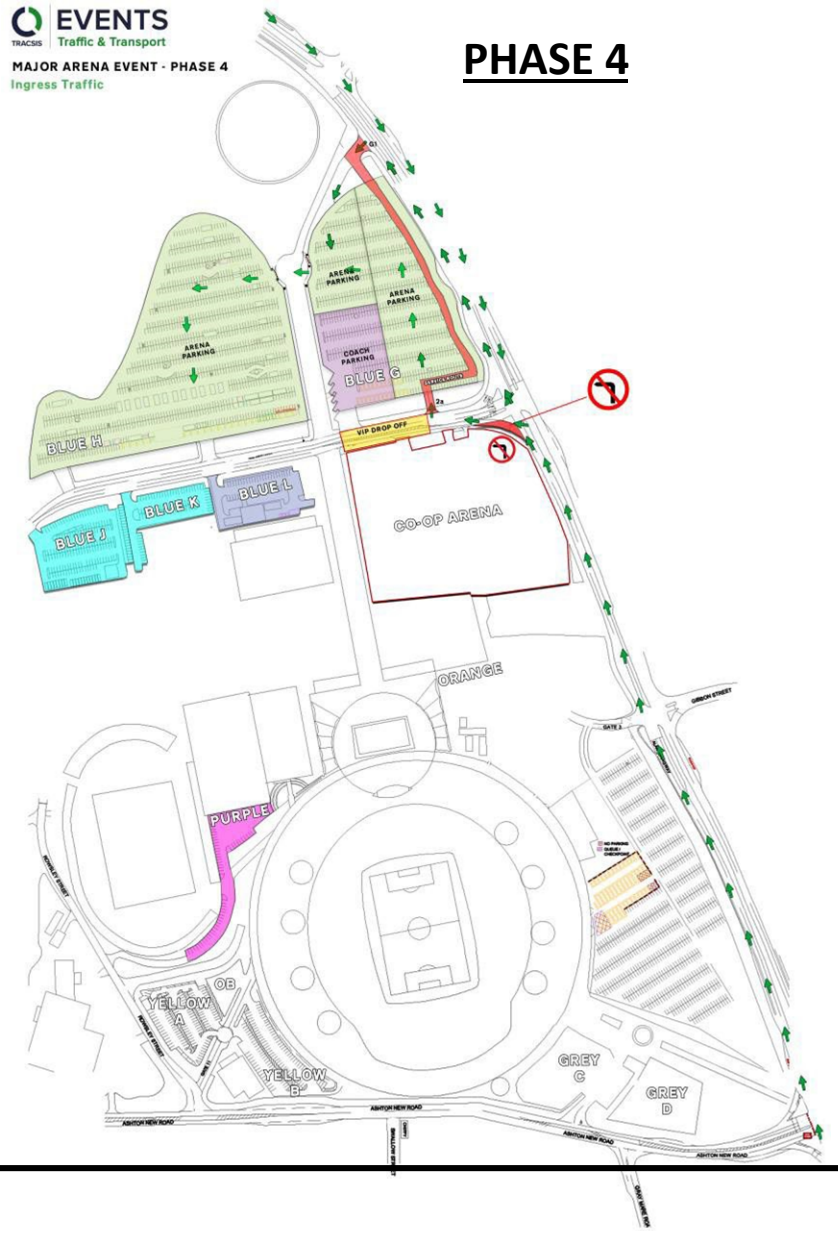
Arena Egress

- Base level map
- Vehicles egress Gate 1NB & 2a
- Coaches egress Gate 2a
- VIP drop off on SCW (SCW closed)

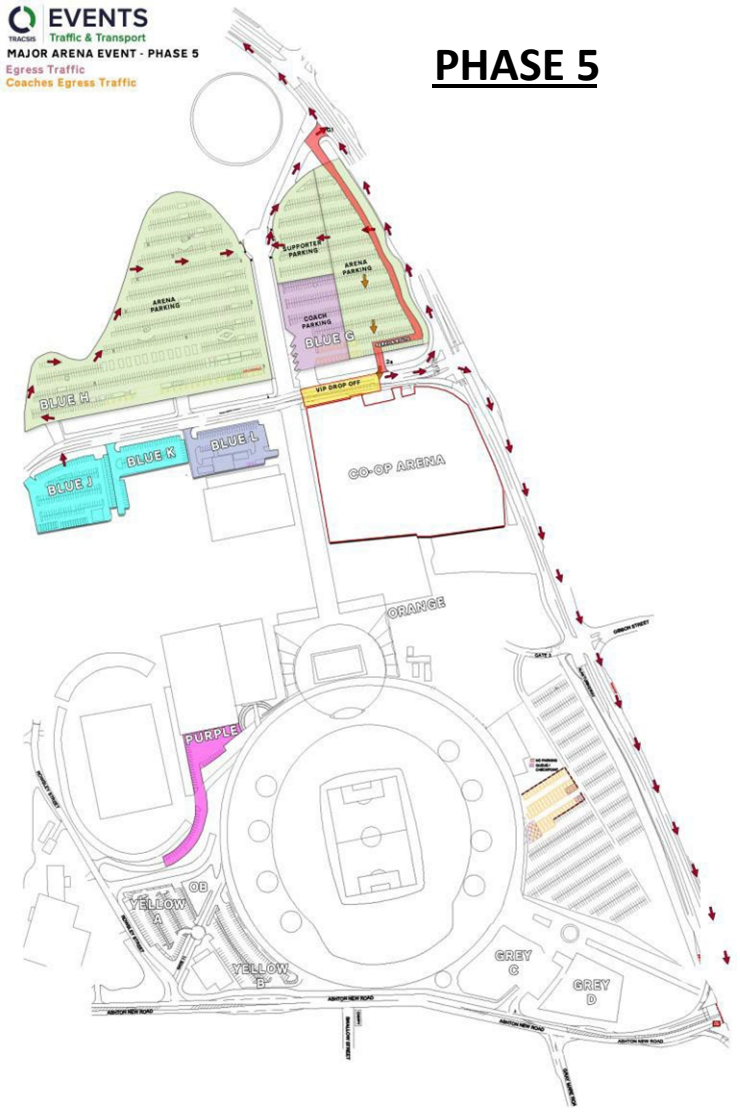
TRAFFIC MANAGEMENT REQUIRED

- NLT into G for Northbound traffic except coaches & VIP's

PHASE 4

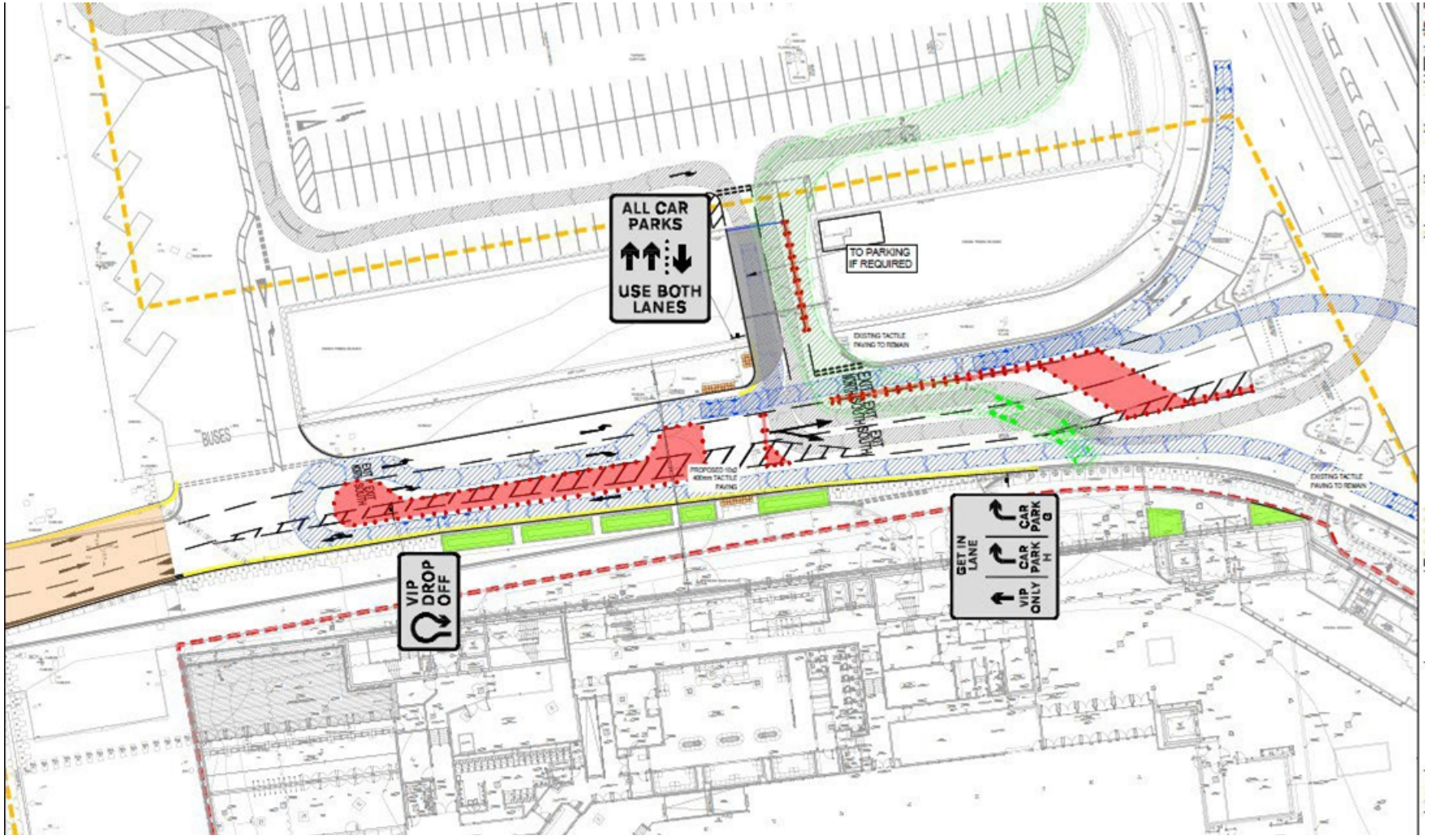


PHASE 5



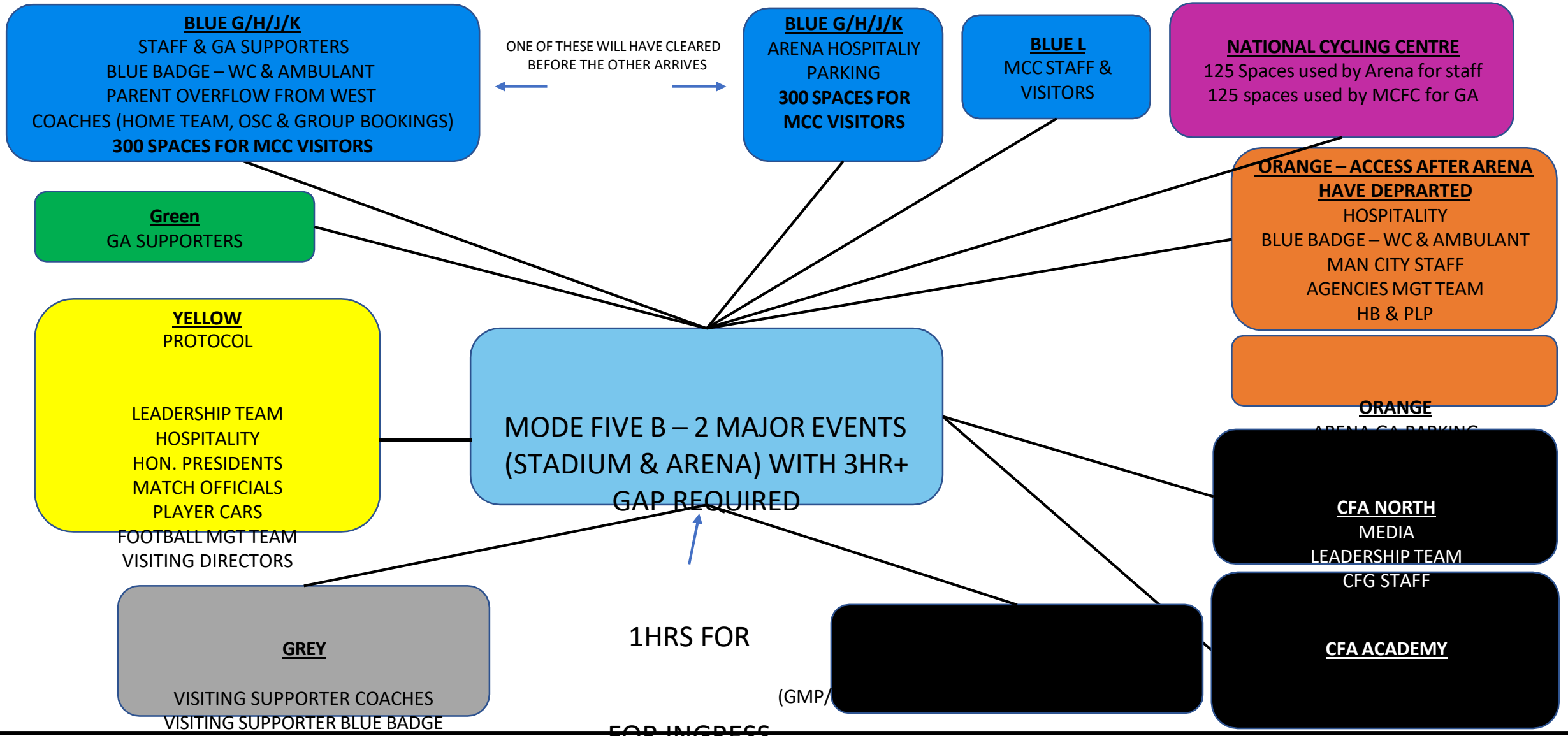
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Etihad Campus Parking Model – Mode 5a – 2 MAJOR EVENTS (STADIUM & ARENA) WITH 3HR+ GAP VIP Drop Off - Lunch time KO (1pm or earlier) with evening performance



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Etihad Campus Parking Model – Mode 5B - 2 MAJOR EVENTS (STADIUM & ARENA) WITH 3HR+ GAP – SITE USERS/VISITORS – Matinee Performance with Evening KO



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Etihad Campus Parking Model – Mode 5B – 2 Major events with 3hr+ gap – ALLOCATIONS – Matinee Performance with Evening KO

	A	B	G	H	J	K	L	Orange	Athletics	NCC	TOTAL
Existing Spaces	124	122	718	1258	129	105	90	1173	64	250	4033

- J: Further 24 spaces available but obscured by lockups

Mode 5: Major Stadium Event / Major Arena Event (More than 3 hours separation makes events effectively separate)

											0	
During Stadium		124	122	538	958	129	105		1173		125	3274
Event	MCFC				300			90		64		454
				30							125	155
	MCC	0	0	0	0	0	0	0	0	0		0
	Arena	124	122	568	1258	129	105	90	1173	64	250	3883
	Available											
	Total											

- Assumes 150 spaces in G held back for football coaches
- Operations Team to consider what separation period between events is practical for this mode -i.e events are far enough apart for them to be considered as separate events for parking

											0	
During Arena Event	MCFC	124	122				105				125	476
	MCC				300			90		64		454
	Arena			718	958	129			1173		125	3103
	Available				0				0			0
	Total	124	122	718	1258	129	105	90	1173	64	250	4033

*MCC to release any unrequired spaces to MCFC by 1 week prior to event

*Everything highlighted in yellow is subject to commercial agreements

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- BAM using 258 of available spaces for Co-op Live

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Etihad Campus Parking Model – Mode 5B - 2 MAJOR EVENTS (STADIUM & ARENA) WITH 3HR+ GAP – TIMELINE – Matinee Performance with Evening KO

Rules

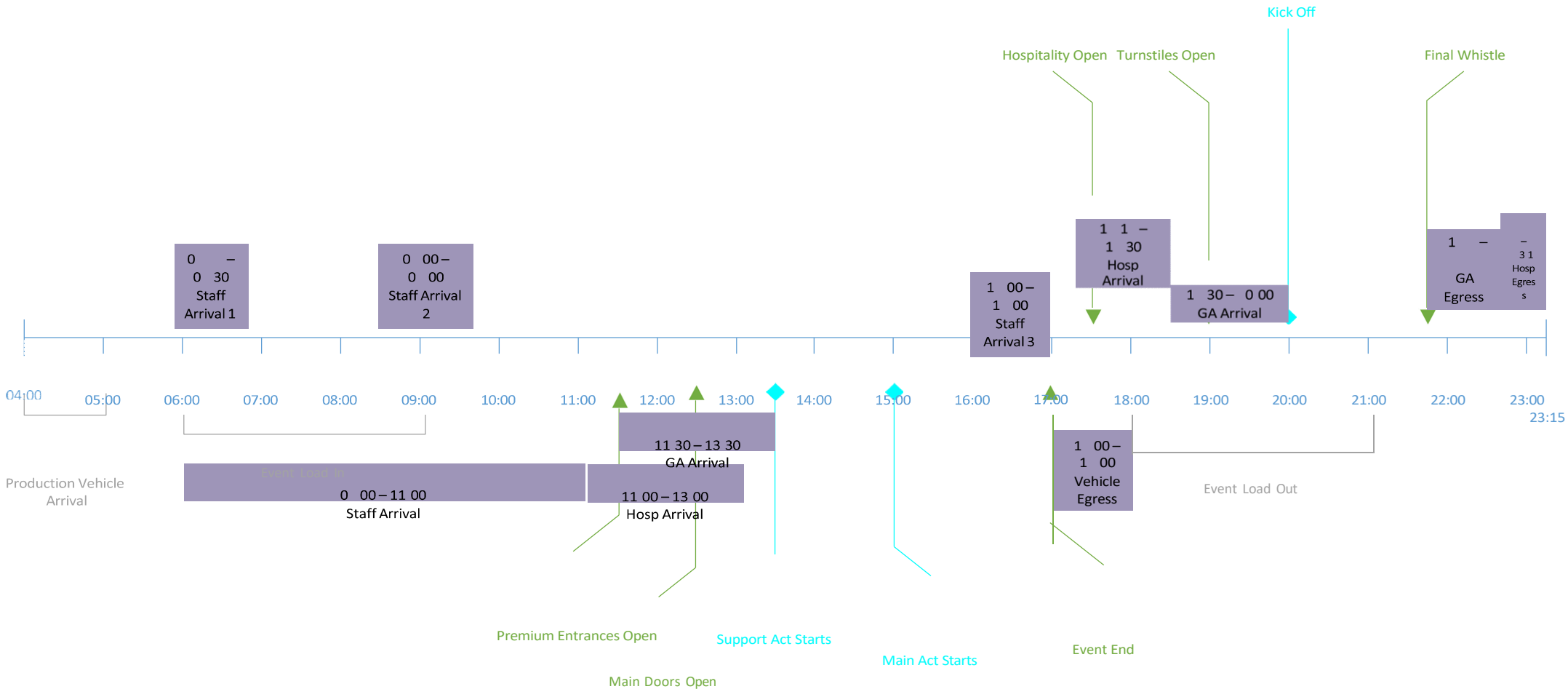
- Matinee at Arena, MCFC as 2nd event – latest KO time for it to be a mode 5 is 1pm
- This mode will only clash once or twice per year
- Arena guests to be off site by 6pm but not to be fined until after 6.30pm ON BLUE
- MCFC hospitality packages start from 5.30
- GA to be told not to arrive prior to 6.30 and hospitality from 5pm
- Arena to communicate guests need to be off Orange by 5.30pm
- In this case, Arena to hold 500 spaces on Orange for MCFC
- Arena not to go on sale until **any** football fixture has been confirmed (KO date, time & location)

- Need to consider how/where we park staff for MCFC

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Etihad Campus Parking Model – Mode 5B - 2 MAJOR EVENTS (STADIUM & ARENA) WITH 3HR+ GAP – TIMELINE – Matinee Performance with Evening KO

Matinee at Co-op Live Arena and 8pm KO at the Etihad



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Etihad Campus Parking Model – Mode 5B - 2 MAJOR EVENTS (STADIUM & ARENA) WITH 3HR+ GAP – OPERATIONS – Matinee Performance with Evening KO

PHASE 1
Arena Ingress
- Arena Parking – Blue H and Blue G
- Northbound vehicles ingress through Gate 1
- Southbound vehicles ingress through Gates 2 & 2a
- VIP drop off on SCW (SCW closed)

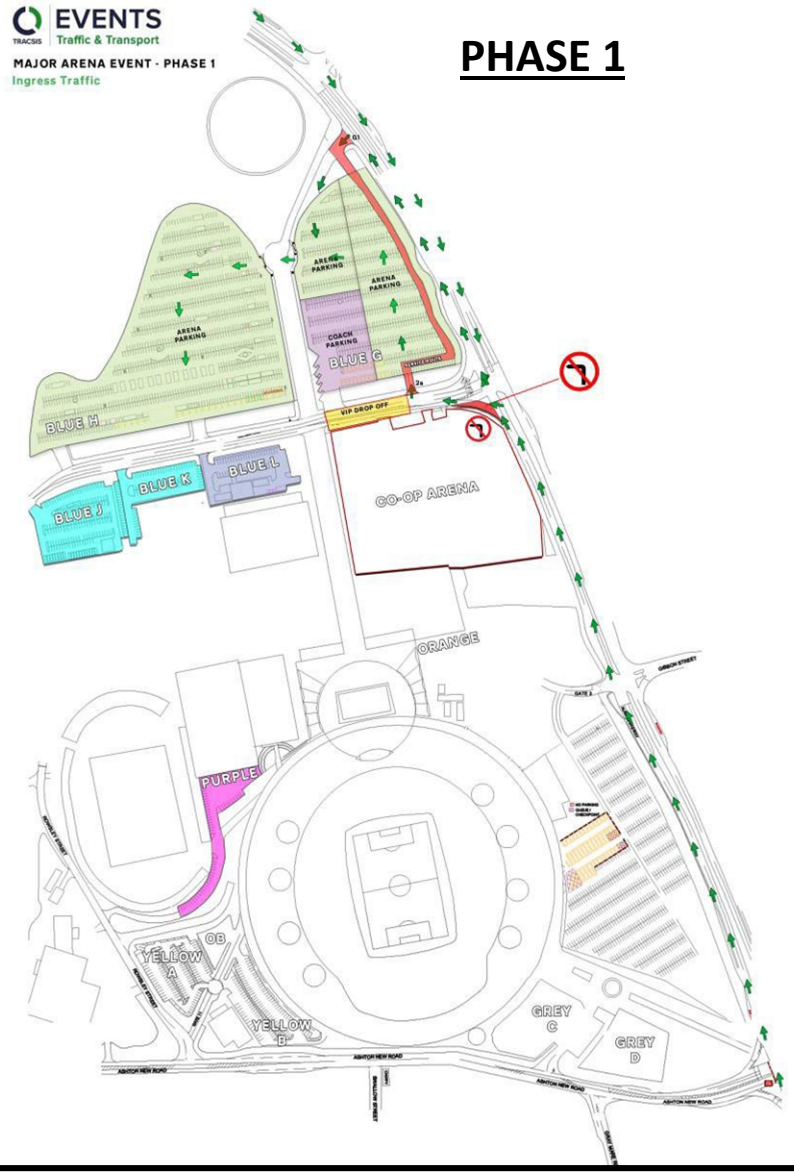
PHASE 2
Arena Egress
- Vehicles egress Gate 1NB
- VIP drop off on SCW (SCW closed)

Traffic Management Required
Matchday road closure/NRT deployment
- ATW/SCW – NLT except coaches & VIP's
- Briscoe Lane

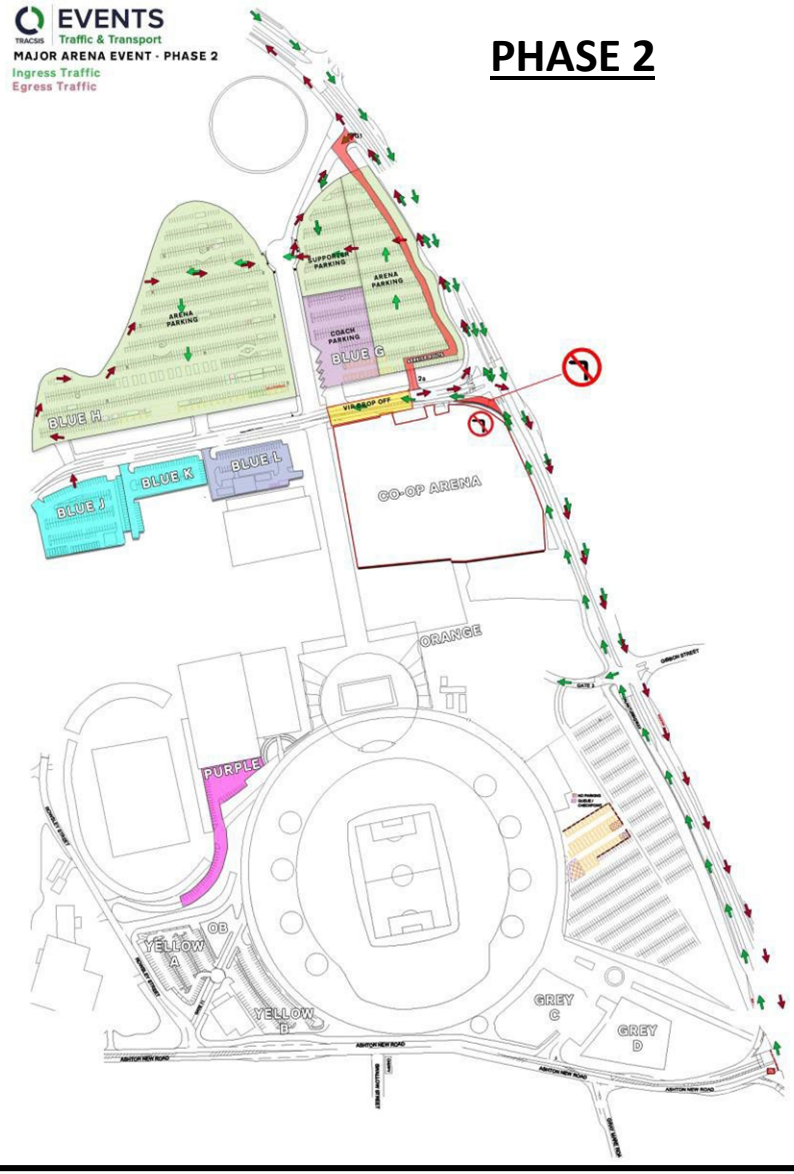
Matchday signal control
- ATW/ANR
- Gate 3
- Gate 2
- Gate 1
- Bradford Road
- Oldham Road

VMS
Event directional signage

PHASE 1



PHASE 2



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Etihad Campus Parking Model – Mode 5B - 2 MAJOR EVENTS (STADIUM & ARENA) WITH 3HR+ GAP – OPERATIONS – Matinee Performance with Evening KO

PHASE 3

Stadium Ingress

- All CP's operational
- Vehicles ingress through Gate 2 & 2a
- Vehicles ingress Gate 3

PHASE 4

NA – Match in progress no other movements

PHASE 5

Stadium Egress

- All CP's operational
- Vehicles egress Gate 1 & 2
- Coaches egress Gate 2
- Vehicles egress Gate 3

Traffic Management Required

Matchday road closure/NRT deployment

- ANR
- Frost Street
- Briscoe Lane

Matchday signal control

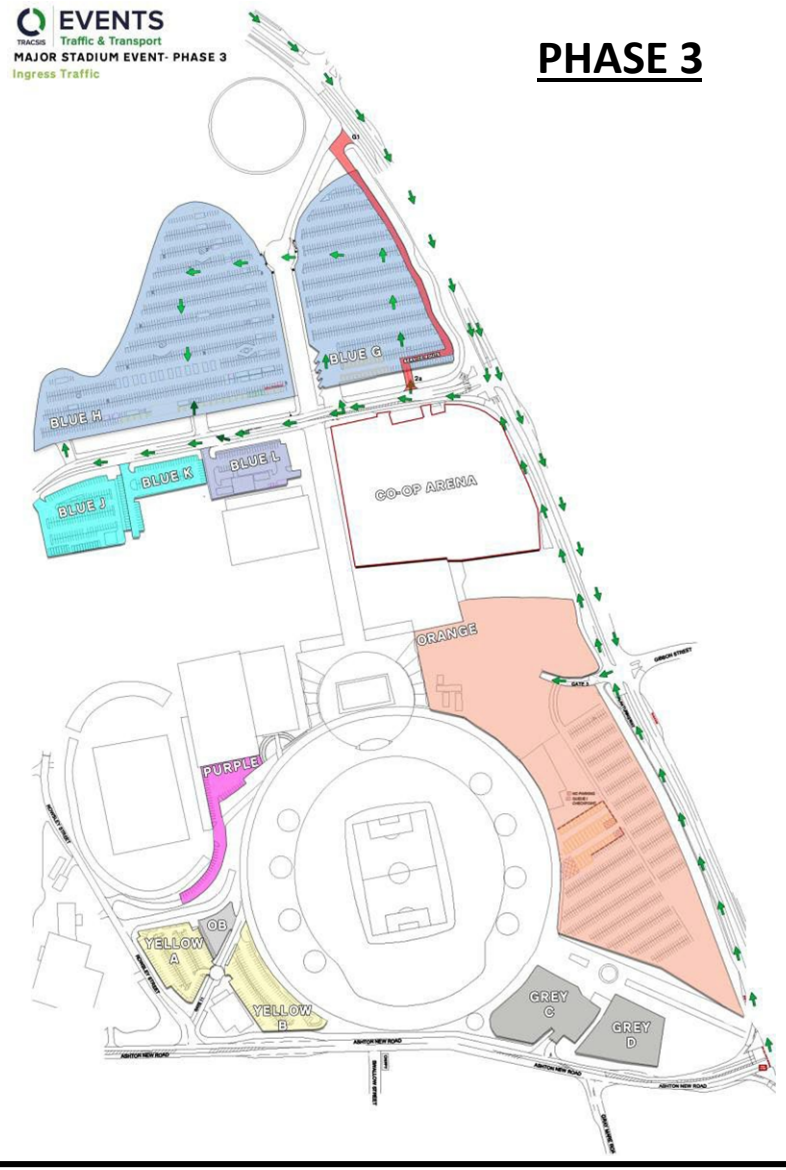
- ATW/ANR
- Gate 3
- Gate 2
- Gate 1
- Bradford Road
- Oldham Road

Parking Restrictions

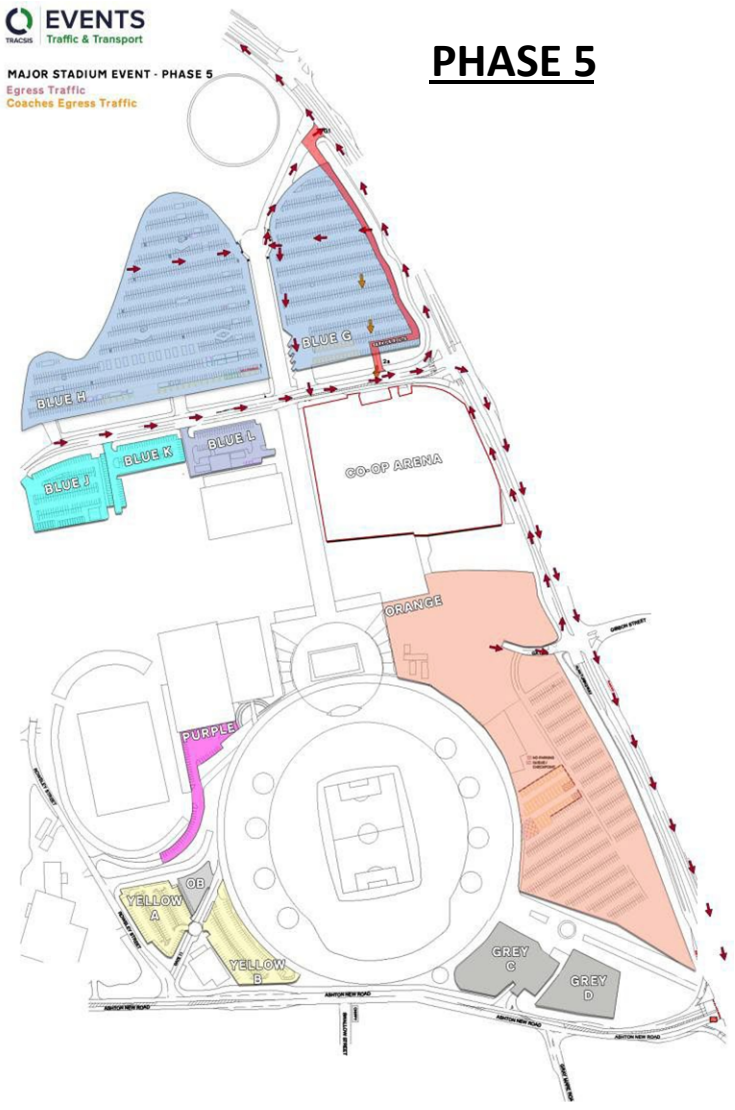
VMS

Event directional signage

PHASE 3

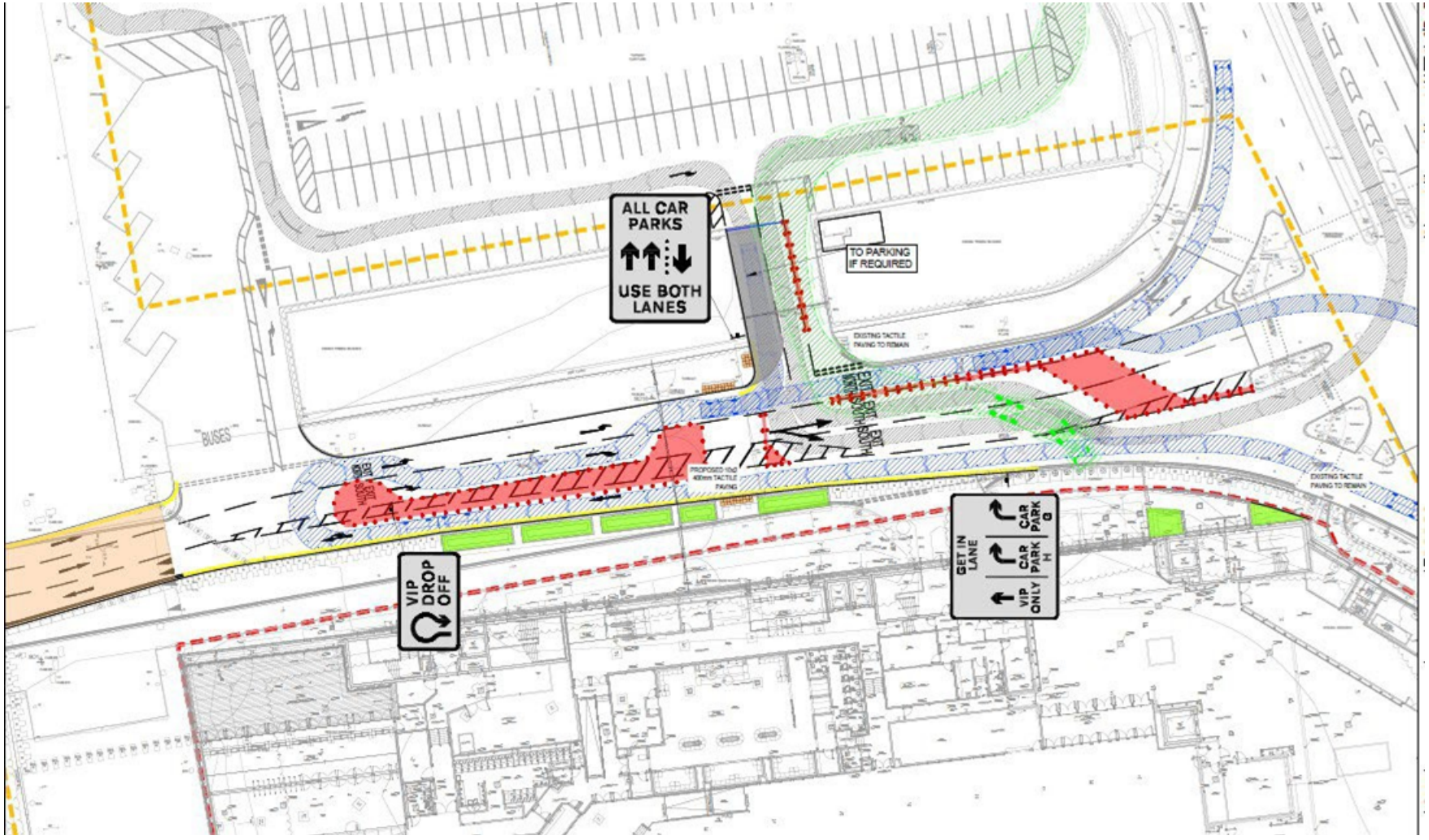


PHASE 5



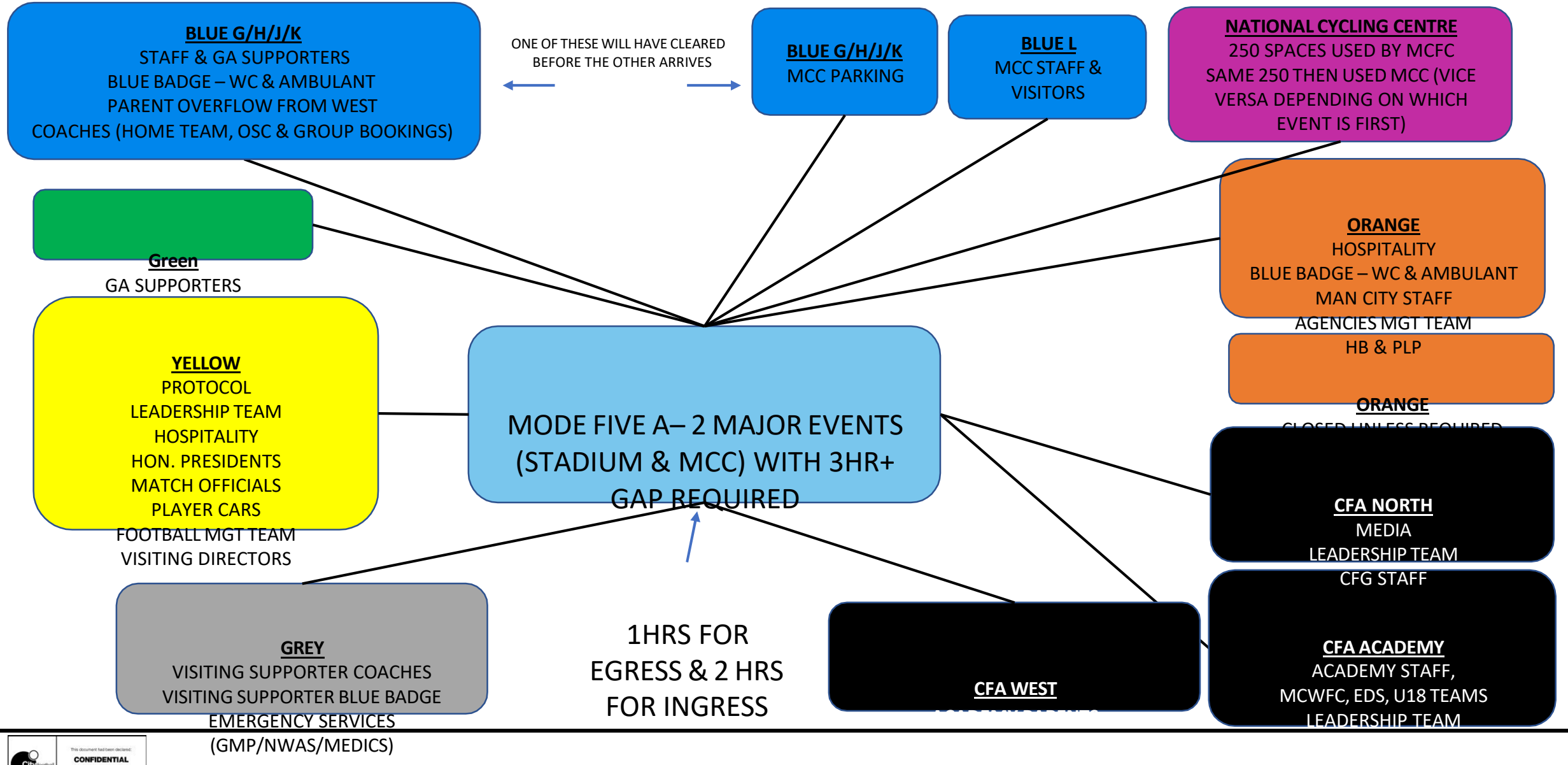
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Etihad Campus Parking Model – Mode 5B – 2 MAJOR EVENTS (STADIUM & ARENA) WITH 3HR+ GAP VIP Drop Off – Matinee Performance with Evening KO



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Etihad Campus Parking Model – Mode 5C - 2 MAJOR EVENTS (STADIUM & MCC) WITH 3HR+ GAP – SITE USERS/VISITORS



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Etihad Campus Parking Model – Mode 5C - 2 MAJOR EVENTS (STADIUM & MCC) WITH 3HR+ GAP – ALLOCATIONS

	A	B	G	H	J	K	L	Orange	Athletics	NCC	TOTAL
Existing Spaces	124	122	718	1258	129	105	90	1173	64	250	4033

- J: Further 24 spaces available but obscured by lockups

Mode 5: Major Stadium Event / Major MCC Event (More than 3 hours separation makes events effectively separate)

During												
Stadium Event	MCFC	124	122	568	958	129	105		1173		250	3429
	MCC				300			90		64		454
	Arena											0
	Available	0	0	0	0	0	0	0	0	0		0
	Total	124	122	568	1258	129	105	90	1173	64	250	3883

- Assumes 150 spaces in G held back for

*MCC to release any unrequired spaces to MCFC by 1 week prior to event

During MCC Event												
	MCFC	124	122				105					351
	MCC			718	1258	129		90		64	250	2509
	Arena											0
	Available								1173			1173
	Total	124	122	718	1258	129	105	90	1173	64	250	4033

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football coaches
- Operations Team to consider what separation period between events is practical for this mode -i.e events are far enough apart for them to be considered as separate events for parking

- Assumes Orange closed for small events (unless required)

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Etihad Campus Parking Model – Mode 5A - 2 MAJOR EVENTS (STADIUM & MCC) WITH 3HR+ GAP – OPERATIONS

PHASE 1
Stadium Ingress
- All CP's operational
- Vehicles ingress through Gate 2 & 2a
- Vehicles ingress Gate 3

PHASE 2
NA – Match in progress no other movements

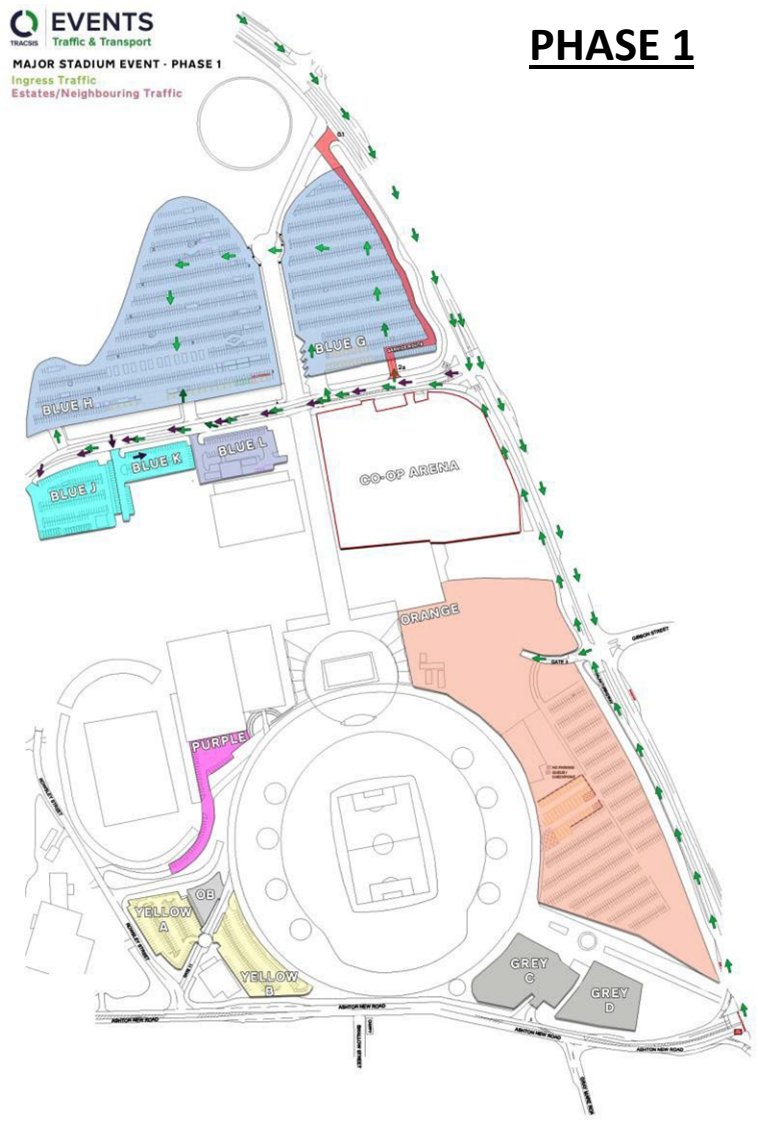
PHASE 3
Stadium Egress
- All CP's operational
- Vehicles egress Gate 1 & 2
- Coaches egress Gate 2
- Vehicles egress Gate 3

Traffic Management Required
Matchday road closure/NRT deployment
- ANR
- Frost Street
- Briscoe Lane

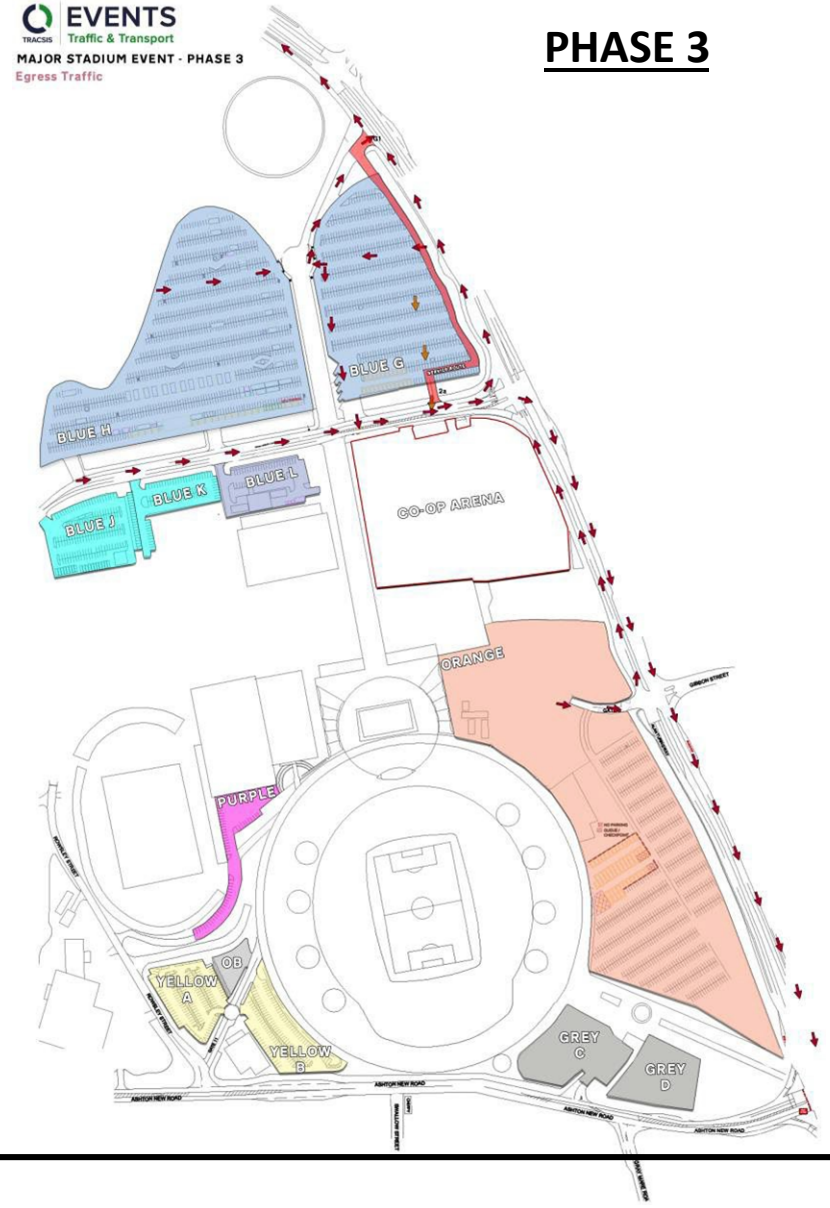
Matchday signal control
- ATW/ANR
- Gate 3
- Gate 2
- Gate 1
- Bradford Road
- Oldham Road

Parking Restrictions
VMS
Event directional signage

PHASE 1



PHASE 3



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Etihad Campus Parking Model – Mode 5B - 2 MAJOR EVENTS (STADIUM & MCC) WITH 3HR+ GAP – OPERATIONS

PHASE 3
Stadium Ingress
- All CP's operational
- Vehicles ingress through Gate 2 & 2a
- Vehicles ingress Gate 3

PHASE 4
NA – Match in progress no other movements

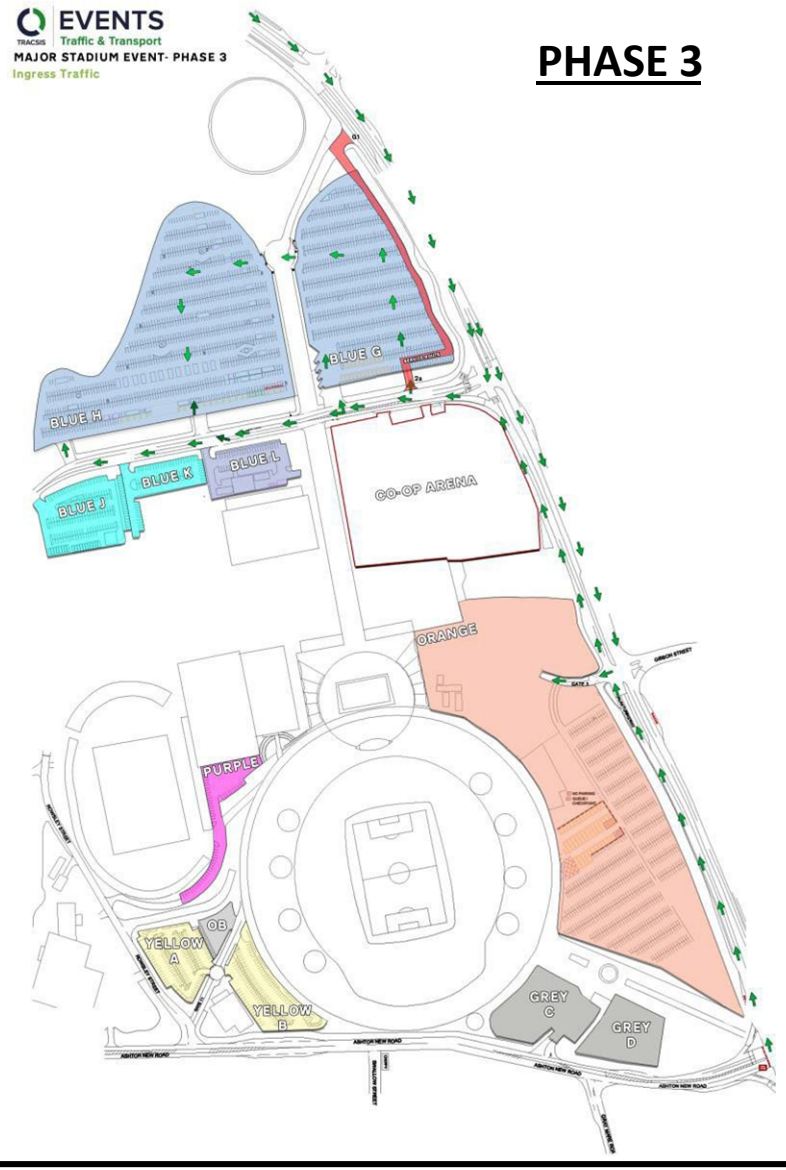
PHASE 5
Stadium Egress
- All CP's operational
- Vehicles egress Gate 1 & 2
- Coaches egress Gate 2
- Vehicles egress Gate 3

Traffic Management Required
Matchday road closure/NRT deployment
- ANR
- Frost Street
- Briscoe Lane

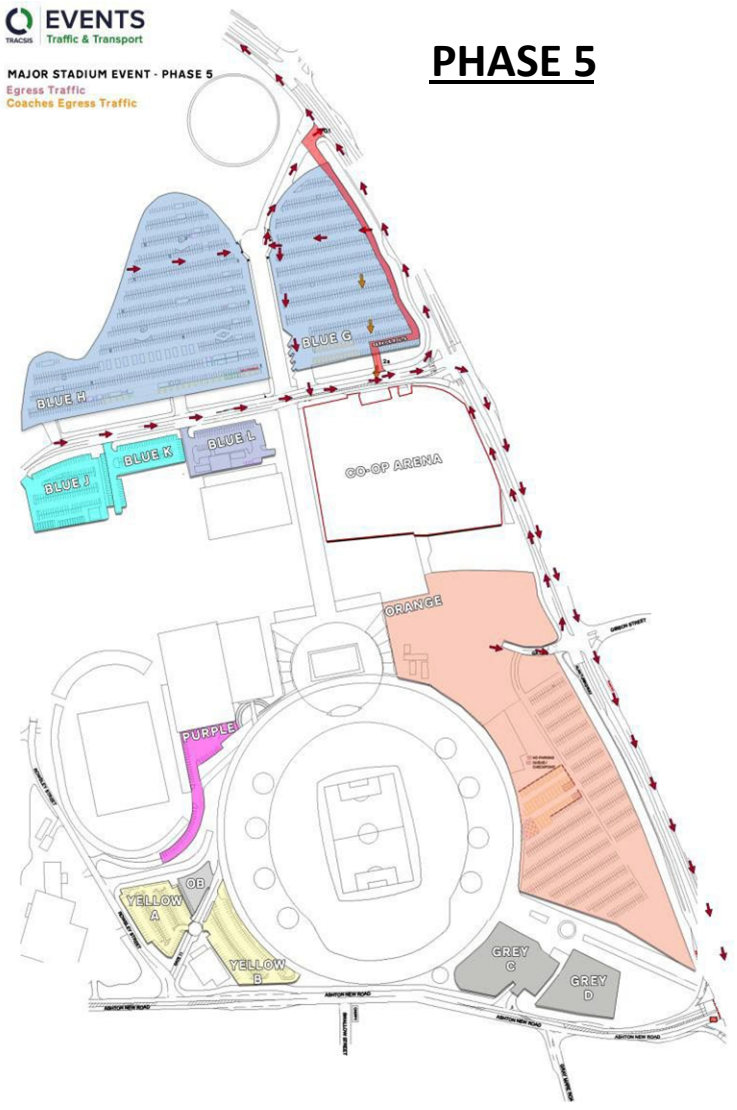
Matchday signal control
- ATW/ANR
- Gate 3
- Gate 2
- Gate 1
- Bradford Road
- Oldham Road

Parking Restrictions
VMS
Event directional signage

PHASE 3

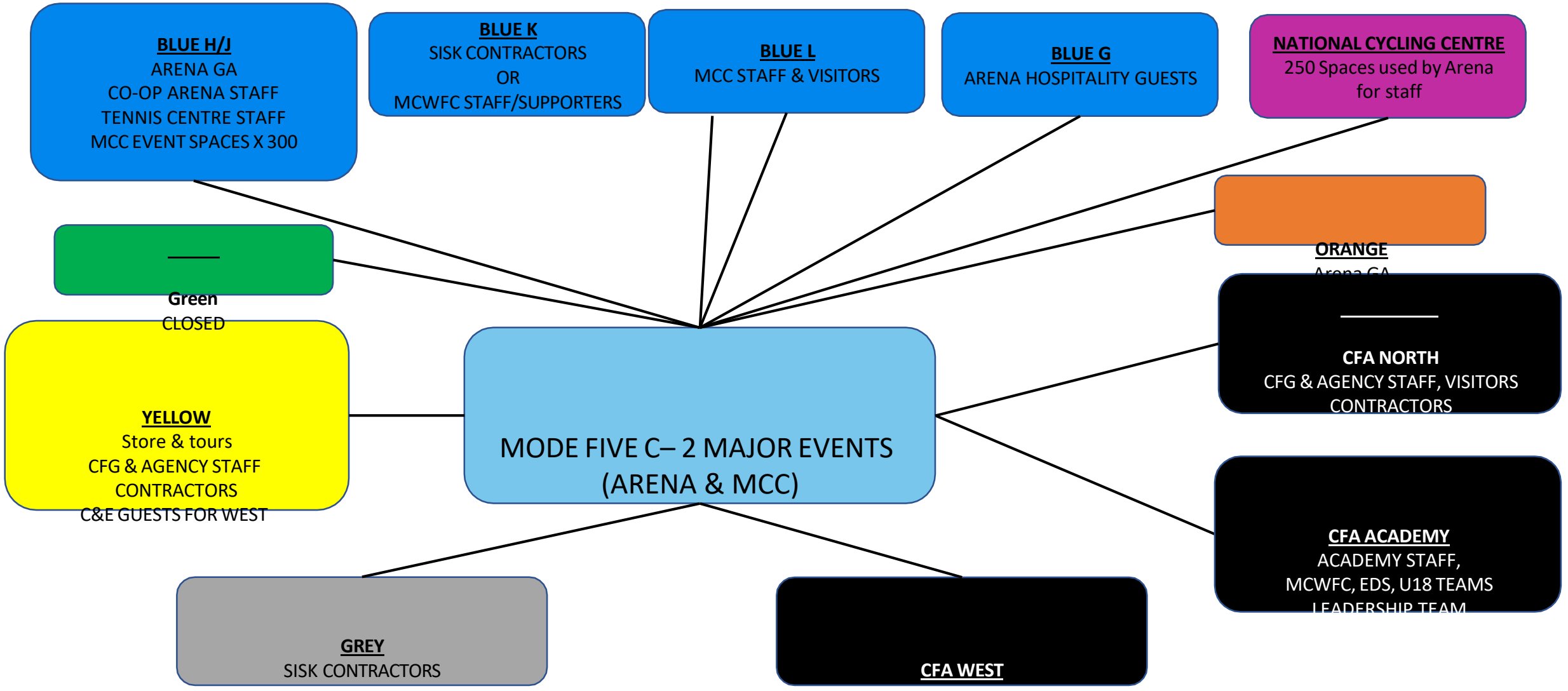


PHASE 5



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Etihad Campus Parking Model – Mode 5C - 2 MAJOR EVENTS (ARENA & MCC) WITH 3HR+ GAP – SITE USERS/VISITORS



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OR

MCWFC STAFF/SUPPORTERS

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Etihad Campus Parking Model – Mode 5A - 2 MAJOR EVENTS (ARENA & MCC) WITH 3HR+ GAP – ALLOCATIONS

	A	B	G	H	J	K	L	Orange	Athletics	NCC	TOTAL
Existing Spaces	124	122	718	1258	129	105	90	1173	64	250	4033

- J: Further 24 spaces available but obscured by lockups

Mode 5: Major Arena Event / Major MCC Event (More than 3 hours separation makes events effectively separate)

- Operations Team to consider what separation period between events is practical for this mode -i.e events are far enough apart for them to be

During Arena												
		124	122				105					351
Event	MCFC				300			90		64		454
	MCC			718	958	129			1173		250	3228
	Arena											
		0	0	0	0	0	0	0	0	0		0
	Available Total	124	122	718	1258	129	105	90	1173	64	250	4033

*MCC to release any unrequired spaces to MCFC by 1 week prior to event

During MCC Event												
	MCFC	124	122				105					351
	MCC			718	1258	129		90		64	250	2509
	Arena											0
	Available								1173			1173
	Total	124	122	718	1258	129	105	90	1173	64	250	4033

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considered as separate events for parking

- BAM using 258 of available spaces for Co-op Live

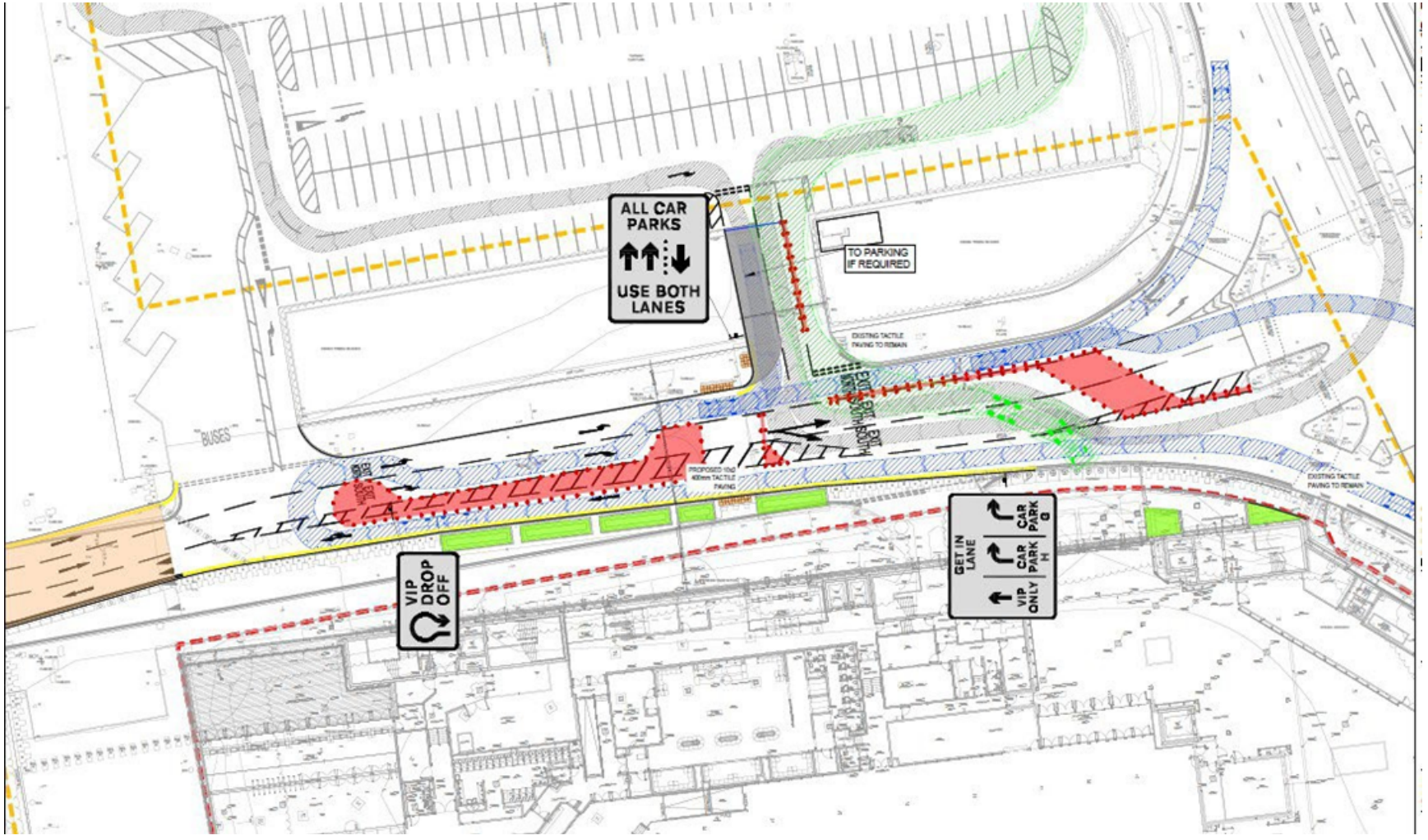
- Assumes Orange closed for small events (unless required)

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Etihad Campus Parking Model – Mode 5B – 2 MAJOR EVENTS (ARENA & MCC) WITH 3HR+ GAP VIP Drop Off –



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Etihad Campus Parking Model – Mode 5D - 2 MAJOR EVENTS (ARENA & MCC) WITH 3HR+ GAP – SITE USERS/VISITORS

PHASE 1

Arena Ingress

- Arena Parking – Blue H and Blue G
- Northbound vehicles ingress through Gate 1
- Southbound vehicles ingress through Gates 2 & 2a
- VIP drop off on SCW (SCW closed)
- Estates / Neighbouring vehicles through Gate 2a, into Blue G/H, access to J/K/L via Blue H as SCW closed.

PHASE 2

NA – Show in progress no other significant movements

PHASE 3

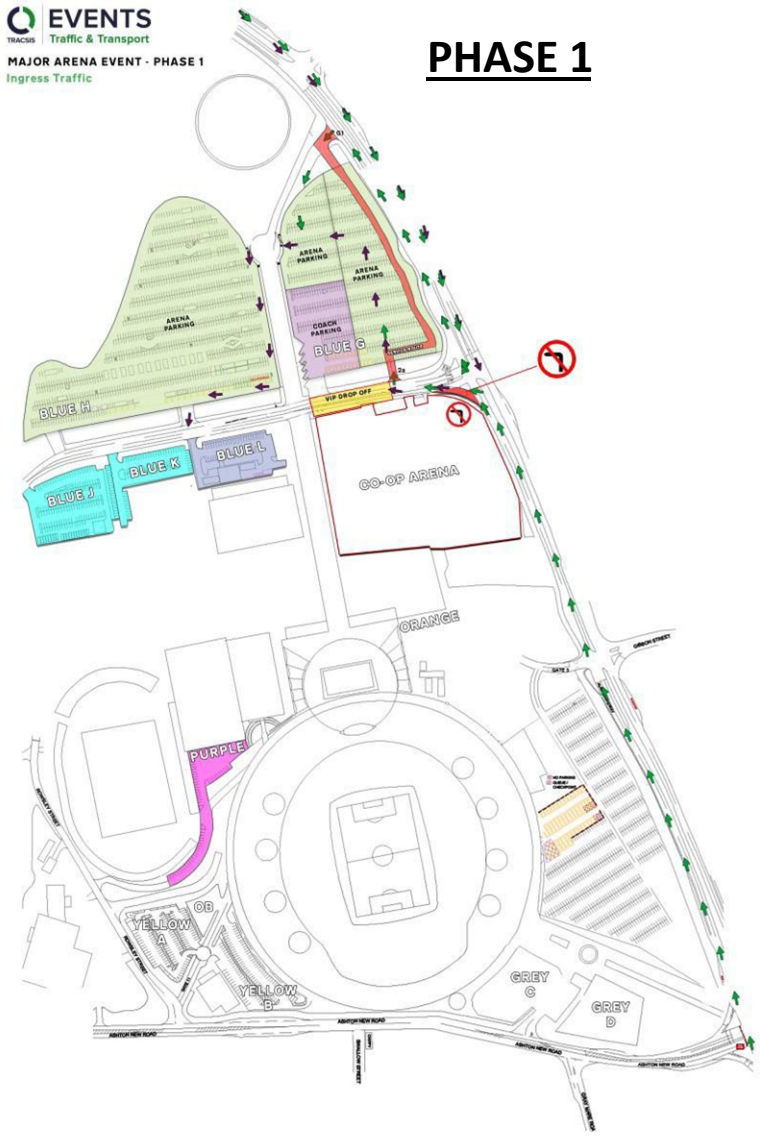
Arena Egress

- Vehicles egress Gate 1 & 2a
- Coaches egress Gate 2a
- Estates/Neighbouring vehicles egress via Gate 1.

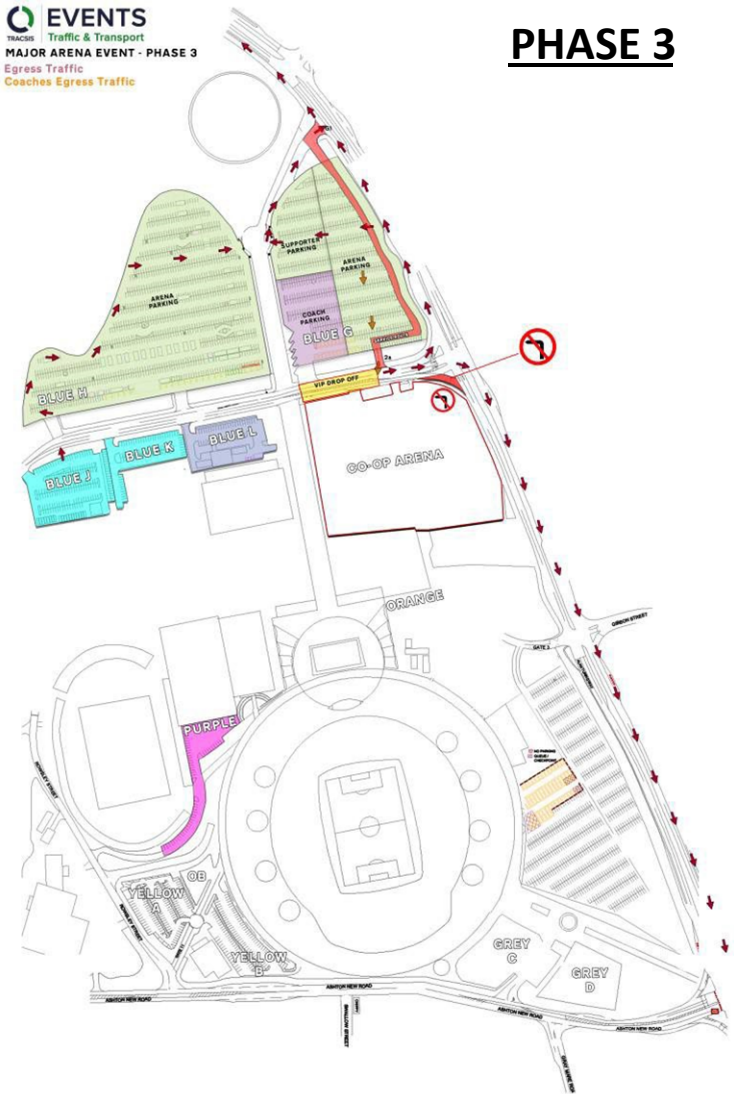
TRAFFIC MANAGEMENT REQUIRED

NLT into G for Northbound traffic except coaches & VIP's

PHASE 1

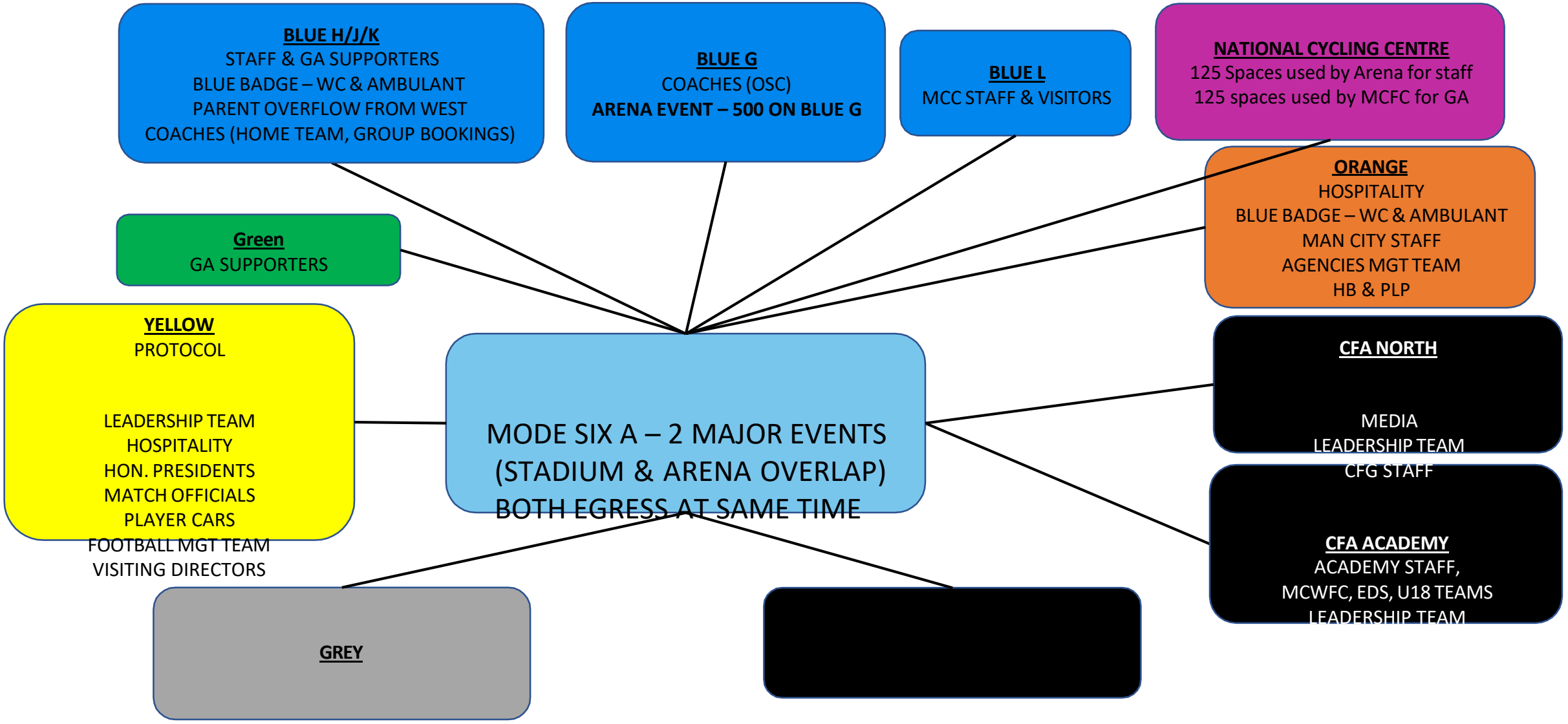


PHASE 3



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Etihad Campus Parking Model – Mode 6A – 2 MAJOR EVENTS (STADIUM & ARENA OVERLAP) – SITE USERS/VISITORS



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VISITING SUPPORTER COACHES
VISITING SUPPORTER BLUE BADGE

EMERGENCY SERVICES (GMP/NWAS/MEDICS)

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Etihad Campus Parking Model – Mode 6A – 2 Major events with 3hr+ gap – ALLOCATIONS

	A	B	G	H	J	K	L	Orange	Athletics	NCC	TOTAL
Existing Spaces	124	122	718	1258	129	105	90	1173	64	250	4033

- J: Further 24 spaces available but obscured by lockups

Mode 6: Major Stadium Event / Major Arena Event (Less than 3 hours separation means events are effectively coincident)

MCFC	124	122	68	958	129	105		1173		125	2804
MCC				300			90		64		454
Arena			500							125	625
Available											0
Total	124	122	568	1258	129	105	90	1173	64	250	3883

- Assumes 150 spaces in G held back for football coaches

- BAM using 18 of available spaces for Co-op Live

*Everything highlighted in yellow is subject to commercial agreements

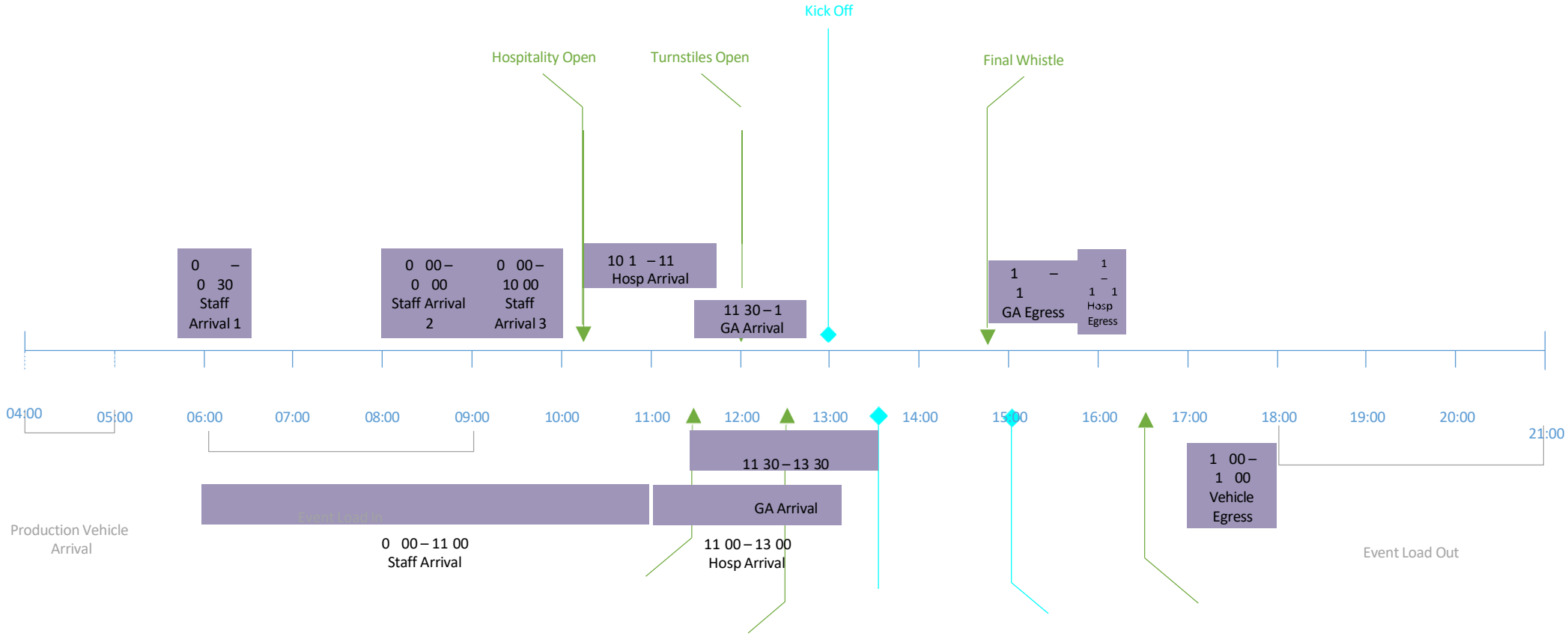
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*MCC to release any unrequired spaces to MCFC by 1 week prior to event
* If there is a medium size event, whilst there is no formal arrangement for space to be provided, all parties are open to negotiations, subject to availability

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Etihad Campus Parking Model – Mode 6A – 2 MAJOR EVENTS (STADIUM & ARENA OVERLAP) – TIMELINE

1pm KO at the Etihad and matinee at Co-op Live Arena



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Etihad Campus Parking Model – Mode 6A – 2 MAJOR EVENTS (STADIUM & ARENA OVERLAP) – TIMELINE



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Etihad Campus Parking Model – Mode 6 – 2 MAJOR EVENTS (STADIUM & ARENA OVERLAP) – OPERATIONS

PHASE 1

Stadium / Arena Ingress & Event Show Overlap – Staff ingress.

- Stadium Parking with Arena Blue G split (NE / SE Arena, NW Supporter Parking, SW Coaches)
- All other CP's operational as matchday parking
- Vehicles ingress through Gate 2
- Vehicles ingress Gate 3
- VIP drop off on SCW
- Service lane from Gate 1 to Gate 2a in operation.

PHASE 2

Stadium / Arena Ingress & Event Show Overlap – Supporter ingress.

- Stadium Parking with Arena Blue G split (NE / SE Arena, NW Supporter Parking, SW Coaches)
- All other CP's operational as matchday parking
- Vehicles ingress through Gate 2 & Gate 2a.
- Vehicles ingress Gate 3
- VIP drop off on SCW
- Service lane from Gate 1 to Gate 2a in operation.

TRAFFIC MANAGEMENT REQUIRED

Matchday road closure/NRT deployment

- ANR
- Frost Street
- Briscoe Lane

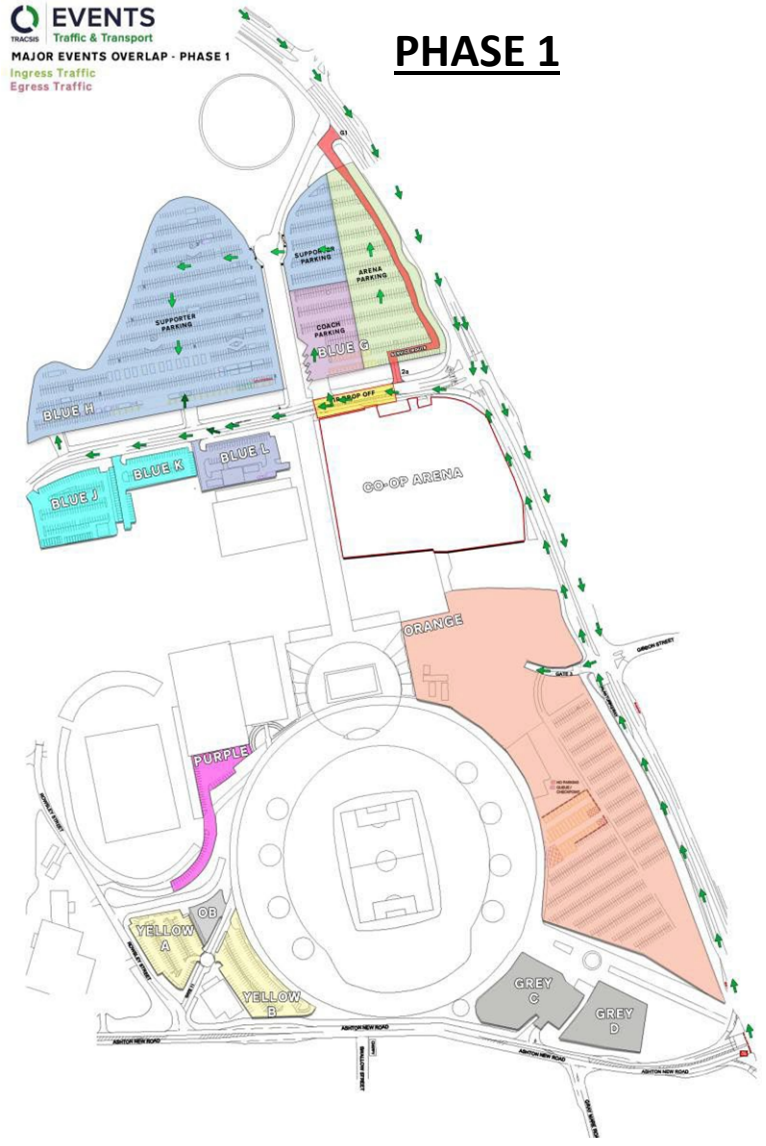
Matchday signal control

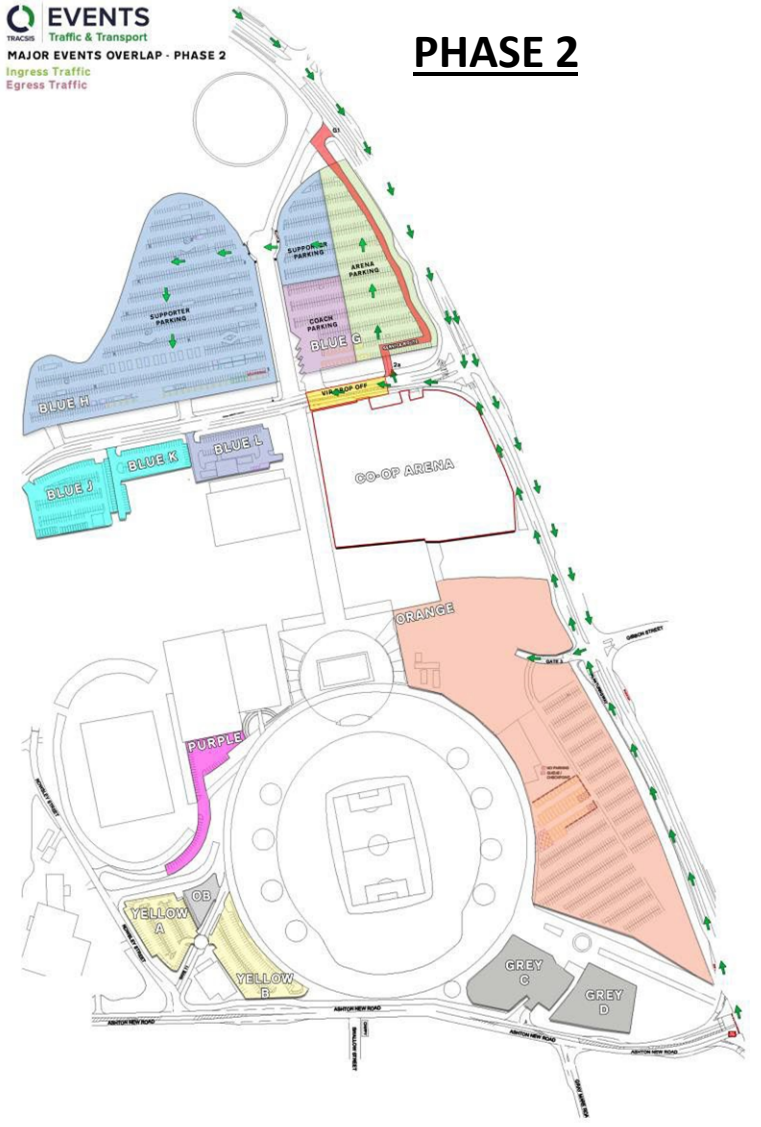
- ATW/ANR
- Gate 3
- Gate 2
- Gate 1
- Bradford Road
- Oldham Road

Parking Restrictions

VMS

Event directional signage





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Etihad Campus Parking Model – Mode 6 – 2 MAJOR EVENTS (STADIUM & ARENA OVERLAP) – OPERATIONS

PHASE 3

Stadium Match starts to egress – Arena still ongoing

- Ingress route for late arrivals, & MCC arrivals Stop/Go operation
- Parking areas as above
- Stadium egress from Blue H / G (NW) Orange
- VIP drop off on SCW (SCW closed)
- Service lane from Gate 1 to Gate 2a in operation.

PHASE 4

Arena Egress map

- Vehicles egress Gate 1 & 2a
- Coaches egress Gate 2a
- Service lane from Gate 1 to Gate 2a in operation.

TRAFFIC MANAGEMENT REQUIRED

Matchday road closure/NRT deployment

- ANR
- Frost Street
- Briscoe Lane

Matchday signal control

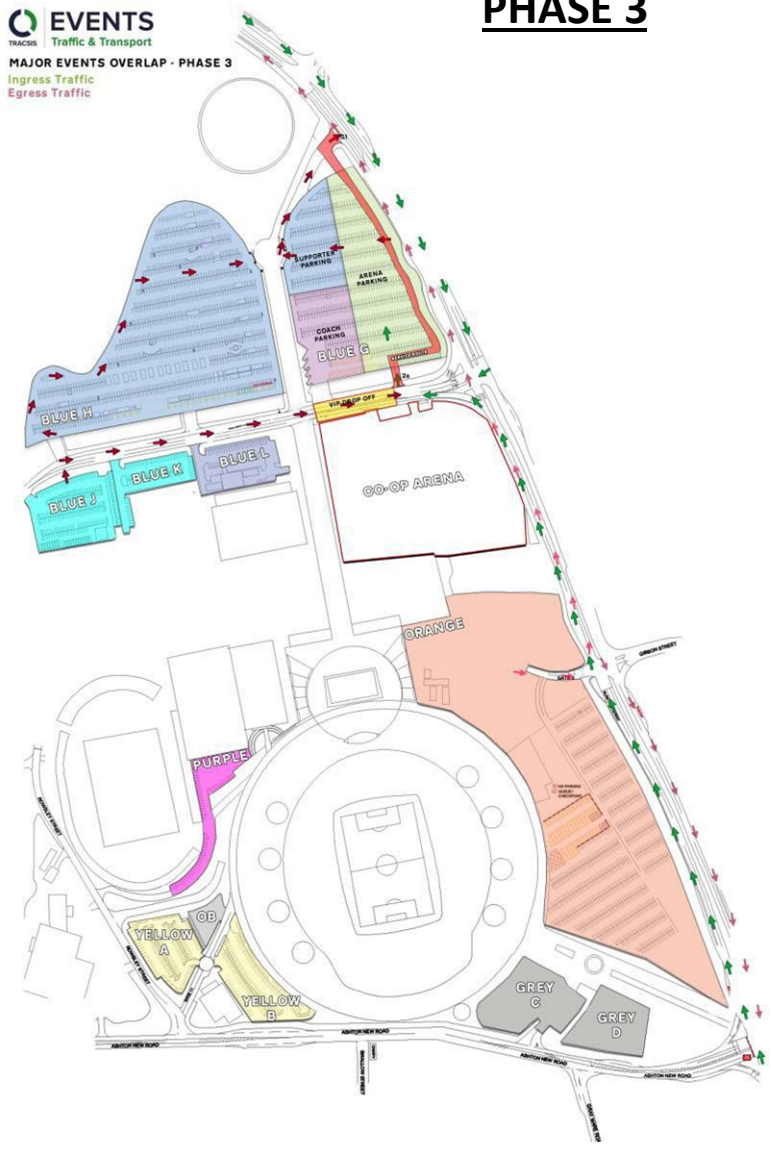
- ATW/ANR
- Gate 3
- Gate 2
- Gate 1
- Bradford Road
- Oldham Road

Parking Restrictions

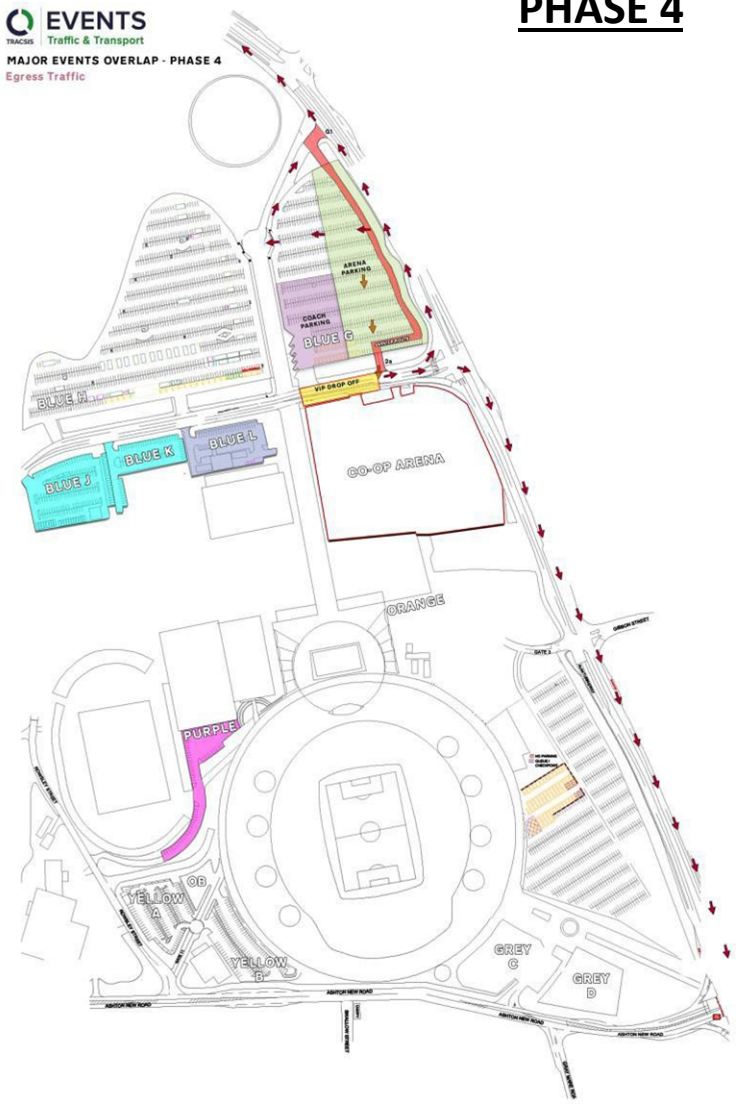
VMS

Event directional signage

PHASE 3



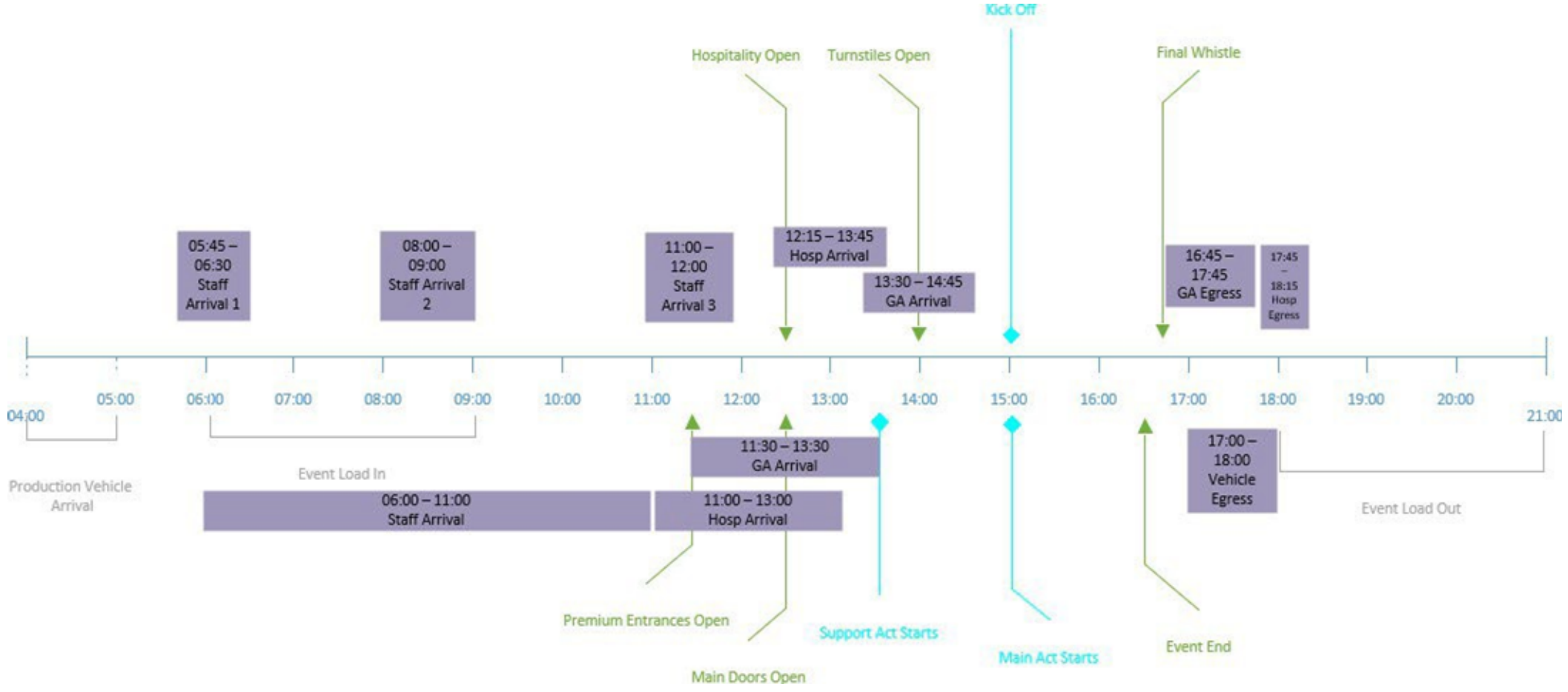
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Etihad Campus Parking Model – Mode 6A – 2 MAJOR EVENTS (STADIUM & ARENA OVERLAP) – TIMELINE

3pm KO at the Etihad and matinee at Co-op Live Arena



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Etihad Campus Parking Model – Mode 6A – 2 MAJOR EVENTS (STADIUM & ARENA OVERLAP) – OPERATIONS

PHASE 1

Stadium / Arena Ingress & Event Show Overlap

- Stadium Parking with Arena Blue G split (NE / SE Arena, NW Supporter Parking, SW Coaches)
- All other CP's operational as matchday parking
- Vehicles ingress through Gate 2 & 2a
- Vehicles ingress Gate 3
- VIP drop off on SCW

PHASE 2

Arena Show & Stadium match in progress

PHASE 3

Arena and Stadium egress

- Vehicles egress Gates 1, 2 and 2a
- Coaches egress Gate 2a

TRAFFIC MANAGEMENT REQUIRED

Matchday road closure/NRT deployment

- ANR
- Frost Street
- Briscoe Lane

Matchday signal control

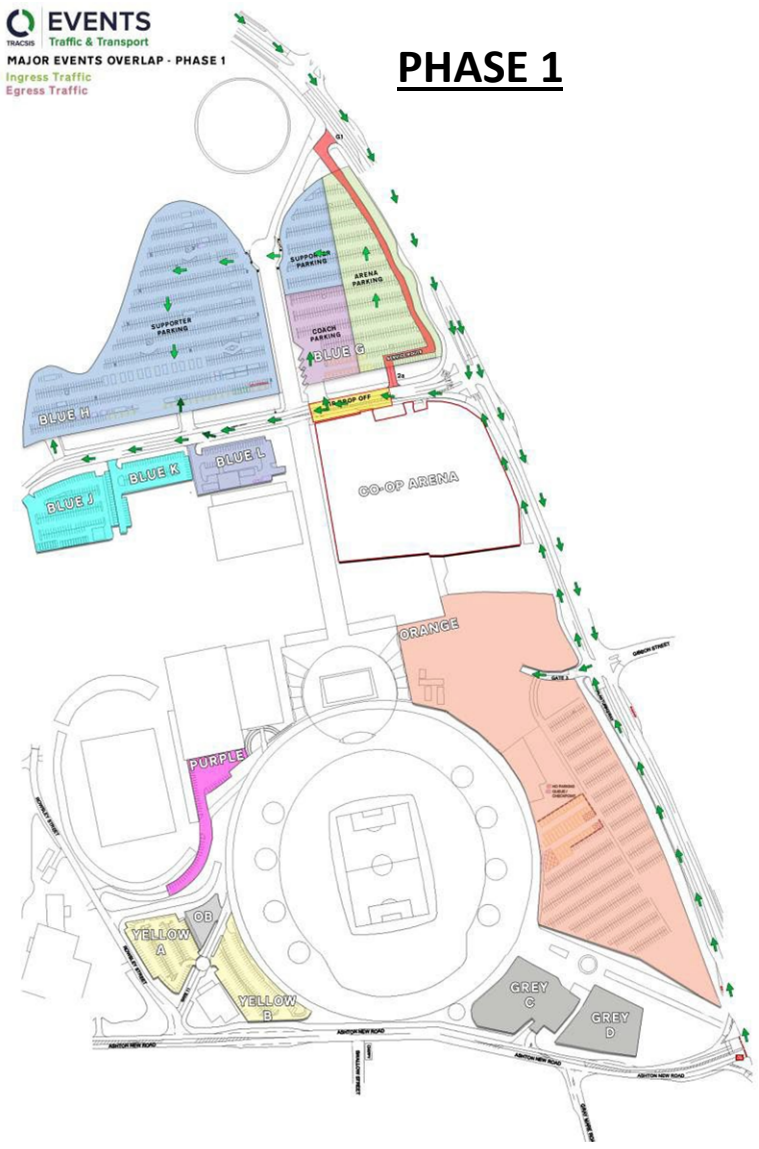
- ATW/ANR
- Gate 3
- Gate 2
- Gate 1
- Bradford Road
- Oldham Road

Parking Restrictions

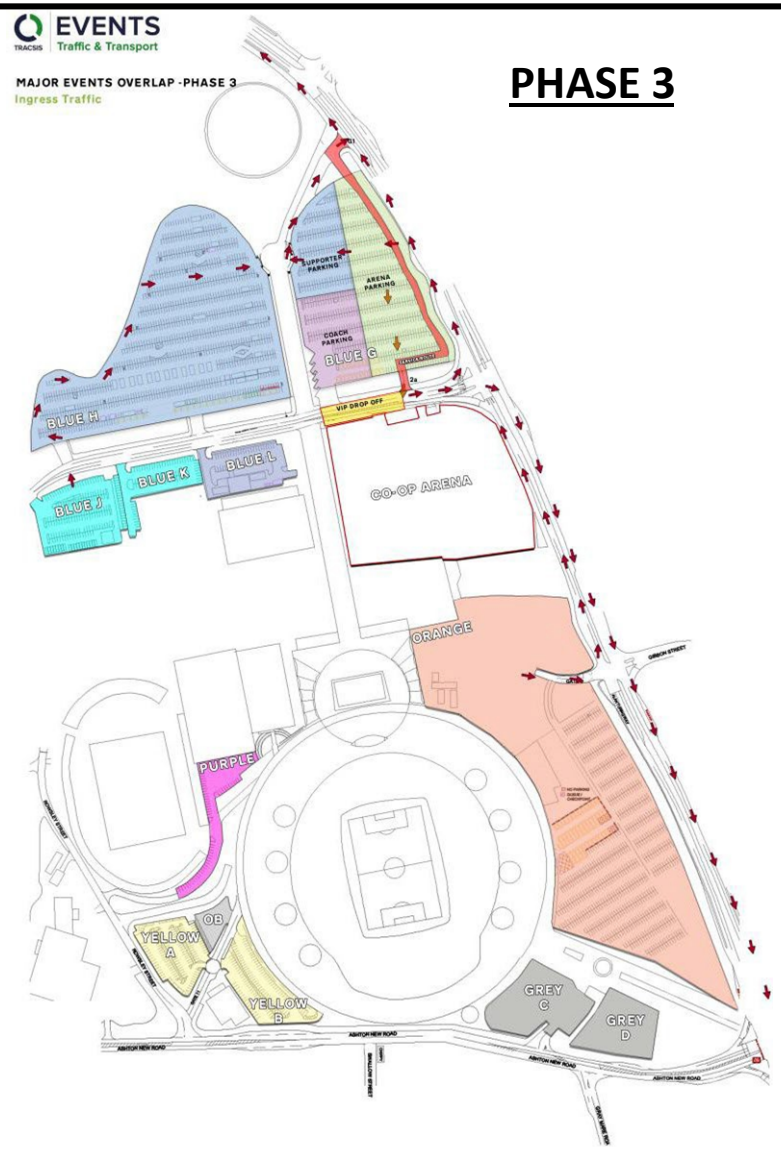
VMS

Event directional signage

PHASE 1

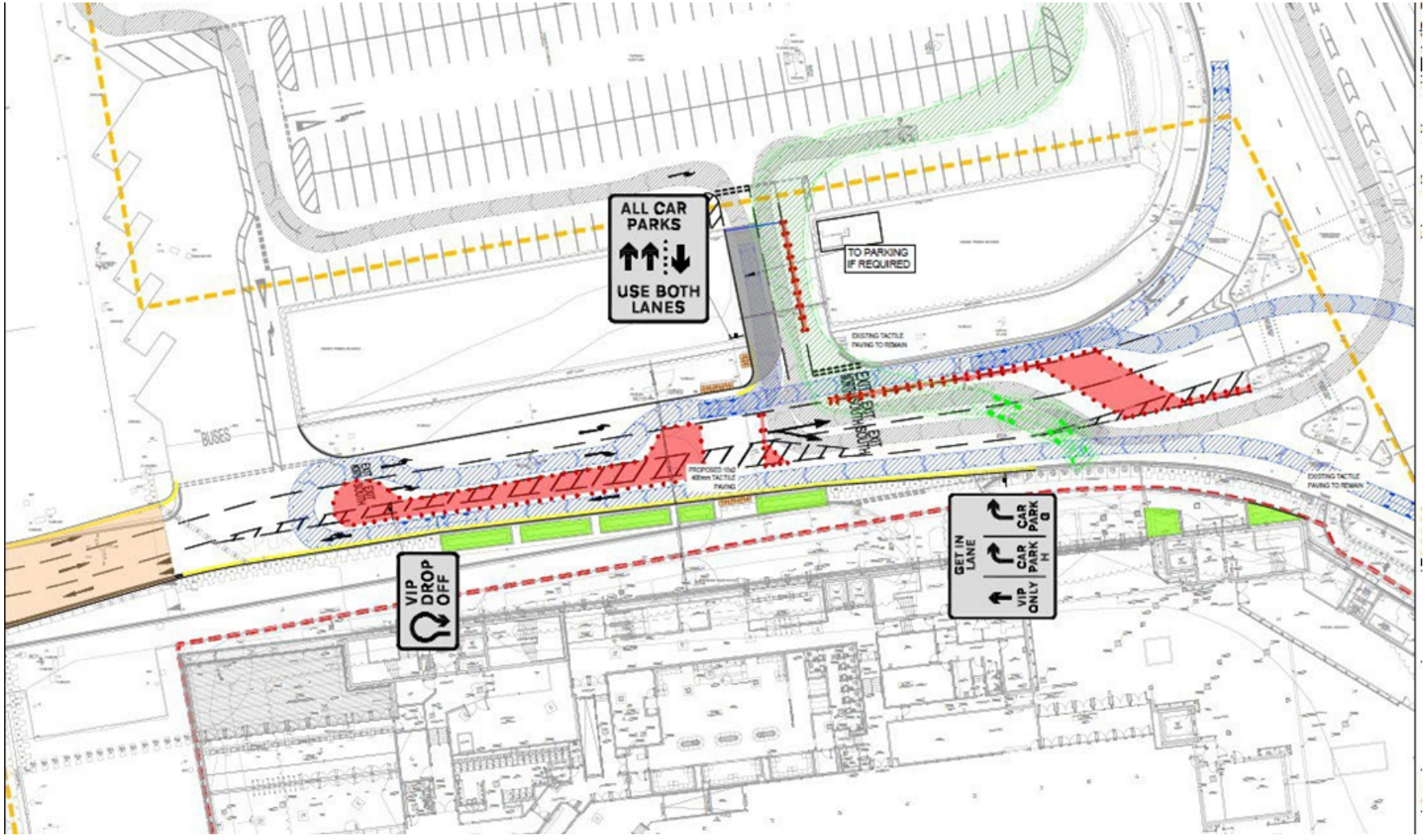


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Etihad Campus Parking Model – Mode 6A – 2 MAJOR EVENTS (STADIUM & ARENA OVERLAP) – VIP Drop Off



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Etihad Campus Parking Model – Mode 6B – 2 MAJOR EVENTS (STADIUM & MCC OVERLAP) – SITE USERS/VISITORS

BLUE G/H/J/K
STAFF & GA SUPPORTERS
BLUE BADGE – WC & AMBULANT
PARENT OVERFLOW FROM WEST
COACHES (OSC)
COACHES (HOME TEAM, GROUP BOOKINGS)
300 SPACES FOR MCC EVENT

BLUE L
MCC STAFF & VISITORS

NATIONAL CYCLING CENTRE
250 SPACES USED BY MCC

Green

GA SUPPORTERS

ORANGE
HOSPITALITY
BLUE BADGE – WC & AMBULANT

MAN CITY STAFF
AGENCIES MGT TEAM
HB & PLP

YELLOW
PROTOCOL

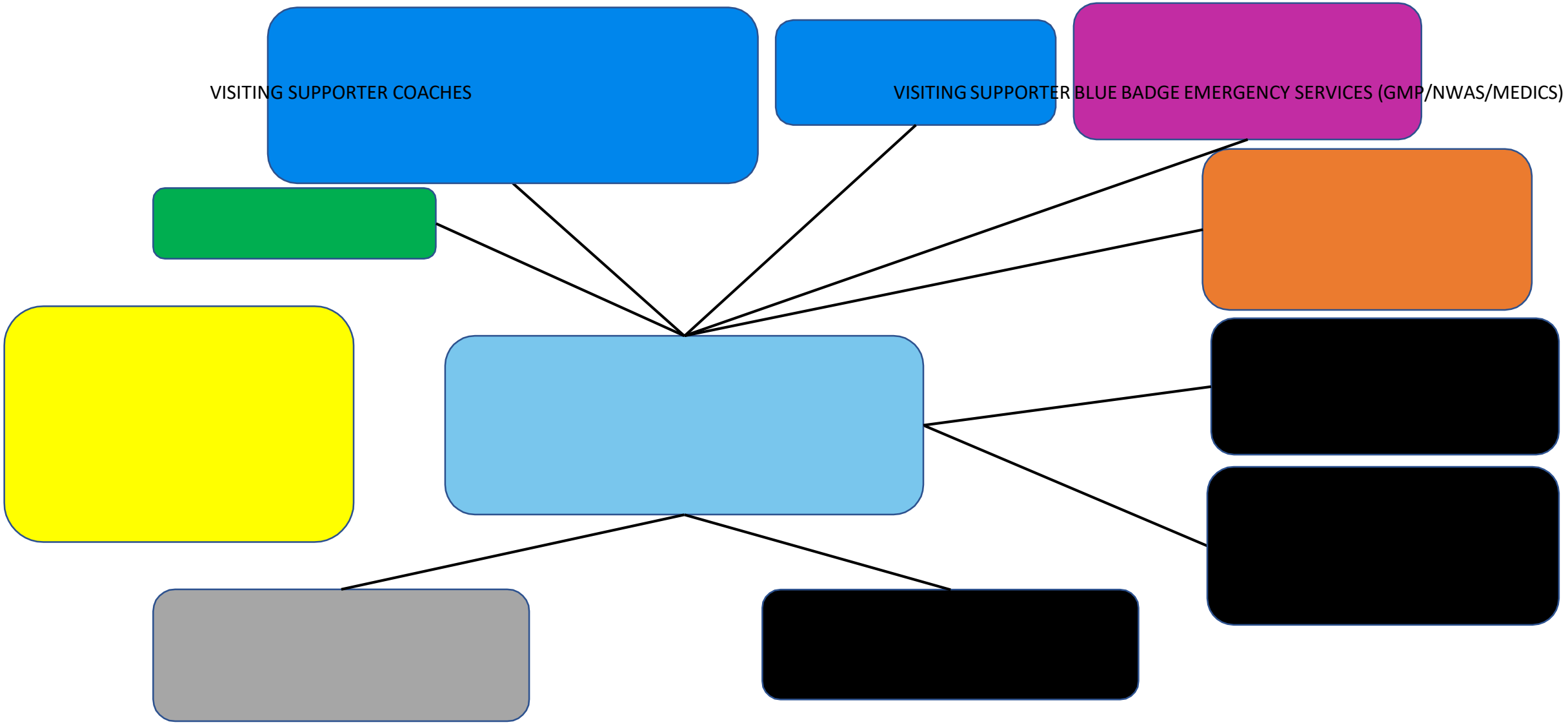
LEADERSHIP TEAM
HOSPITALITY
HON. PRESIDENTS
MATCH OFFICIALS
PLAYER CARS
FOOTBALL MGT TEAM
VISITING DIRECTORS

MODE SIX B – 2 MAJOR EVENTS
(STADIUM & MCC OVERLAP)
BOTH EGRESS AT SAME TIME

GREY

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Etihad Campus Parking Model – Mode 6B – 2 MAJOR EVENTS (STADIUM & MCC OVERLAP) – SITE USERS/VISITORS



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Etihad Campus Parking Model – Mode 6B – 2 MAJOR EVENTS (STADIUM & MCC OVERLAP) – SITE USERS/VISITORS

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Etihad Campus Parking Model – Mode 6B – MAJOR EVENTS (STADIUM & MCC OVERLAP) – ALLOCATIONS

	A	B	G	H	J	K	L	Orange	Athletics	NCC	TOTAL
Existing Spaces	124	122	718	1258	129	105	90	1173	64	250	4033

- J: Further 24 spaces available but obscured by lockups

Mode 6: Major Stadium Event / Major MCC Event (Less than 3 hours separation means events are effectively coincident)

											0
MCFC	124	122	568	958	129	105		1173			3179
MCC				300			90		64	250	704
Arena											0
Available											0
Total	124	122	568	1258	129	105	90	1173	64	250	3883

- Assumes 150 spaces in G held back for football coaches
- Assumes Club may agree to provide some additional spaces to MCC if size of MCC Event requires

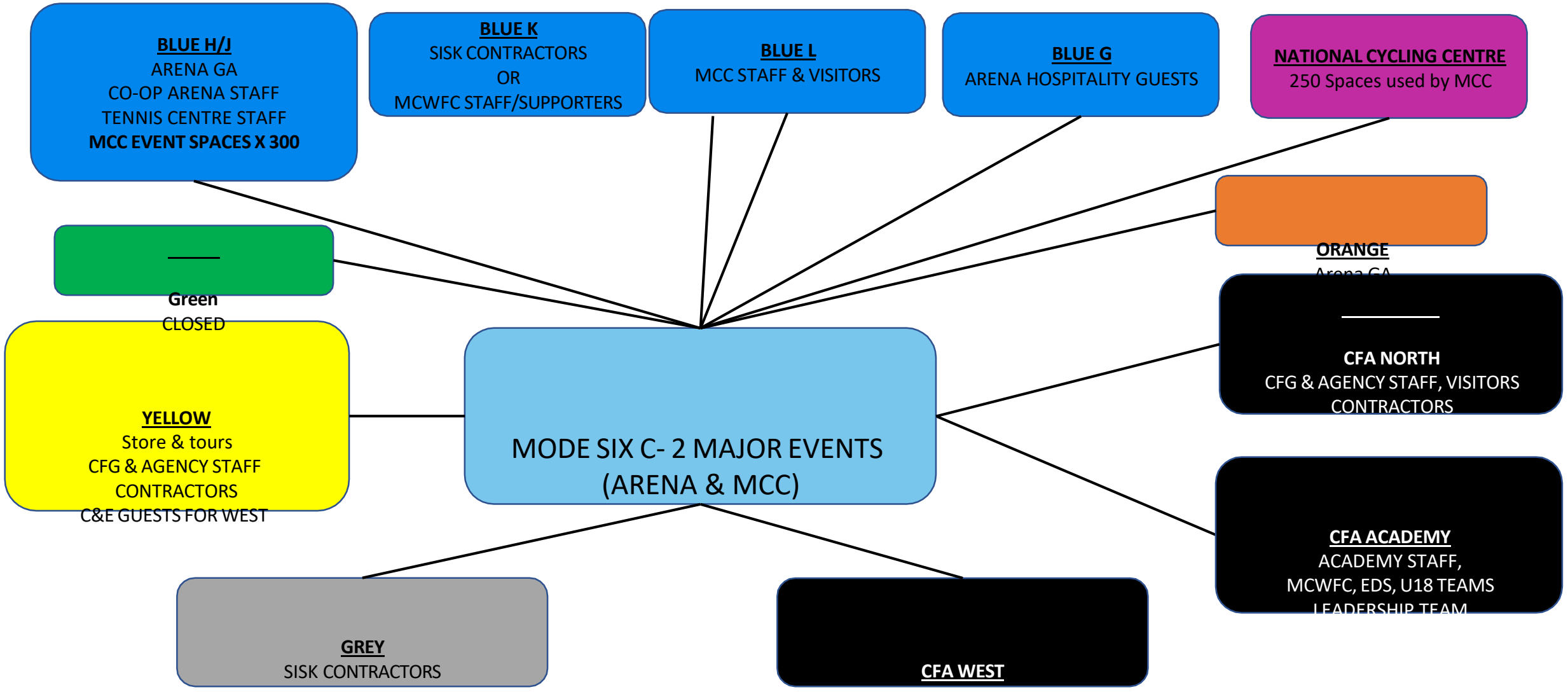
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*MCC to release any unrequired spaces to MCFC by 1 week prior to event
* If there is a medium size event, whilst there is no formal arrangement for space to be provided, all parties are open to negotiations, subject to availability

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Etihad Campus Parking Model – Mode 6C – 2 MAJOR EVENTS (ARENA & MCC OVERLAP) – SITE USERS/VISITORS



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OR

MCWFC STAFF/SUPPORTERS

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Etihad Campus Parking Model – Mode 6C – MAJOR EVENTS (Arena & MCC OVERLAP) – ALLOCATIONS

	A	B	G	H	J	K	L	Orange	Athletics	NCC	TOTAL
Existing Spaces	124	122	718	1258	129	105	90	1173	64	250	4033

- J: Further 24 spaces available but obscured by lockups

Mode 6: Major Arena Event / Major MCC Event (Less than 3 hours separation means events are effectively coincident)

											0
MCFC	124	122				105					351
MCC				300			90		64	250	704
Arena			718	958	129			1173			2978
Available				0				0			0
Total	124	122	718	1258	129	105	90	1173	64	250	4033

- Assumes all available spaces made available to MCC
- Assumes Arena may agree to provide some additional spaces to MCC if size of MCC Event requires

- BAM using 258 of available spaces for Co-op Live

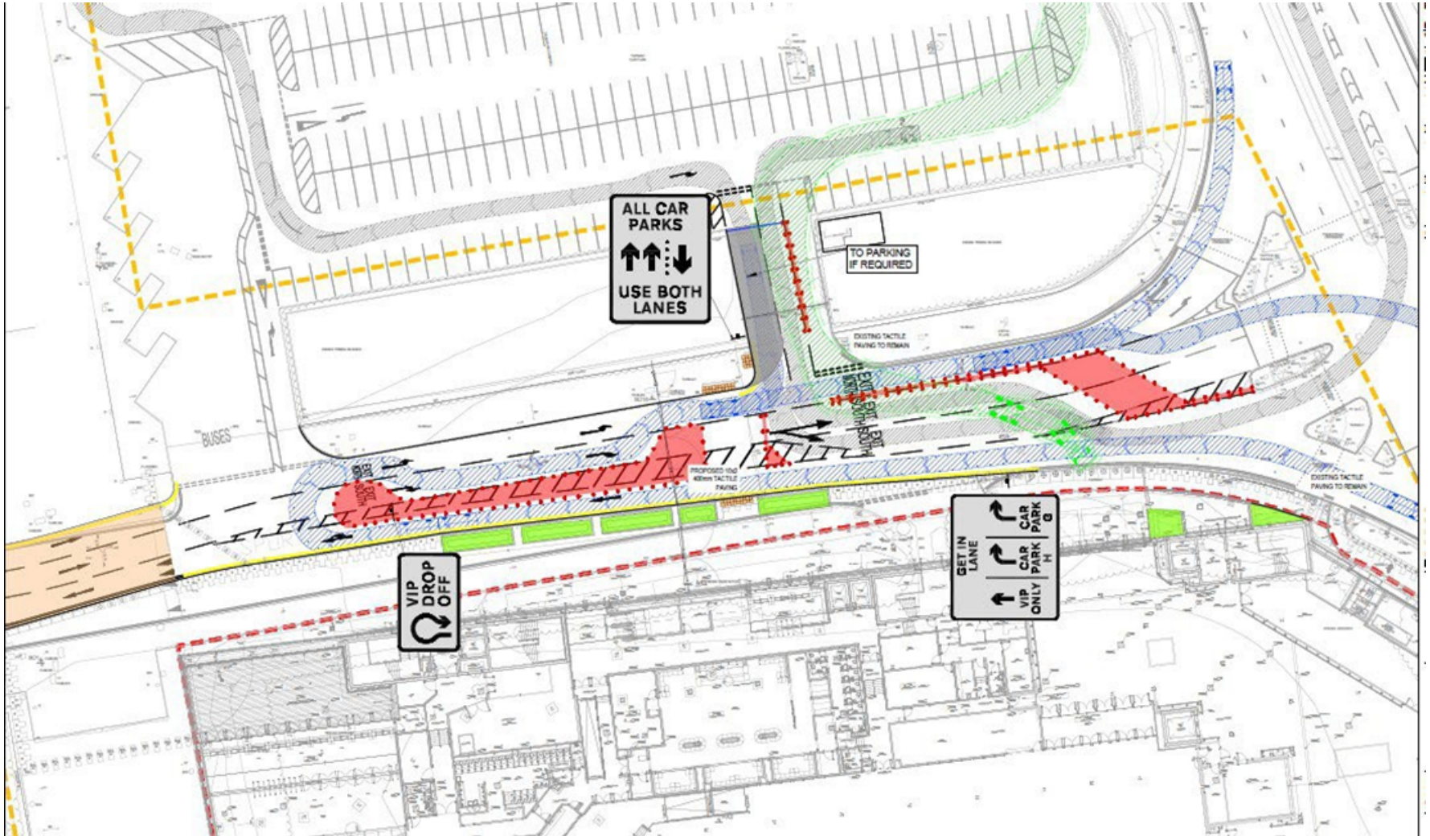
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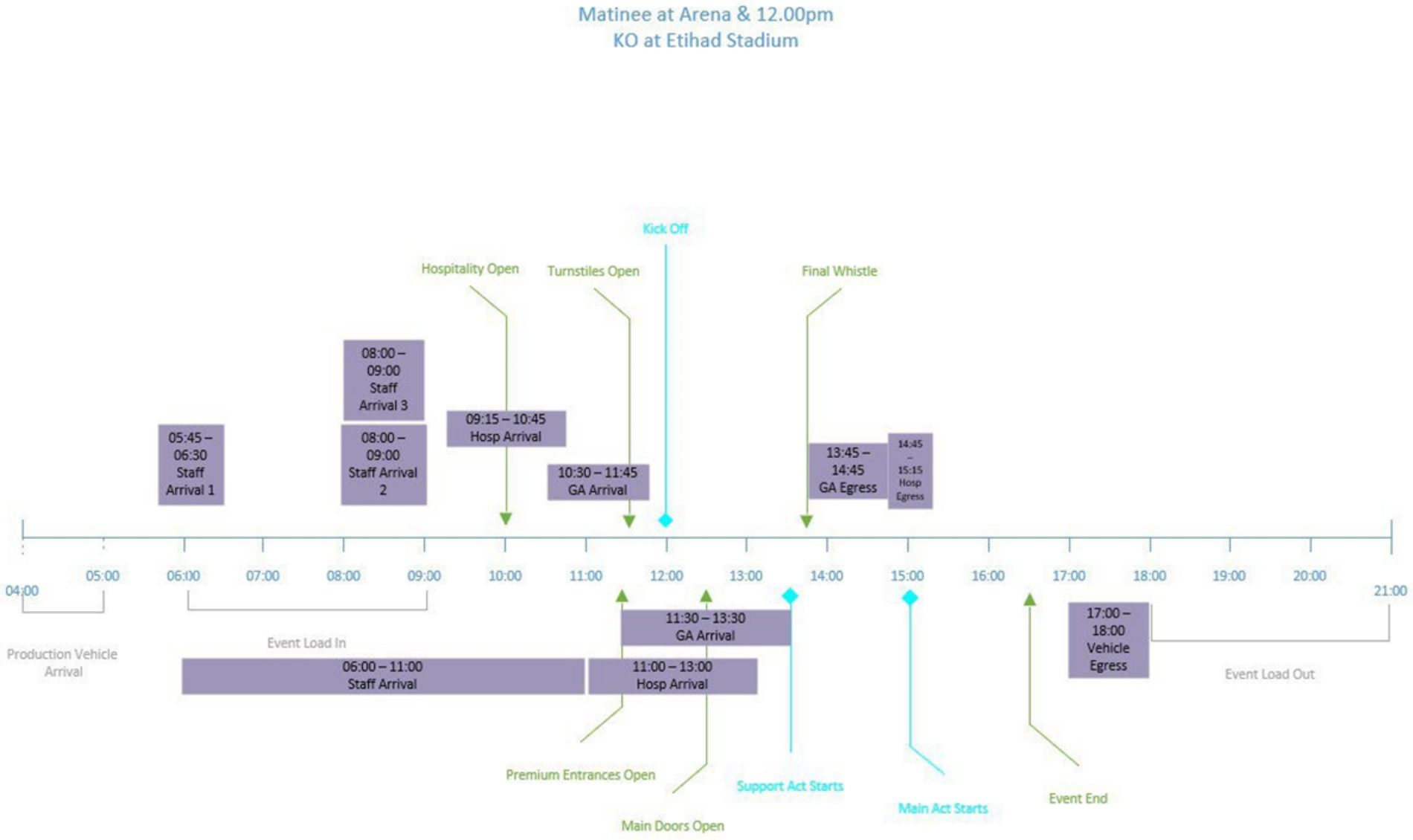
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Etihad Campus Parking Model – Mode 6A – 2 MAJOR EVENTS (STADIUM & ARENA OVERLAP) – VIP Drop Off



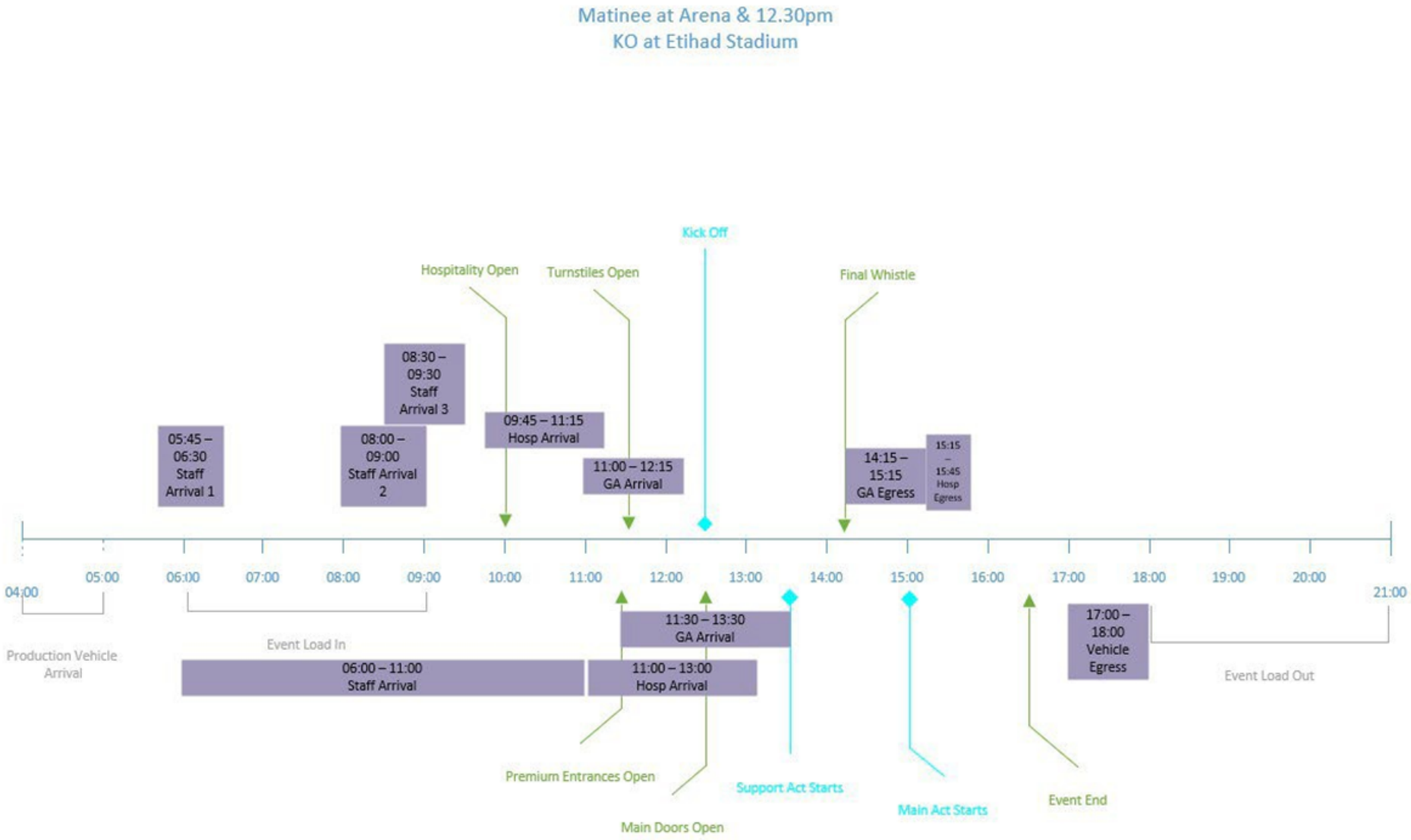
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Etihad Campus Parking Model – Mode 6A – MAJOR EVENTS (STADIUM & ARENA OVERLAP) – TIMELINES



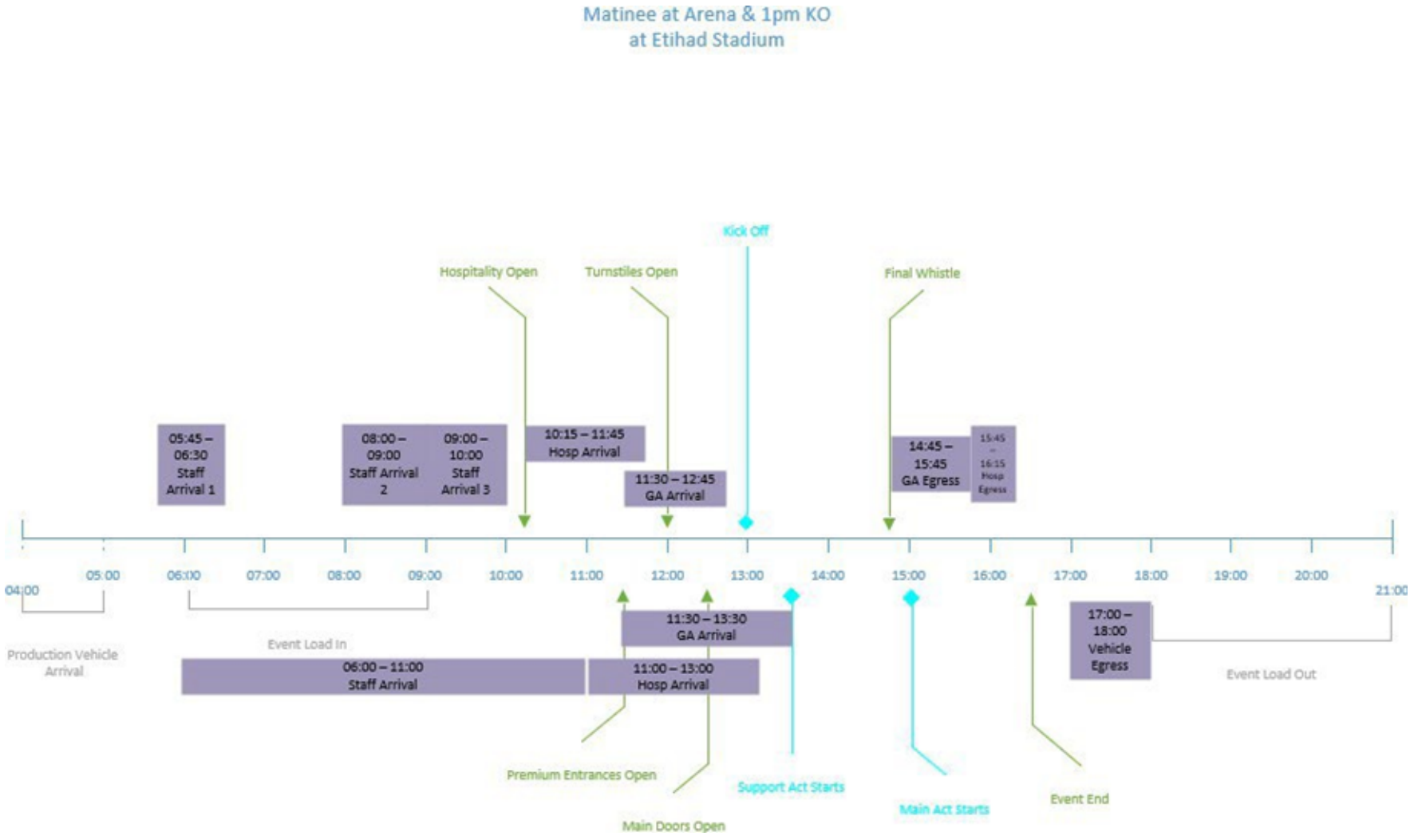
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Etihad Campus Parking Model – Mode 6A – MAJOR EVENTS (STADIUM & ARENA OVERLAP) – TIMELINES



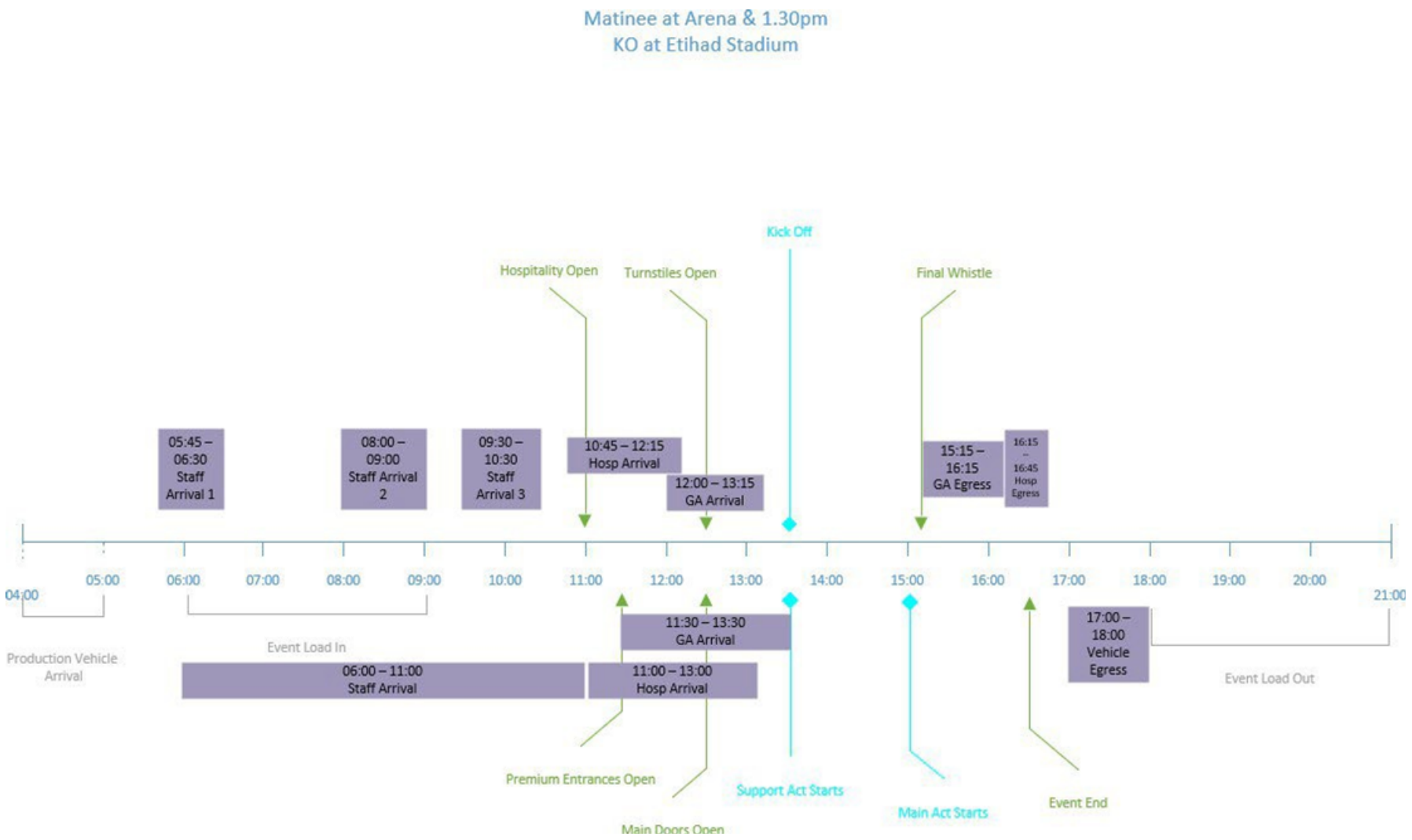
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Etihad Campus Parking Model – Mode 6A – MAJOR EVENTS (STADIUM & ARENA OVERLAP) – TIMELINES



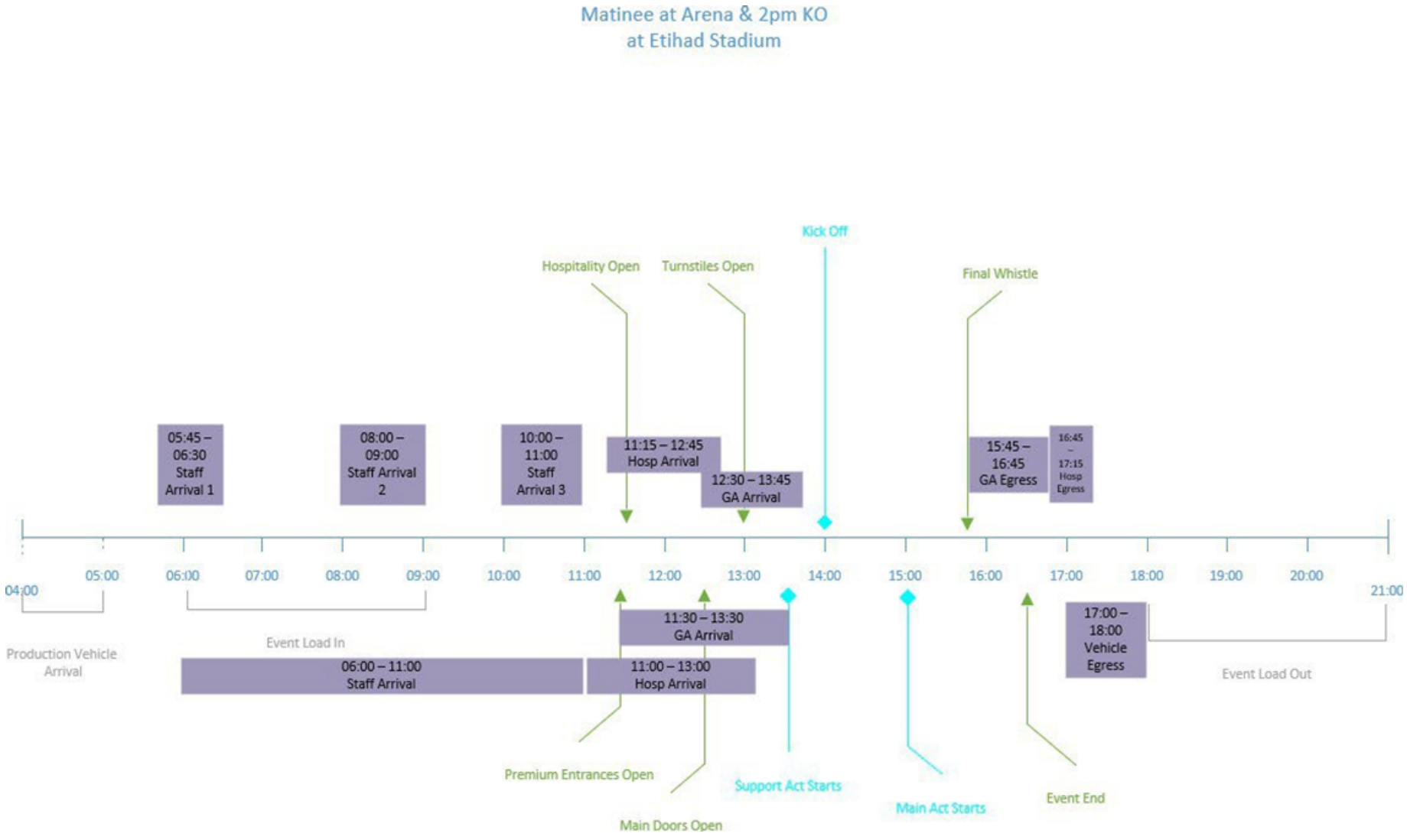
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Etihad Campus Parking Model – Mode 6A – MAJOR EVENTS (STADIUM & ARENA OVERLAP) – TIMELINES



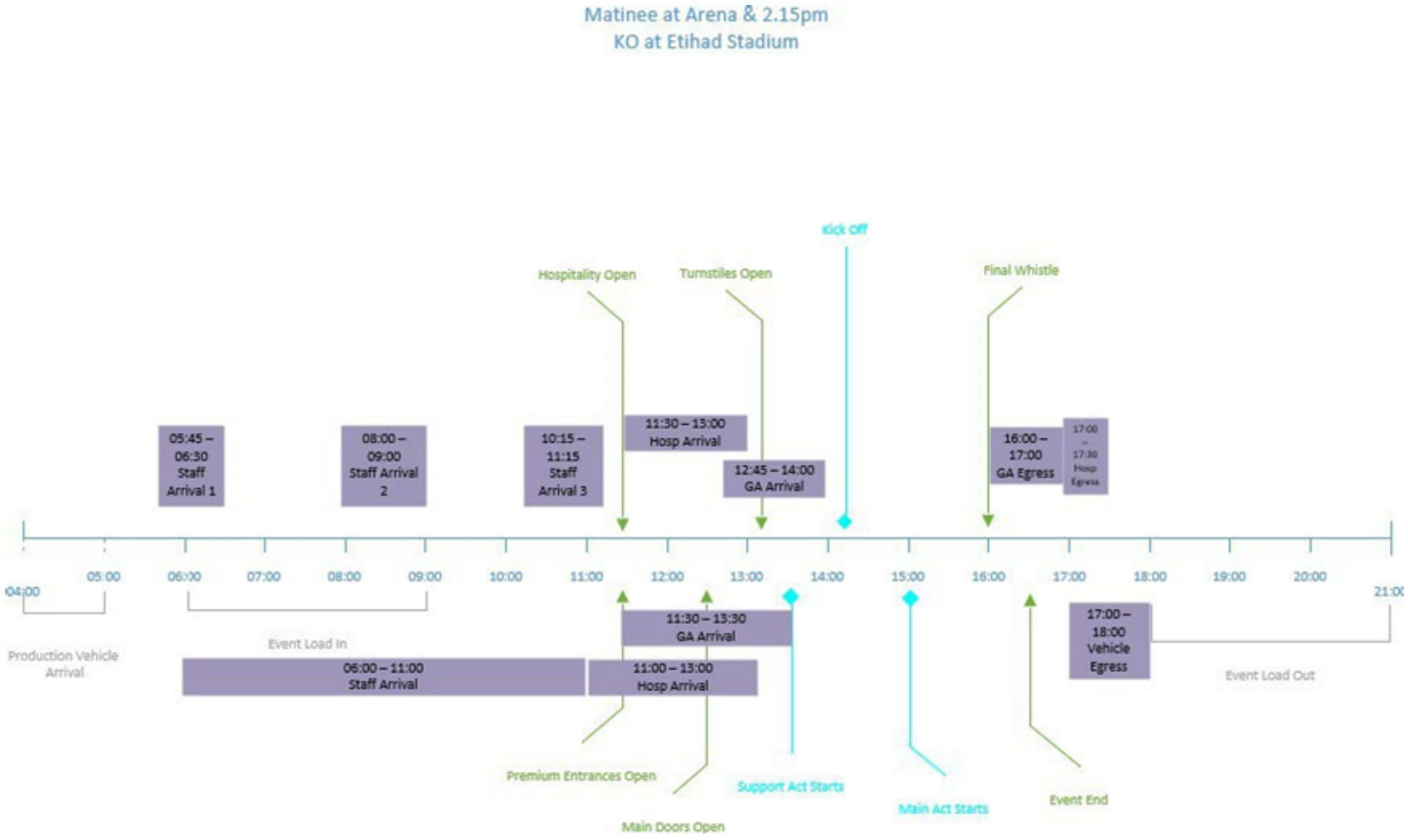
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Etihad Campus Parking Model – Mode 6A – MAJOR EVENTS (STADIUM & ARENA OVERLAP) – TIMELINES



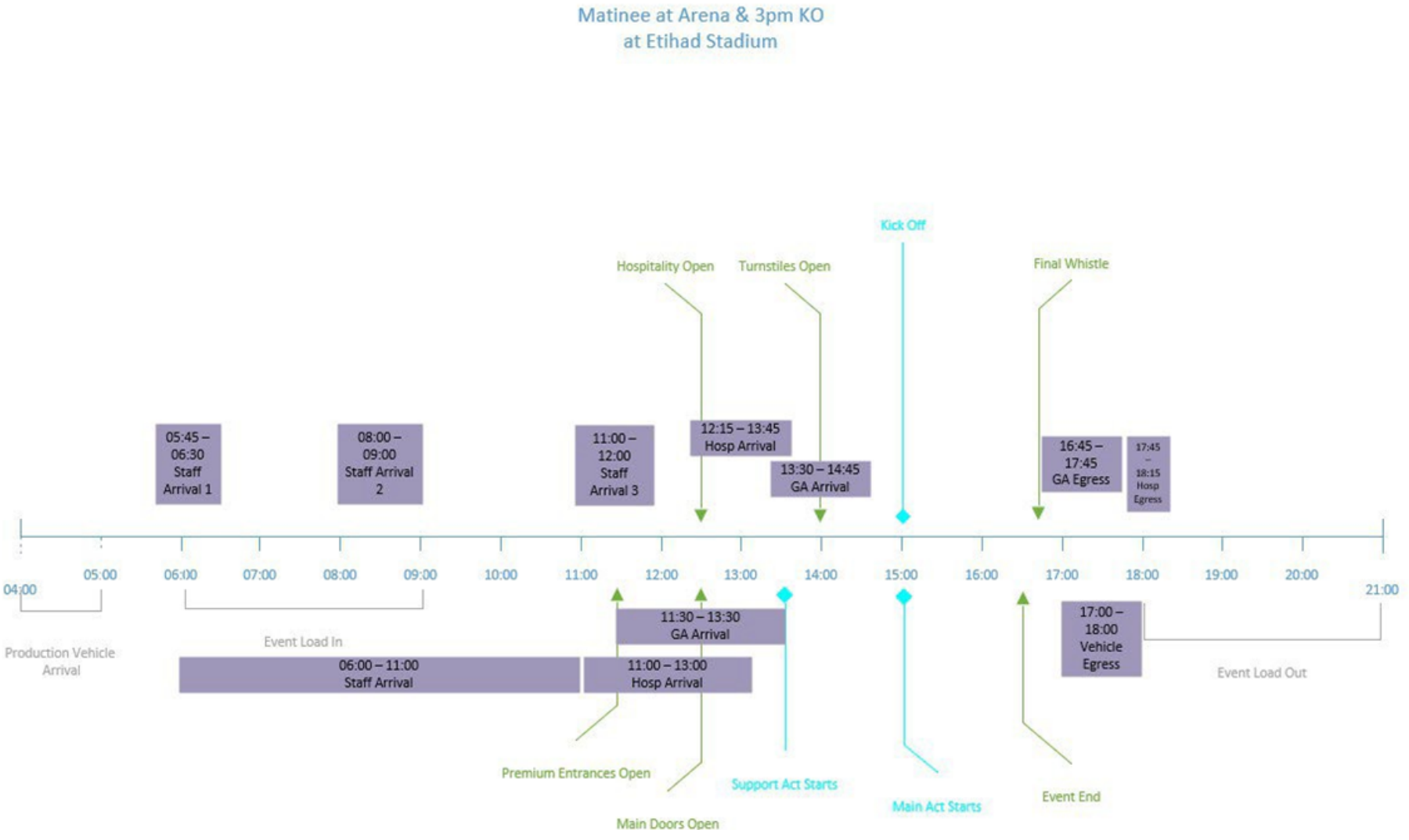
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Etihad Campus Parking Model – Mode 6A – MAJOR EVENTS (STADIUM & ARENA OVERLAP) – TIMELINES



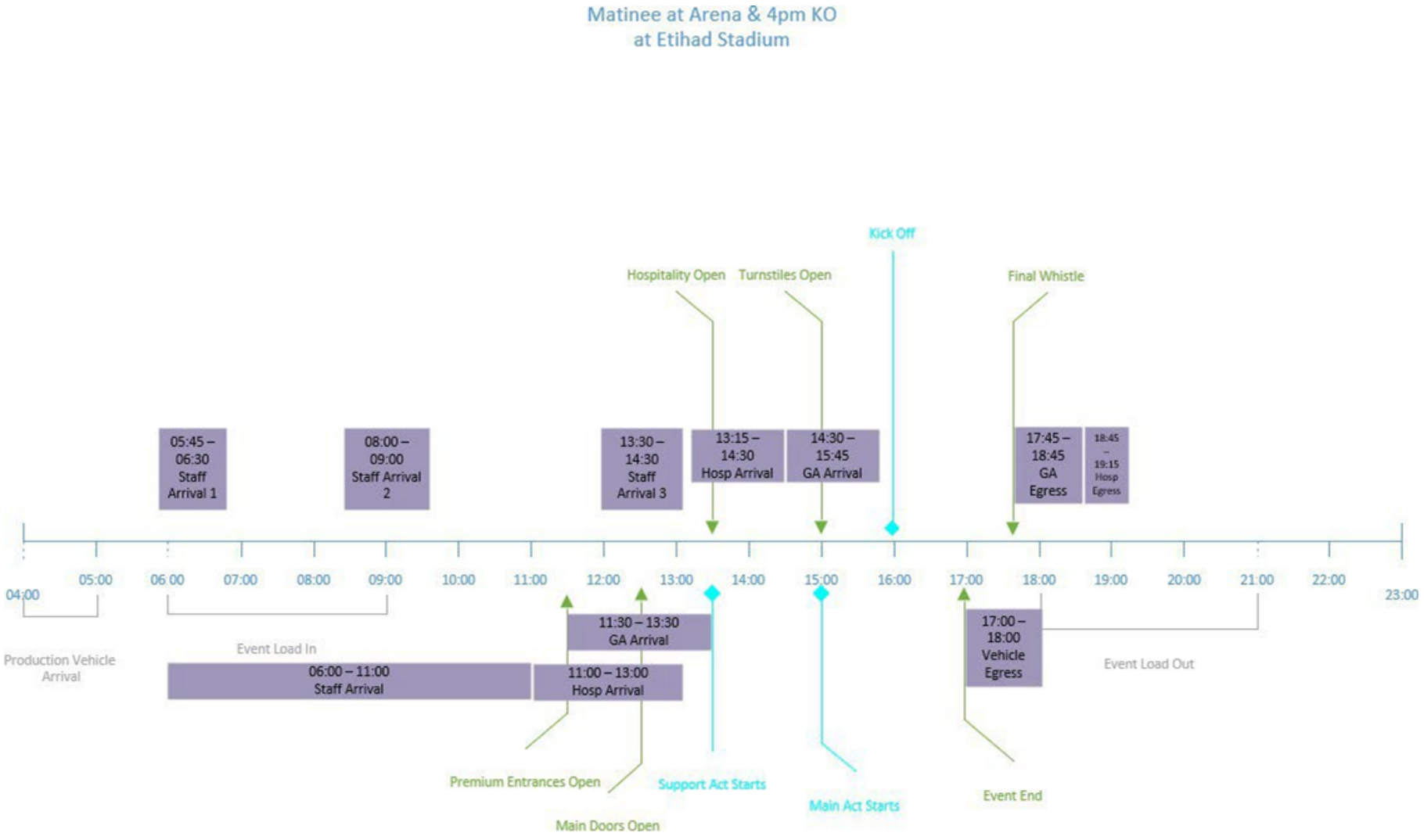
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Etihad Campus Parking Model – Mode 6A – MAJOR EVENTS (STADIUM & ARENA OVERLAP) – TIMELINES



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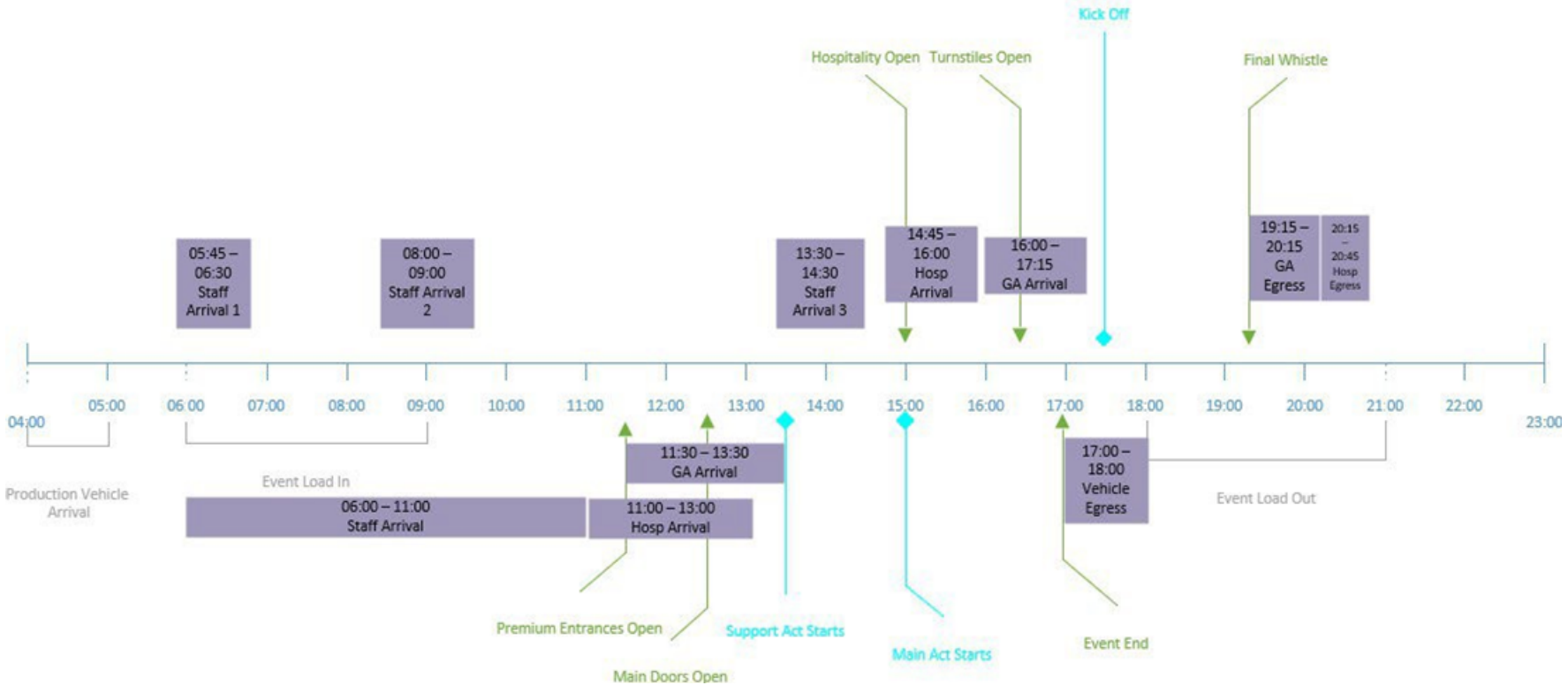
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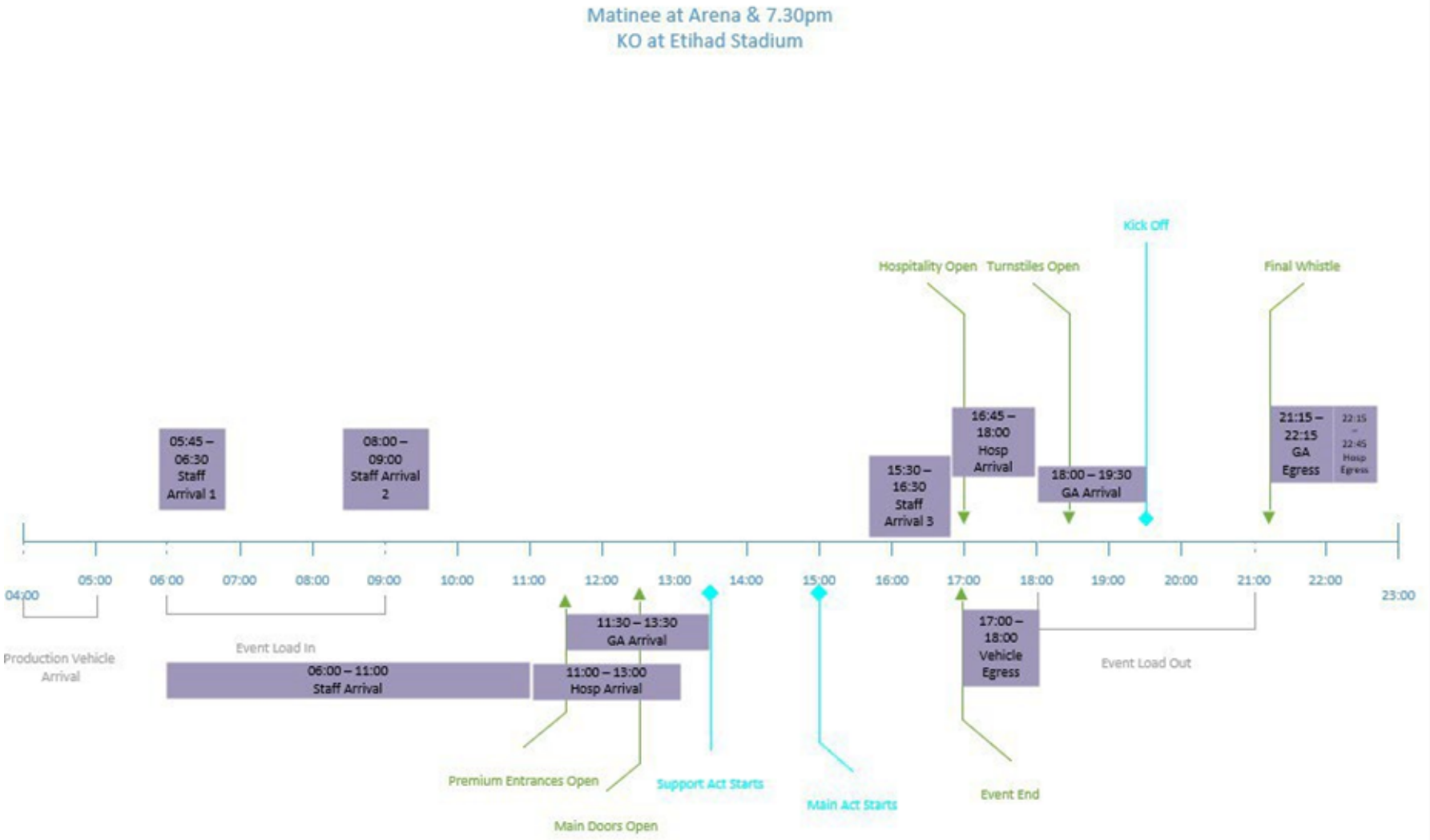
Etihad Campus Parking Model – Mode 6A – MAJOR EVENTS (STADIUM & ARENA OVERLAP) – TIMELINES

Matinee at Arena & 5.30pm
KO at Etihad Stadium



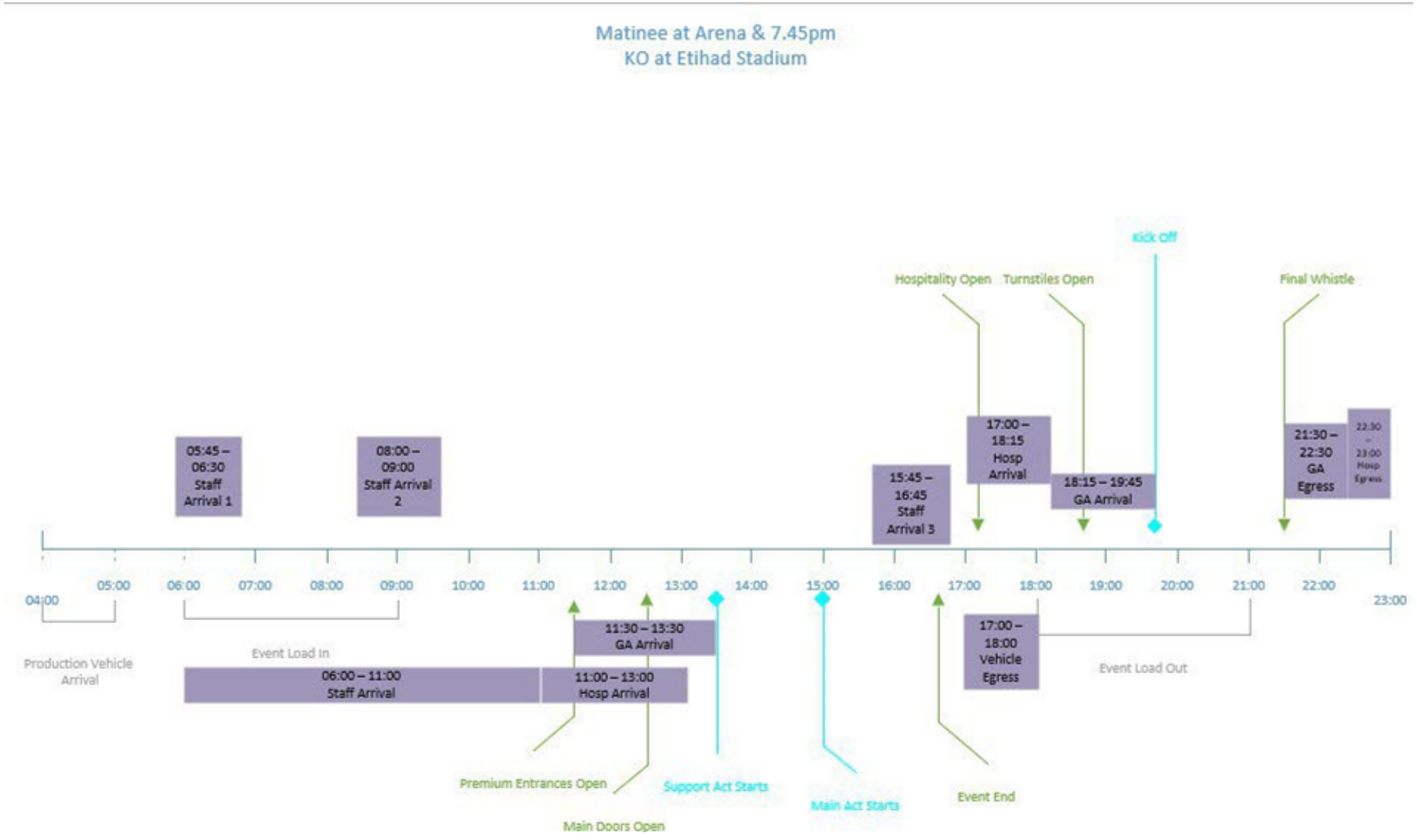
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Etihad Campus Parking Model – Mode 6A – MAJOR EVENTS (STADIUM & ARENA OVERLAP) – TIMELINES



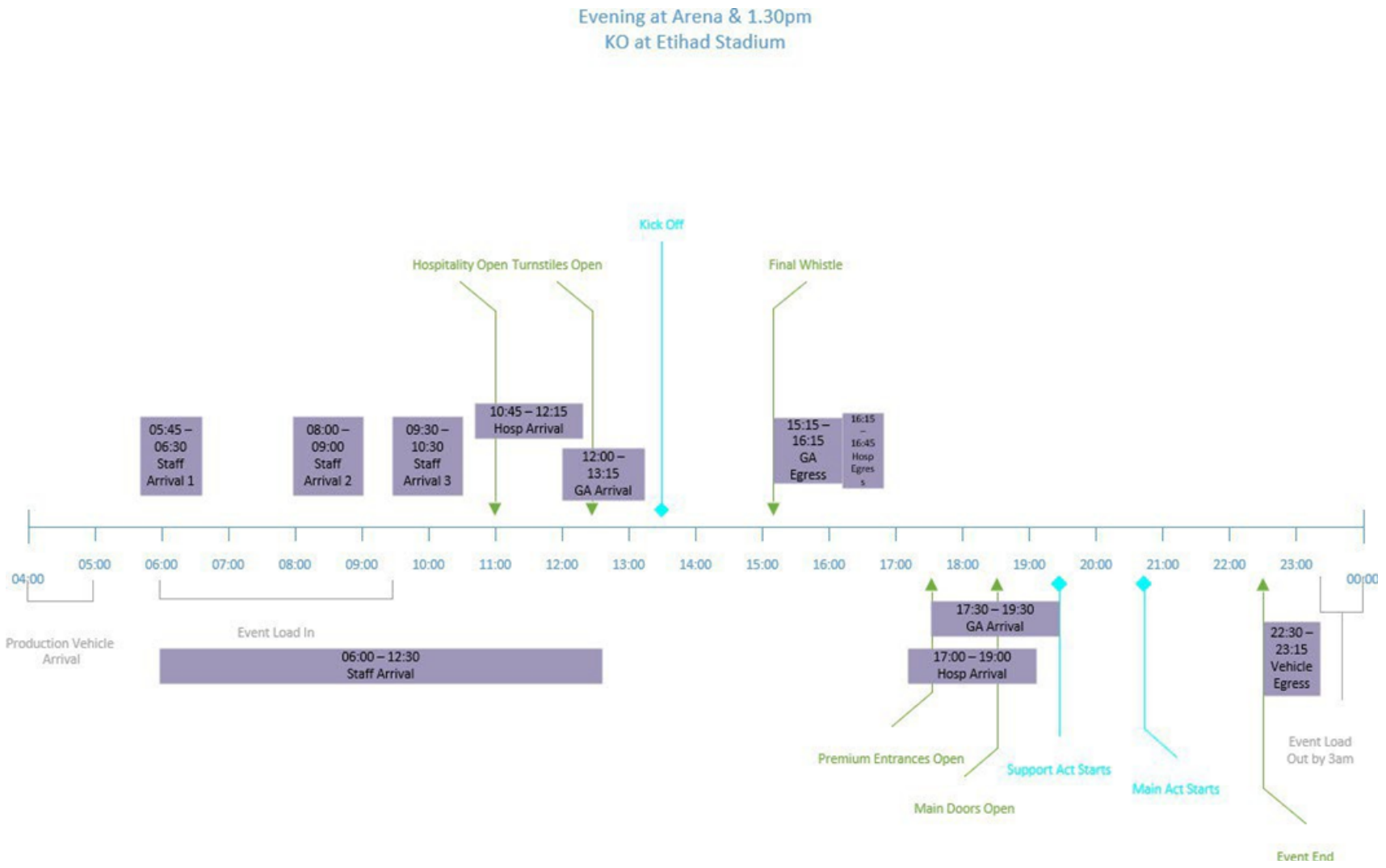
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Etihad Campus Parking Model – Mode 6A – MAJOR EVENTS (STADIUM & ARENA OVERLAP) – TIMELINES



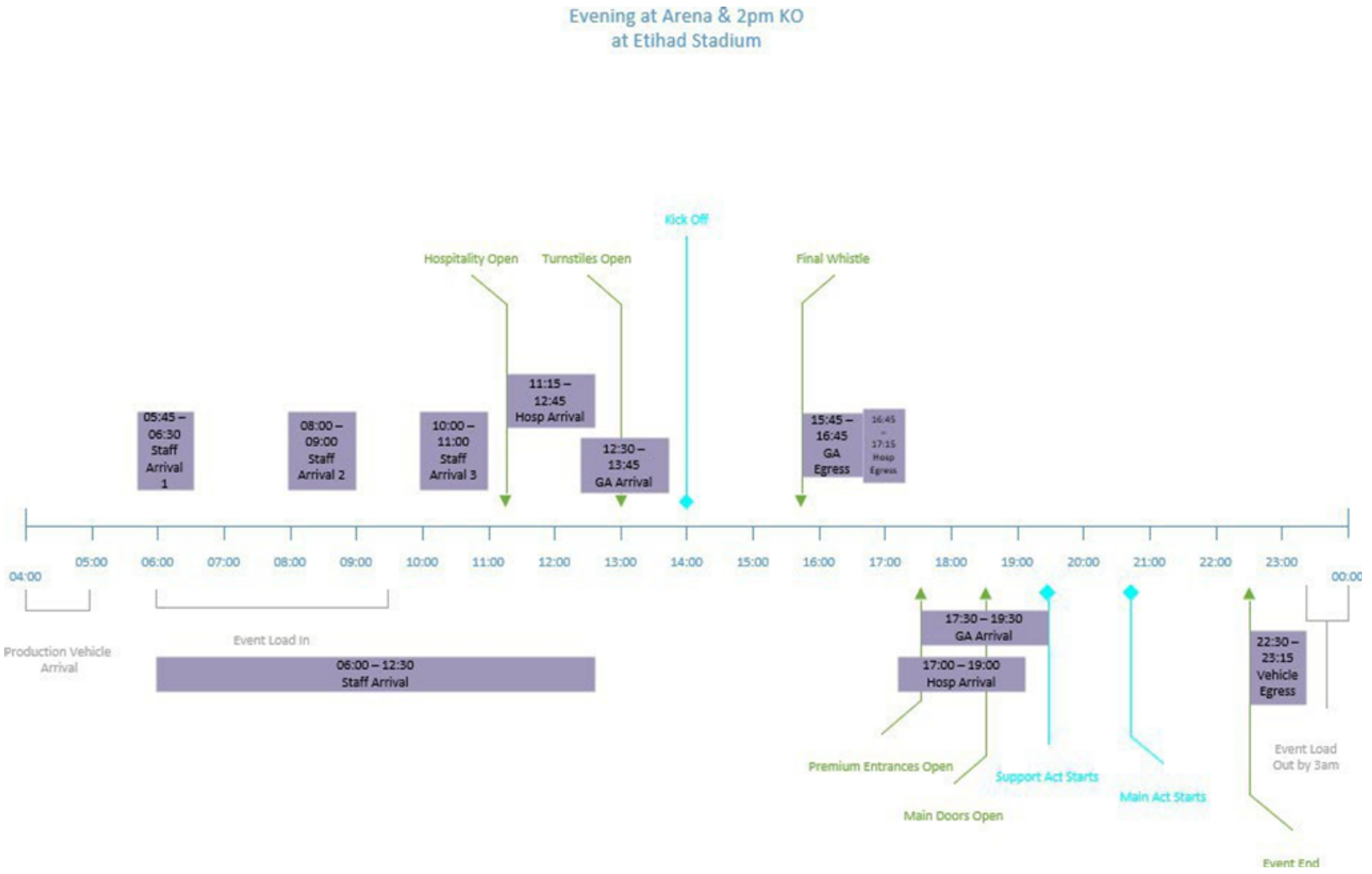
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Etihad Campus Parking Model – Mode 6A – MAJOR EVENTS (STADIUM & ARENA OVERLAP) – TIMELINES



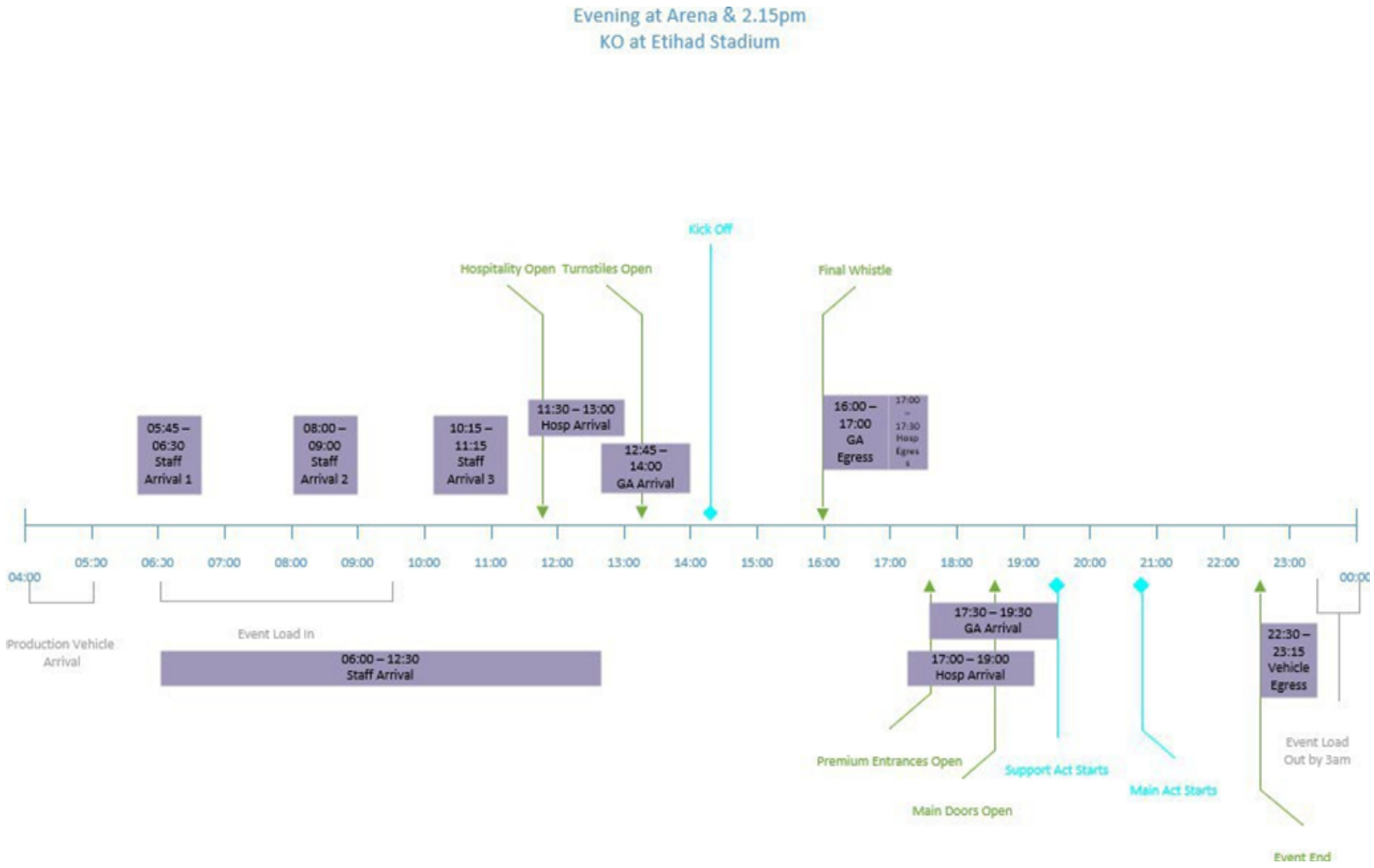
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Etihad Campus Parking Model – Mode 6A – MAJOR EVENTS (STADIUM & ARENA OVERLAP) – TIMELINES



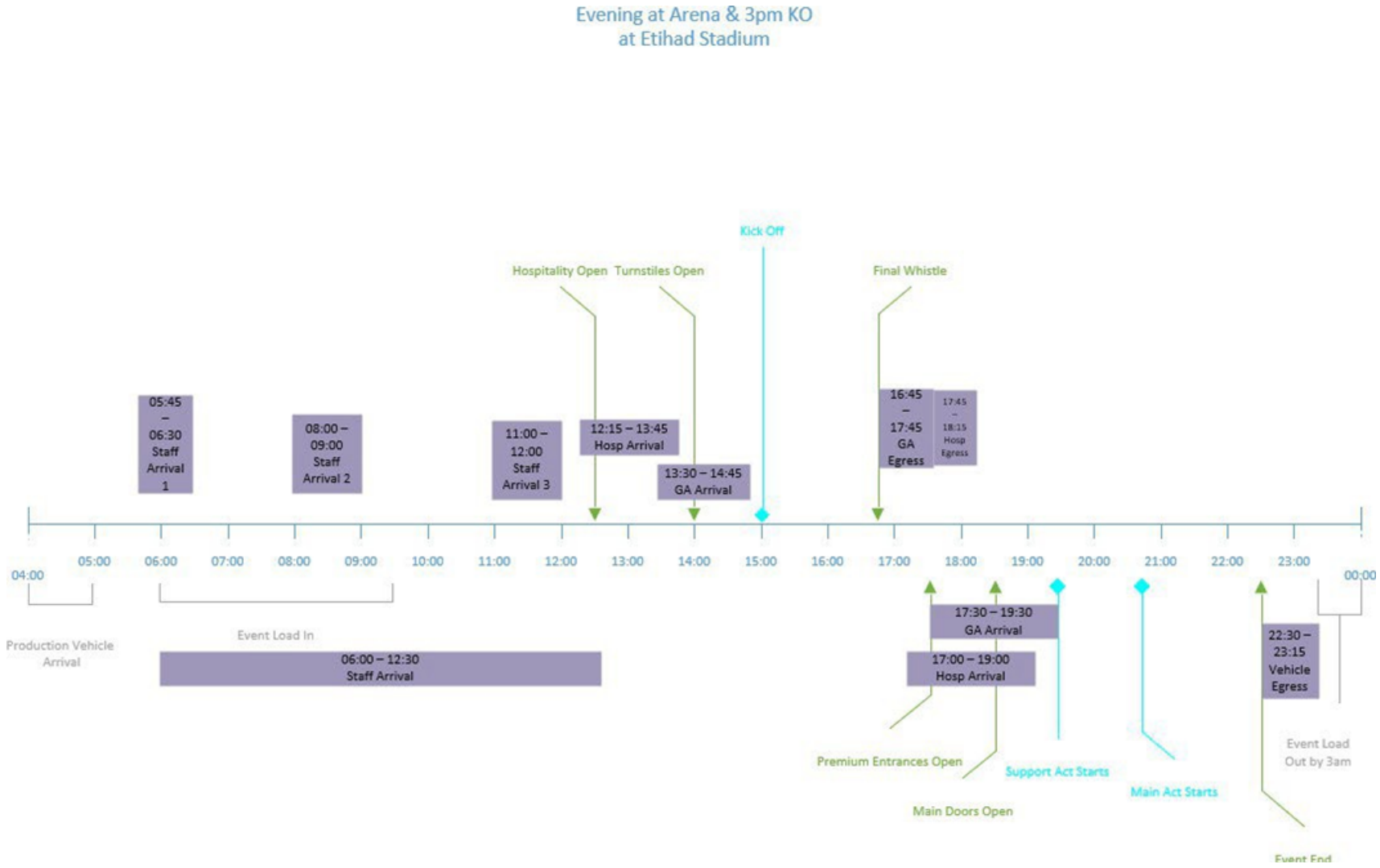
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Etihad Campus Parking Model – Mode 6A – MAJOR EVENTS (STADIUM & ARENA OVERLAP) – TIMELINES



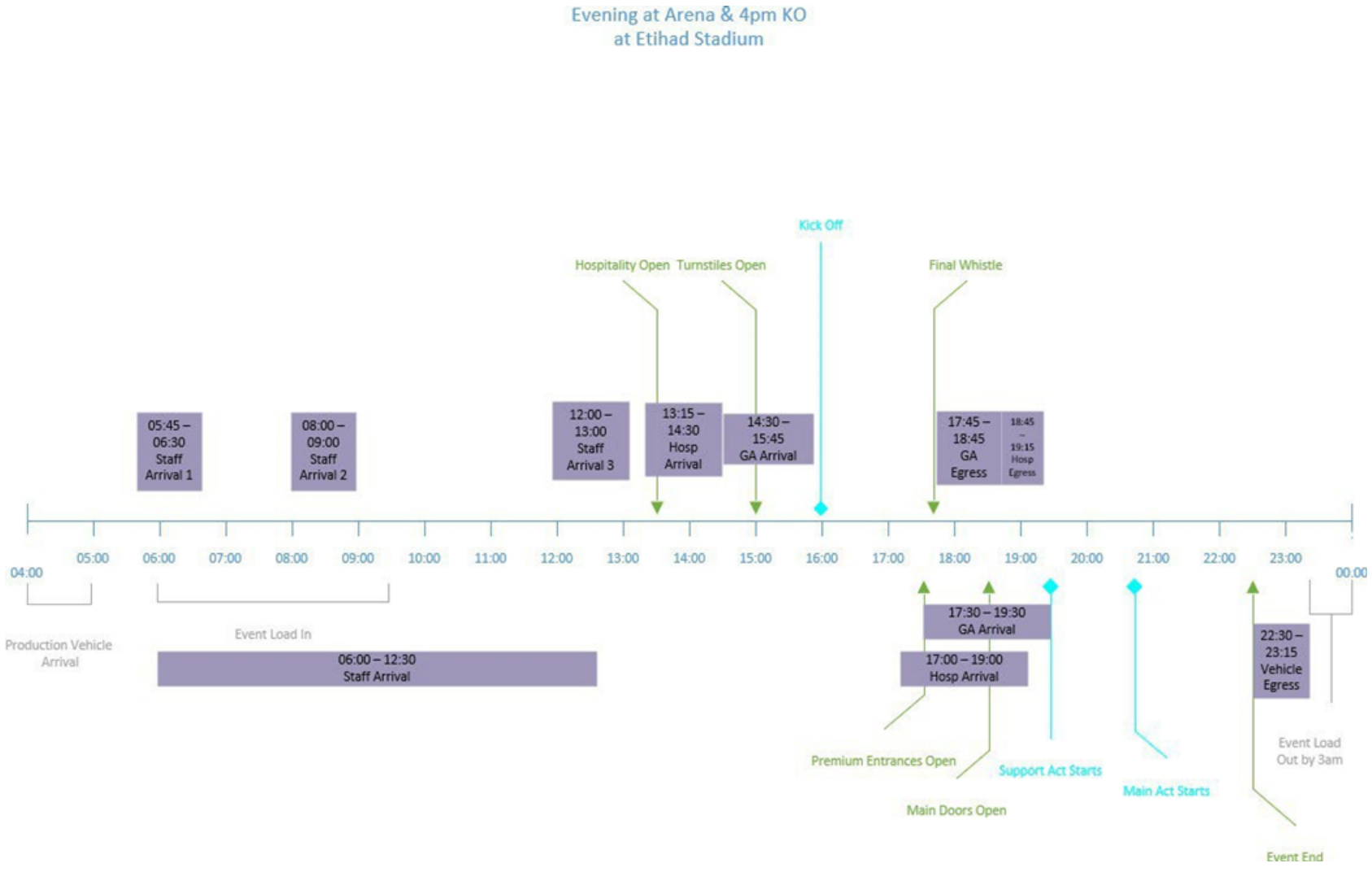
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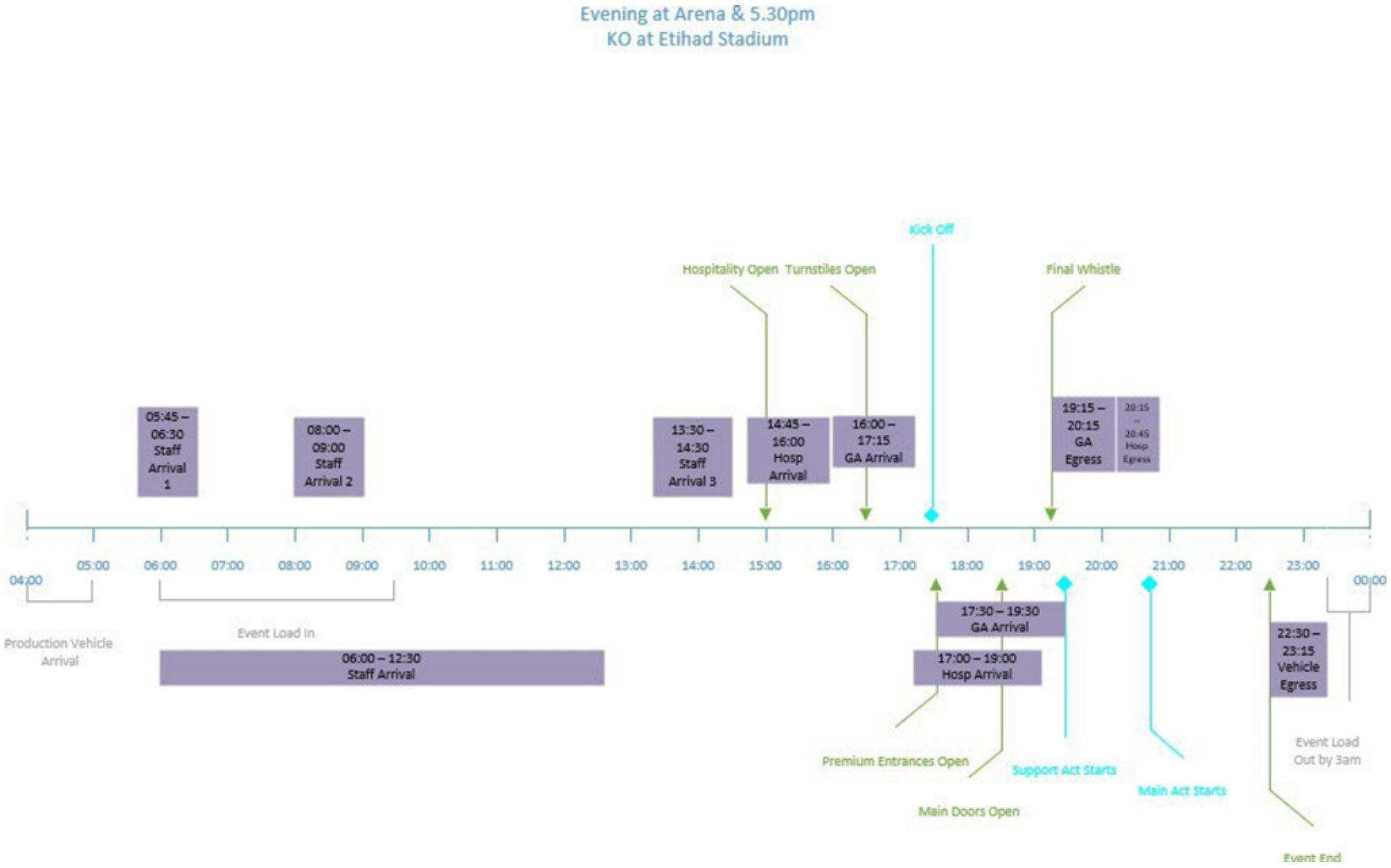
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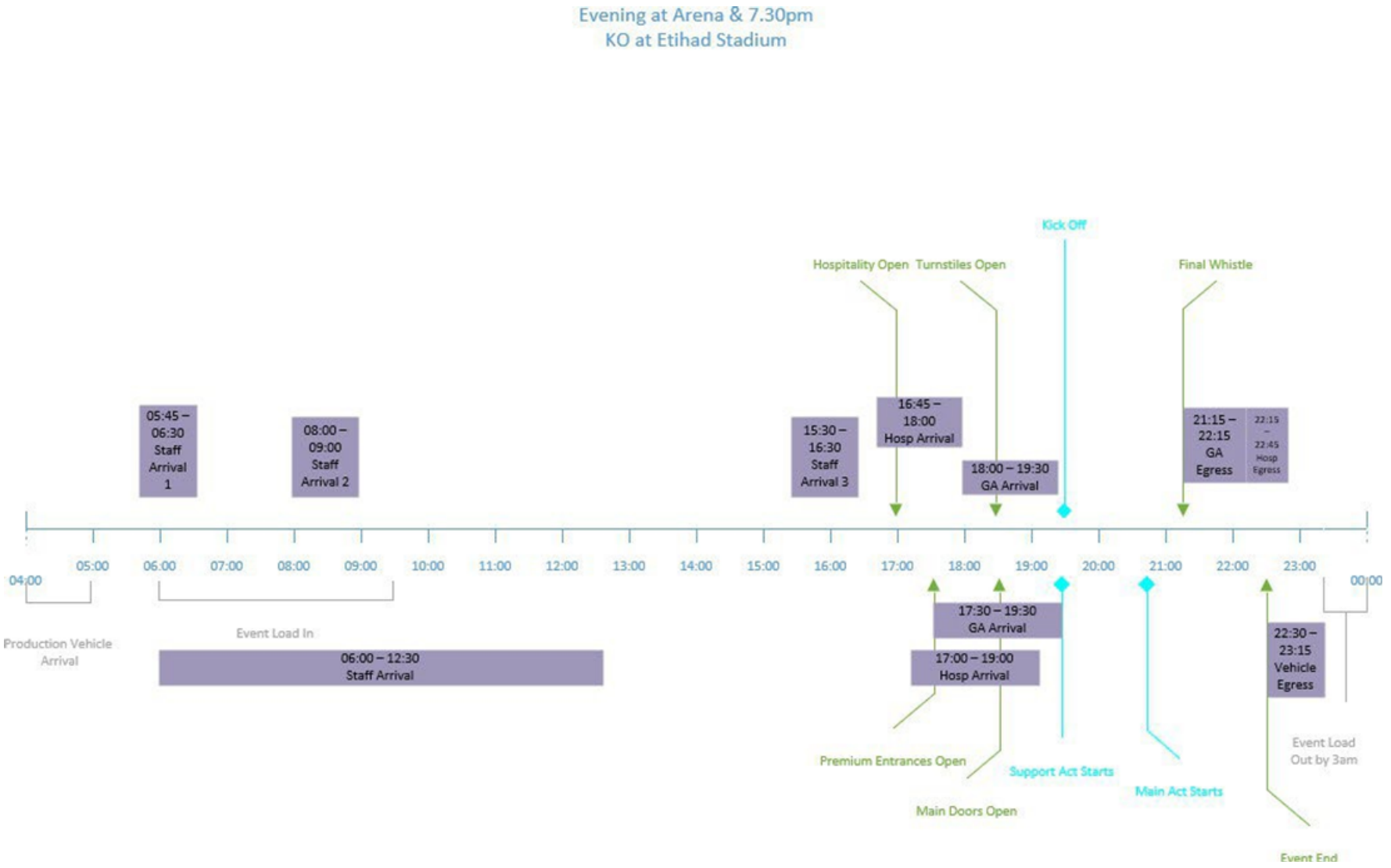
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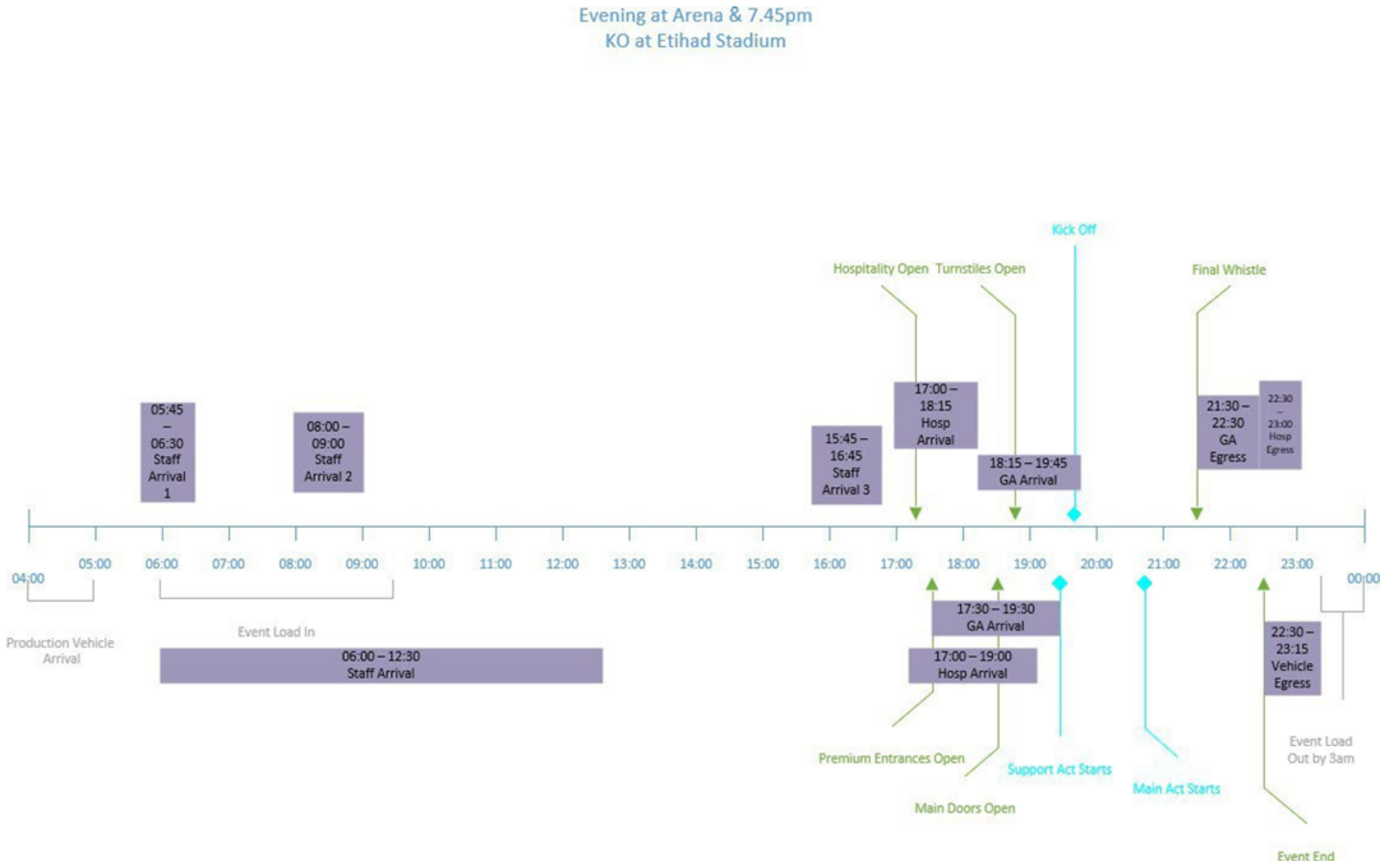
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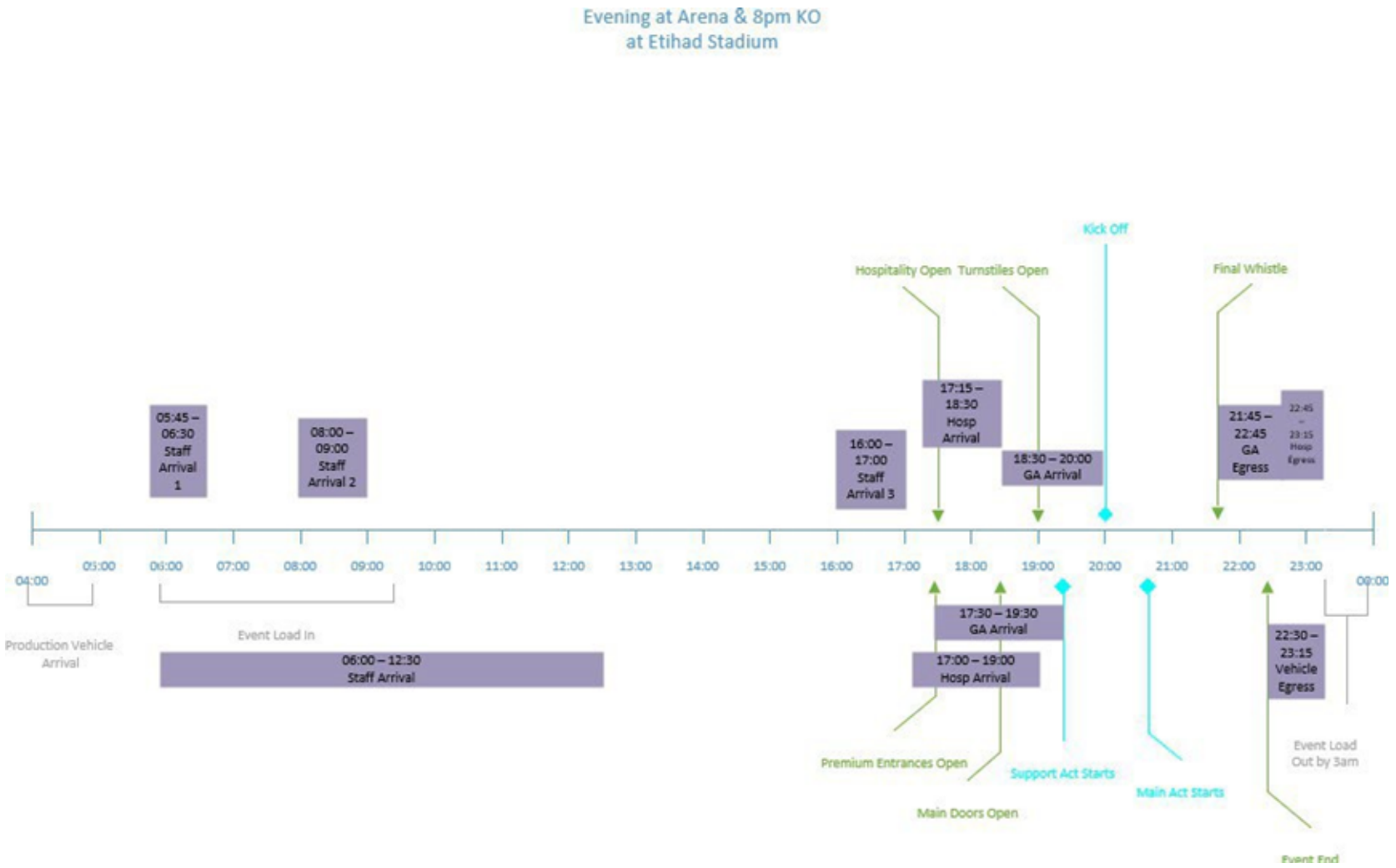
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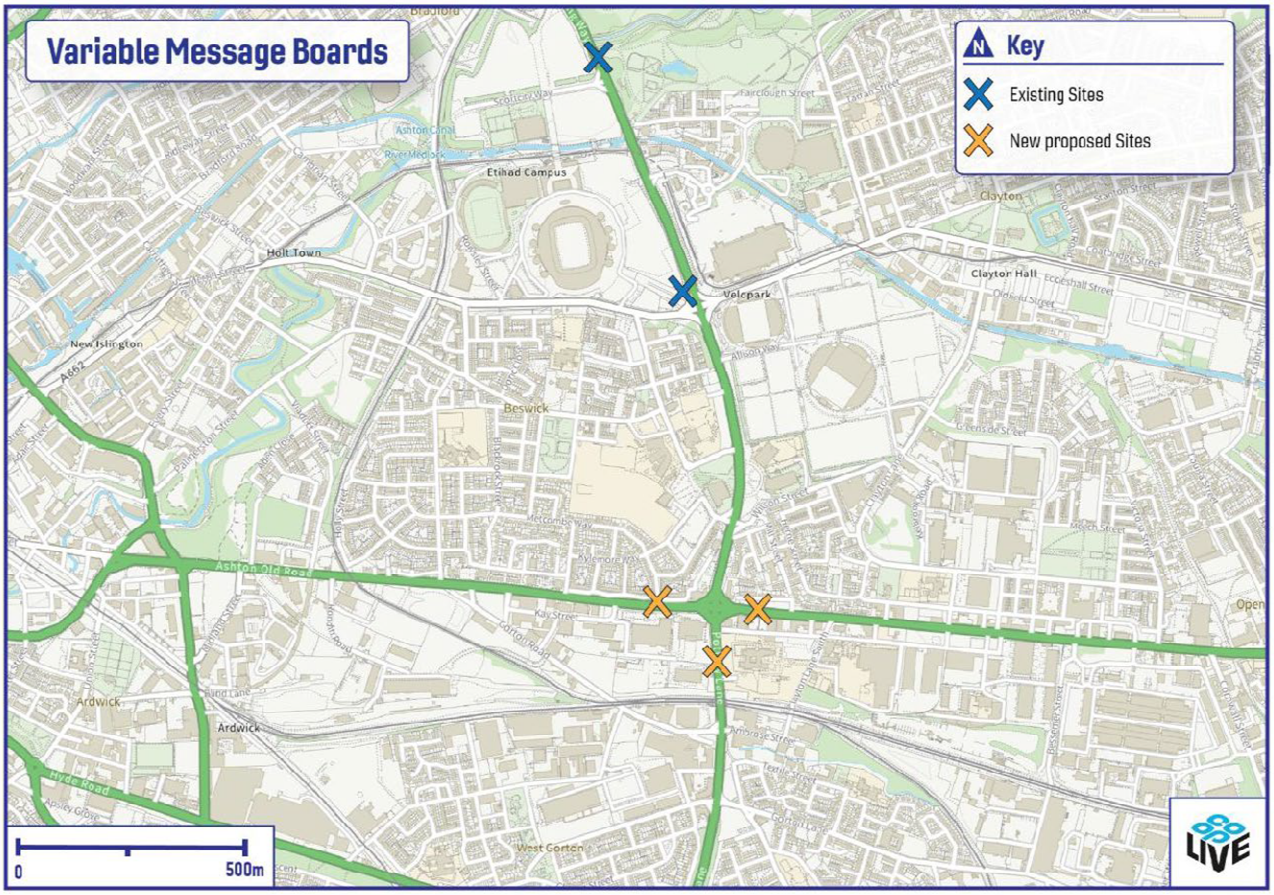


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Appendix 7

Variable message signs, possible variation:

Based on a site assessment on 21/10/23, two Variable Message Boards were identified during a match day at Etihad Stadium. We propose to keep these two locations and enhance them with additional VMS locations as identified in the map and images below. The new locations are optional but recommended to support the traffic management around the Co-op Live. Existing sites are shown in blue and new proposed sites shown in amber.



We would like to consider three additional VMS signals to be used during events at the Co-op Live. The specific locations have been marked on the Google Street View images below. This will provide an enhanced level of traffic management for spectators trying to access the Co-op Live. This will need to be discussed and agreed with TfGM/MCC.



Proposed location of VMS heading east on Ashton Old Road intersection with A6010. This is positioned before the decision point to allow drivers sufficient time to make a decision on which lane to enter.



Proposed location of VMS heading west on Ashton Old Road intersection with A6010.



Proposed location of VMS heading north on A6010, intersection with Ashton Old Road. This is positioned before the decision point to allow drivers sufficient time to make a decision on which lane to enter.

Appendix 8

Co-op Live Operational Waste Management Strategy

BUROHAPPOLD ENGINEERING

OVG Manchester

Operational Waste Management Strategy

0042841

14 February 2020

Revision P03

BRA-BHE-ZZ-XX-RP-YZ-0100

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Revision	Description	Issued by	Date	Checked
P01	Draft	EW	29.11.2019	JH
P02	Final	EW	17.01.2020	JS
P03	Stage 3	EW	14.02.2020	JS

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author	**Edward Wilkins**
date	**14.02.2020**
approved	**Jose Sorribes**
signature	
date	**14.02.2020**

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Glossary

Term	Definition
AD	Anaerobic Digestion
CFG	City Football Group
C&I	Commercial and Industrial
Defra	Department for Environment, Food and Rural Affairs
DMR	Dry Mixed Recyclables
FM	Facilities Management
GA	General Admission
IVC	In-Vessel Composting
MBT	Mechanical Biological Treatment
MCC	Manchester City Council
MRF	Materials Recovery Facility
MSW	Municipal Solid Waste
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
OWMS	Operational Waste Management Strategy
RDF	Refuse-Derived Fuel
WEEE	Waste Electrical and Electronic Equipment

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1 Introduction

1.1 Preamble

OVG Manchester Limited (the applicant) are seeking full planning permission for a new multi-use indoor arena, together with supporting retail and leisure facilities, back-of-house and support functions, public realm, cycle parking, access and associated works (the proposed development). The site is located within the administrative area of Manchester City Council (MCC).

The site sits to the north side of the Etihad Stadium and within the eastern edge of the Etihad Campus Masterplan boundary, as is shown in blue in Figure 1.1.

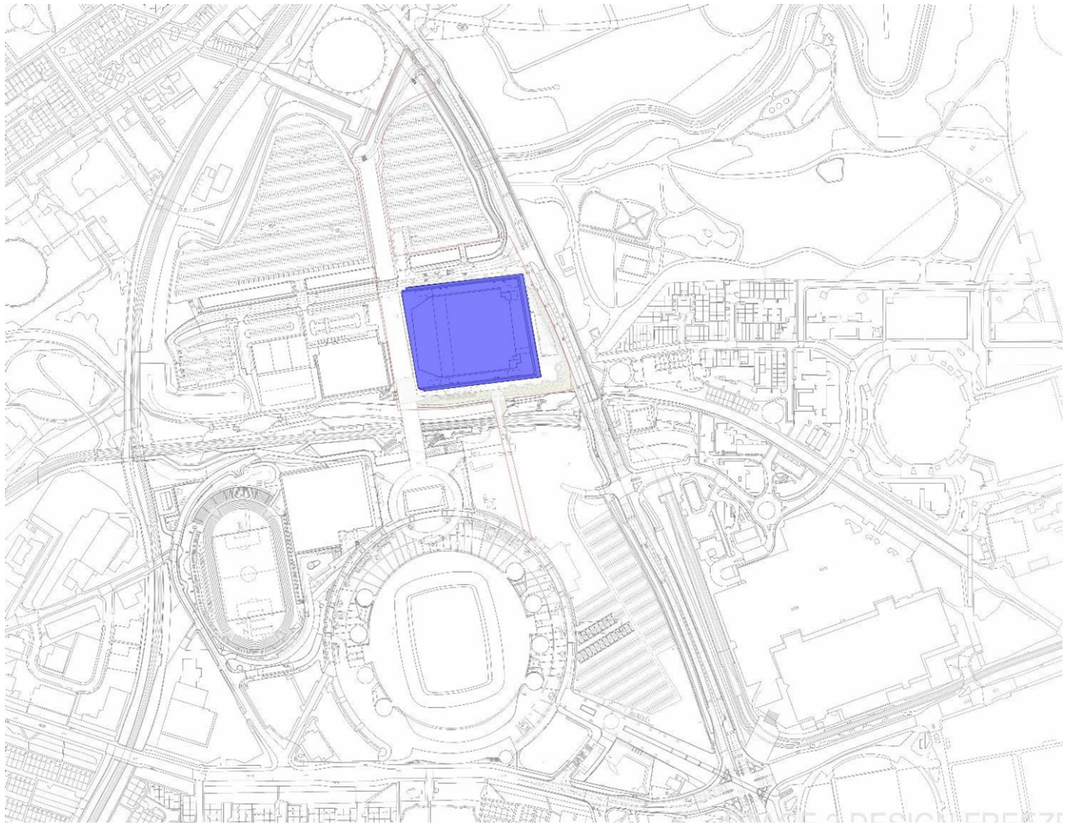


Figure 1.1 Site location

The red line boundary for the site is shown in Figure 1.2.

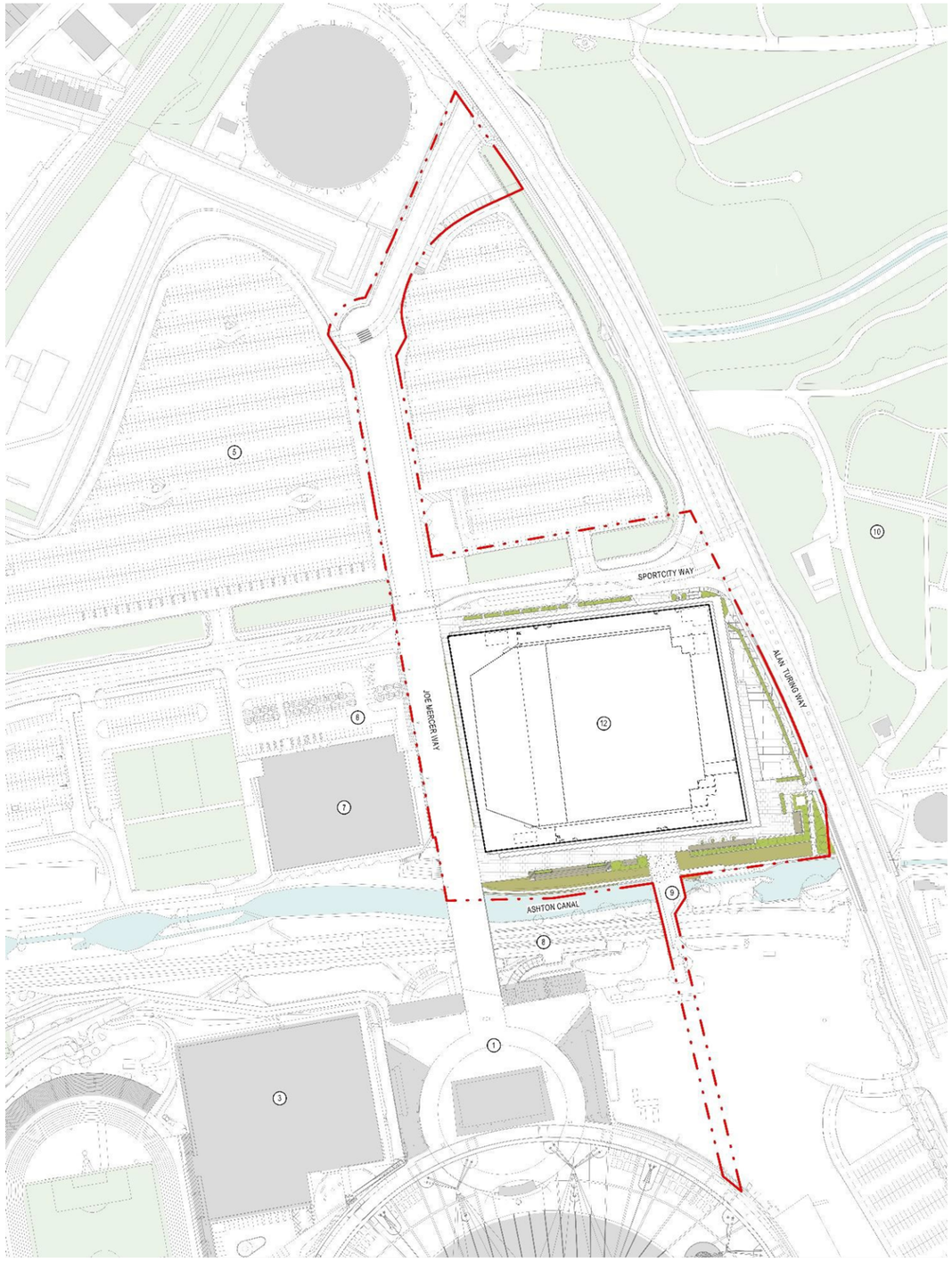


Figure 1.2 Site red line boundary

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This Operational Waste Management Strategy (OWMS) has been prepared by BuroHappold Engineering on behalf of the applicant to accompany a full planning application for the proposed development.

The applicant and the design team have been fully involved in the process of developing this OWMS and acknowledge that the future management of solid waste is an important element to consider when buildings are designed. Planning for future operational waste management will help the venue to operate efficiently, sustainably and safely, all while minimising impacts on building performance, the users of the site and the application site environment.

In line with this, the key objectives of this document are as follows:

- To provide a suite of measures for integrating the principles of the waste hierarchy and circular economy into the proposed development's design and operations;
- To provide an estimate of the anticipated waste generation for the proposed development during operation;
- To provide guidance on the future management of waste to ensure that adequate spatial provision is made in the design for the clean and efficient storage and collection of waste;
- To allow waste and recycling to be easily collected, stored and managed by the Facilities Management (FM) team in a sustainable, efficient and discreet manner; and
- To ensure that national and local policies, as well as all of the applicant's waste management aims and aspirations, are met. Relevant national, regional and local policies are detailed in full in Appendix A.

It should be emphasised that developing the waste strategy is an iterative process. In line with this, there is a clear commitment to keep the OWMS under review to ensure that new methods, attitudes and models in waste management are considered and implemented once the venue is operational.

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2 The Waste Hierarchy and Circular Economy

2.1 Introduction

The applicant aspires for the proposed development to set a new typology in sustainable venue operation, with a focus on achieving the climate change commitments set out in the Manchester Zero Carbon Framework 2020-2038 (see Appendix A).

In line with this aspiration, the applicant will promote the principles of the waste hierarchy (see Figure 2.1) and a circular economy across all aspects of its operations. The waste management strategy will first look to prevent and reduce waste generation, before re-using, recycling or recovering value from discarded material. Only after these options have been deemed unfeasible should the safe treatment and final disposal of waste be considered.



Figure 2.1 The waste hierarchy

The development's waste management strategy will facilitate staff and guests in making sustainable choices and will look to move beyond the traditional linear approach of 'make, use, dispose'. Instead, a circular economy model will be promoted, with the aim of keeping resources in use for as long as possible, so that the maximum value possible can be extracted from them. In line with this ambition, attention will be paid to all stages of product packaging design and use, with the necessary provision made in the design and strategy to enable the effective segregation and recycling of materials.

The key principles of a circular economy model are illustrated schematically in Figure 2.2.

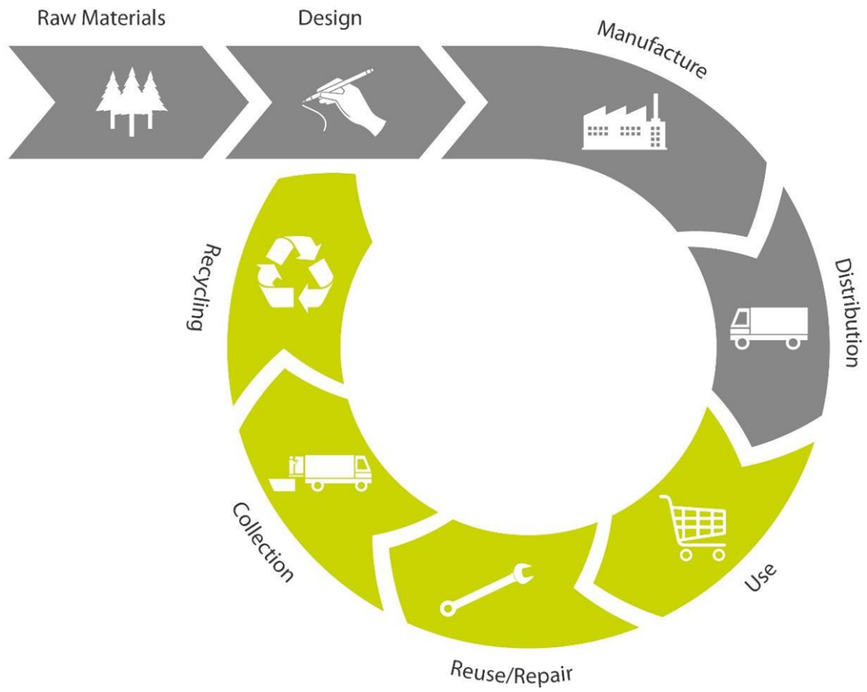


Figure 2.2 Principles of a circular economy

2.2 Reduce

The preferred waste management approach is to, first and foremost, minimise the amount of waste produced and to avoid producing waste to begin with. It is recommended that the following initiatives are implemented during the development's operational phase to help achieve this ambition:

- Educating staff and guests on how they can reduce, reuse and recycle effectively, as well as regular monitoring of waste management performance;
- Incorporating drinking water fountains across the venue in suitable locations as a means of reducing waste from plastic bottles;
- Dispensing condiments from bulk containers instead of single-serve packets can reduce plastic waste generation, as can advising staff to only provide utensils, straws and lids when asked. If any utensils are used, these should preferably be biodegradable or compostable, individually dispensed and unwrapped;
- Using a stock inventory system to monitor and provide control over the use of supplies, helping the applicant to avoid over-ordering and producing unnecessary waste. This should be complemented by a supply chain audit to identify opportunities for removing waste at source, streamlining materials and removing avoidable single-use plastics;
- Procuring products from suppliers that allow for the backhauling of packaging waste or the re-use of packaging crates;

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- Reducing food waste through tracking food sales/consumption to avoid over-ordering. It is recommended that, where possible, surplus food is recovered and donated to local charities;
- Reviewing and developing supplier guidance on how goods are packaged (e.g. using no packaging, edible materials, less packaging or packaging that is made up of a proportion of recycled materials). The applicant will aim to source 100% of any single-use packaging products it procures from recyclable or compostable materials or from credible certifications; and
- There is potential to develop a campus-wide product procurement strategy. Sharing suppliers and delivering in bulk will help to minimise packaging waste.

2.3 Re-use

Where preventing waste generation is not possible, efforts should then be made to re-use items as many times as possible. One potential initiative is to sell reusable cups to guests, with a discounted drink incentive used to encourage lower waste generation.

2.4 Recycle

Where possible, waste that can no longer be re-used or that is no longer needed should be recycled. The applicant should focus efforts on improving the quality of recyclate, committing contractors to monitoring and inspecting the final destination of sorted material to ensure that it is segregated and then recycled. The following measures should be implemented to help improve the quality of recyclate:

- Training staff to ensure that those working at the venue are fully aware of how the waste management and disposal system works;
- Engaging and educating guests to encourage proper disposal of waste and to reduce the potential for contamination;
- Providing clear signage with recycling and disposal guidance;
- Using colour-coded packaging and bags to make it easier to distinguish which bin should be used to dispose of particular items. This will be defined at later stages, once there is a clearer definition on the type of materials likely to be produced on-site; and
- Ensuring that packaging materials of any procured goods are 'streamlined' to reduce the contamination of recycling streams.

In summary, the applicant should ensure that their product procurement strategy puts an emphasis on sourcing materials that can be recirculated back into the value chain. Products that generate unnecessary waste should be avoided, along with materials where a reusable, recyclable or compostable alternative could have been used instead.

2.5 Duty of Care

In line with the Environmental Protection (Duty of Care) Regulations 1990, the applicant has a duty of care to ensure that their waste is managed properly. All waste materials will therefore be stored safely and securely and, when collected, will be taken by a registered waste carrier to an appropriate permitted facility, with all relevant documentation completed.

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3 Waste Movement and Collection

3.1 Introduction

The following section describes the proposed strategy to segregate, store, move and collect all waste generated within the venue.

3.2 Integration with Etihad Campus Masterplan

The applicant is keen to explore opportunities to integrate with the rest of the Etihad Campus and, where possible, to make use of existing infrastructure in order to maximise operational efficiencies. In addition, while the applicant is open to having waste compactors collected from the ground floor service yard, they are reluctant for bins to be collected from this area, as the yard will also be used for artist drop-off.

A portion of the venue's waste will therefore be moved to the existing Etihad Campus waste compound for collection, via a designated bin compound on the L01 podium. The location of the Etihad Campus waste compound is shown in red in Figure 3.1.



Figure 3.1 Location of existing Etihad Campus waste compound

To ensure that the waste management strategy offers sufficient resilience, provision has been made for a portion of the venue's waste to be compacted on-site and collected from the ground floor service yard. Based on benchmarking work done on existing music-focused arenas, it is anticipated that residual waste will make up the majority of the venue's waste. At this stage, it is therefore proposed that this waste stream is compacted on-site. Meanwhile, high quality dry mixed recyclables (DMR) (primarily consisting of plastic bottles/cups, cardboard packaging and paper), organics and glass will be moved to the Etihad Campus waste compound for collection, via the bin compound on the L01 podium. Further details on the collection strategy are outlined in Section 3.4.

While the proposal at this stage is for residual waste to be compacted on-site, it should be noted that there is flexibility to adapt the strategy, if required. For example, if DMR were to comprise a higher proportion of the venue's waste than initially expected, then there is potential to use one or both of the compactors in the ground floor service yard for this stream, rather than residual waste.

3.3 Waste Segregation and Movement

Waste generated within the venue will be segregated at source into a number of streams. This section outlines the segregation and movement strategy for the following areas:

- Public realm areas;
- Secure ticket check;
- General admission areas;
- Hospitality areas;
- The arena bowl; and
- Other areas.

As a minimum, each area will segregate residual waste and DMR, although glass and organic waste will also be segregated in some areas.

Public Realm Areas

Litter bins will be provided throughout the public realm podium areas, with residual waste and DMR segregated. The exact specification of litter bins will be confirmed at later stages. To help reduce the risk of littering and improve recycling capture rates, it is recommended that messages on bins are simplified, for example, through using images of recyclable and non-recyclable items. Litter bins should also be easily visible and be placed at frequent intervals to avoid excessive walking distances.

The site FM team will regularly service the litter bins and undertake litter picks to ensure that waste does not become an environmental or visual nuisance. When the bins are nearly full, they will use mobile waste containers to transfer DMR bags to the L01 bin compound and residual bags to the ground floor compactors, as is illustrated in Figure 3.2.

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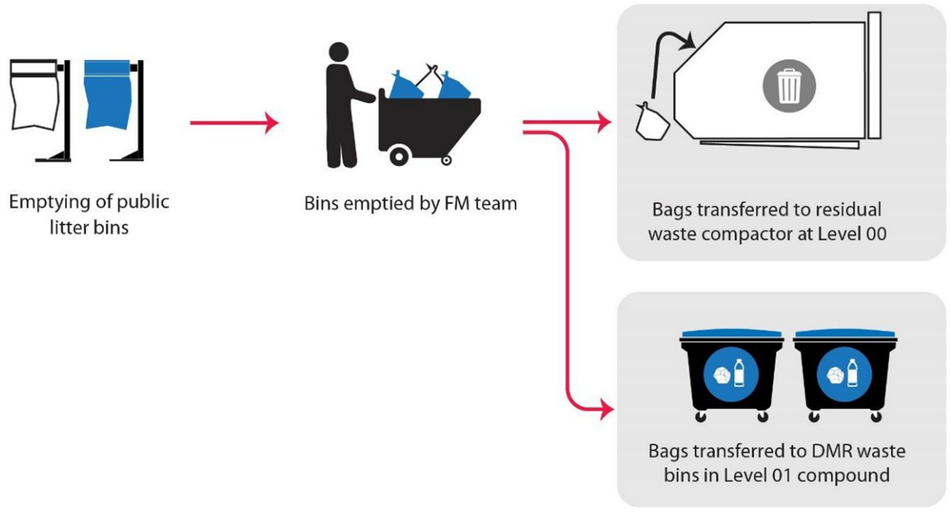


Figure 3.2 Illustration of waste strategy in public realm areas

Secure Ticket Check

Guests are also likely to dispose of waste when entering the venue. A two-stream system of litter bins will therefore be provided at the secure ticket check, with residual waste and DMR segregated.

Bins at the secure ticket check will be emptied and removed during quieter periods, when the majority of guests are in the arena bowl. The FM team will collect bagged waste from the bins and then use mobile waste containers to move waste manually to the compactors at ground floor (residual waste) or the bin compound at L01 (DMR).

General Admission Areas

General admission (GA) concourses give access to the arena bowl and also provide facilities for guests, including toilets, food concessions, bars and merchandising outlets.

Most food preparation on-site will take place in the main commissary kitchen at ground floor level. As such, it is expected that the quantities of organic waste generated in the GA concourses will be minimal. A separate organic waste collection is therefore not deemed necessary in these areas. Instead, two streams will be segregated: residual waste and DMR.

Two-stream litter bins will be provided throughout the concourses. When these areas are less congested, the venue's FM team will empty the litter bins and transfer bagged waste using mobile waste containers to 660 litre bins in intermediate waste stores, as is shown in Figure 3.3. The intermediate stores provide a space for temporary waste storage during an event and will help to reduce the risk of litter bins overflowing.

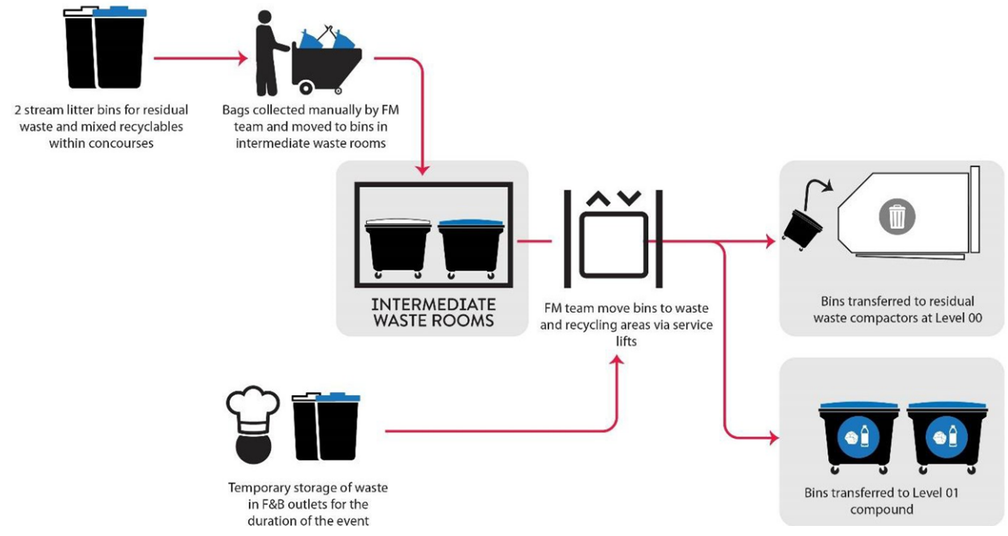


Figure 3.3 Illustration of waste strategy for GA concourses

Waste generated within the GA bars and concession units themselves will be stored within these units for the duration of an event, with residual waste and DMR segregated at source.

The FM team will move the 660 litre bins from the intermediate stores and bagged waste from the bar and concession units to the ground floor compactors (residual waste) or to the L01 bin compound (DMR). Bins will mainly be transferred to ground floor or L01 using the service lift in the north-east corner, although the service lift in the south-east corner can also be used if needed. Figure 3.4 shows the location of these lifts and illustrates the main routes that will be used for waste movement at ground floor level and on L01. Each service lift is capable of holding five 660 litre bins and a member of staff. It should also be noted that the northern service lift is located in close proximity to the ground floor compactor area and L01 bin compound which will help to reduce staff travel distances and minimise the time required for venue clean-down.

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Figure 3.4 Illustration of main waste movement routes (ground floor and L01)

The movement of bins from the intermediate stores to ground floor and L01 will be staggered so as to avoid bottlenecks in these areas. In addition, the compactors in the ground floor service yard will each be fitted with a bin hoist to improve the efficiency of waste management operations. Once bins have been emptied/collected, the FM team will return them to the appropriate intermediate waste room.

Hospitality Areas

It is anticipated that a plated (washable) premium service will be offered in the venue's hospitality areas. The use of reusable cutlery, crockery and glasses is an effective means of preventing and reducing waste generation. While this is the case, it is still expected that some wastes will be generated in these areas, namely glass from bottled beverages, organics (from plate waste) and some DMR (as it is likely that plastic glasses will be offered for use in hospitality areas that are open to the bowl).

These areas will be kept clean by hospitality staff, with waste 'backhauled' to the kitchens/bars on each level, where residual waste, DMR, organics and glass will be segregated. Hospitality staff will be provided with adequate training to ensure that they are aware of the procedure for separating waste streams. It is also recommended that a food waste tracking system is used in the kitchens to monitor the main sources of organic waste and to use this data as the basis for effective waste reduction interventions.

Waste from these areas will be moved at the end of an event once all guests have left the venue, with residual waste transferred to the ground floor compactors, while DMR, organics and glass are transferred to the L01 bin compound. The waste segregation and movement strategy for the hospitality areas is illustrated schematically in Figure 3.5.

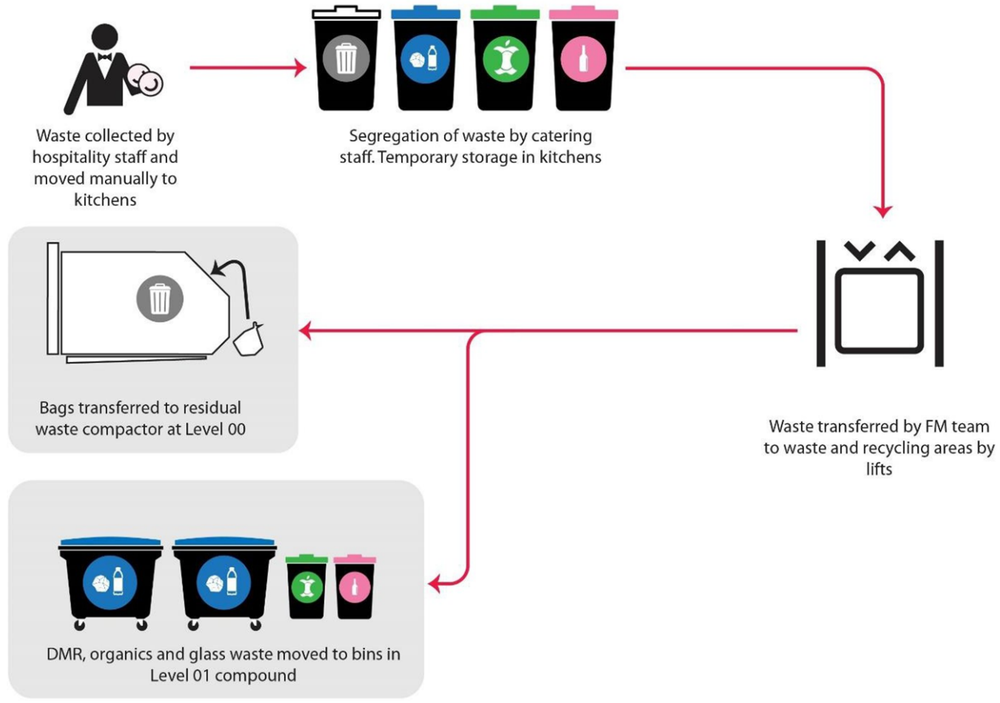


Figure 3.5 Illustration of waste strategy for hospitality areas

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Arena Bowl

Any waste left in the arena bowl will be moved directly to the compactors at ground floor (residual) and the L01 bin compound (DMR) once guests have left the venue. It is recommended that the FM team carry out a positive pick in order to collect mixed recyclables. While collecting waste by hand is labour-intensive, it is one of the most effective methods for recovering recyclable materials. The residual waste that remains will be bagged and moved manually to the compactors in the ground floor service yard, as illustrated in Figure 3.6.

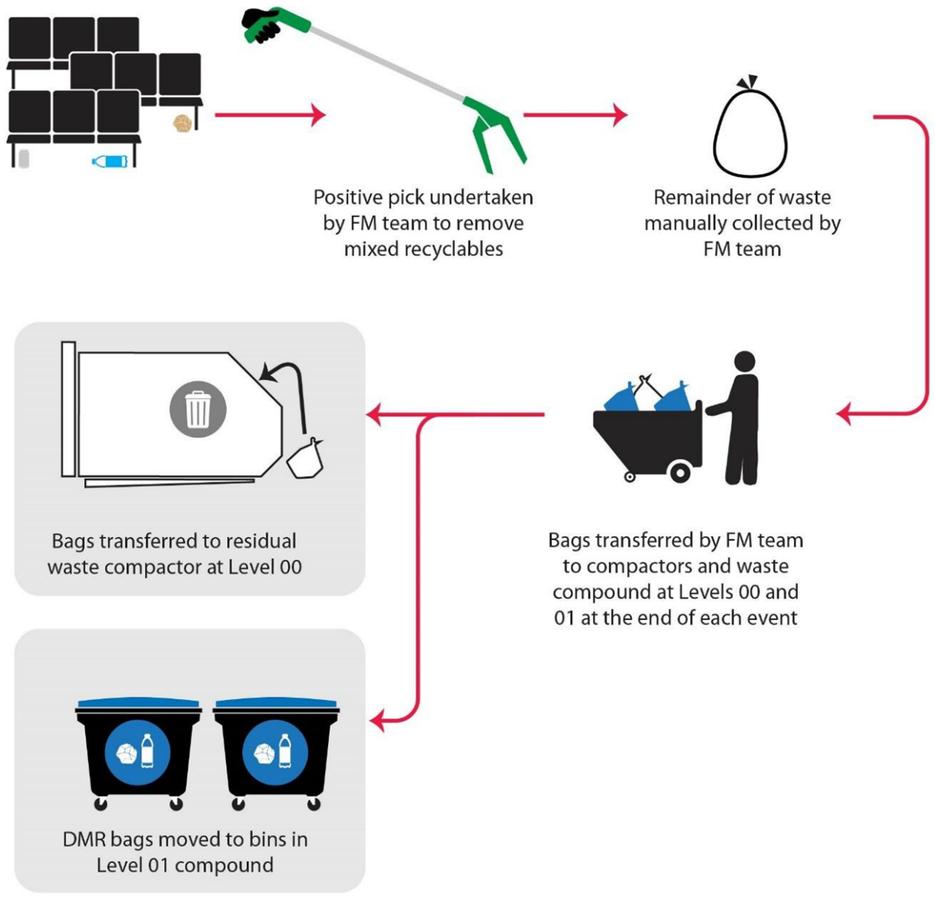


Figure 3.6 Illustration of waste strategy for the arena bowl

Other Areas

The ground floor commissary kitchen will be the main area in which food preparation is undertaken. It is therefore proposed that organic waste is segregated in this area, in addition to residual waste and DMR. When full, residual bins will be emptied into the compactors, while DMR and organics bins will be transferred to the L01 bin compound.

It is anticipated that relatively small quantities of waste will be generated in the offices, artist and crew areas. Waste from these areas will therefore be stored locally on event days in small bins and will be segregated into the following two streams: residual waste and DMR. When convenient, bags will be collected and moved to the compactors at ground floor (residual) or the L01 bin compound (DMR) by the venue's FM team.

3.4 Waste Collection

As outlined in Section 3.2, a portion of the venue's waste will be compacted on-site and collected from the ground floor service yard, with the remainder moved to the Etihad Campus waste compound for collection. At this stage, it is anticipated that residual waste will be compacted on-site, with DMR, organics and glass collected from the off-site compound. The collection strategy for the venue is summarised in Figure 3.7.

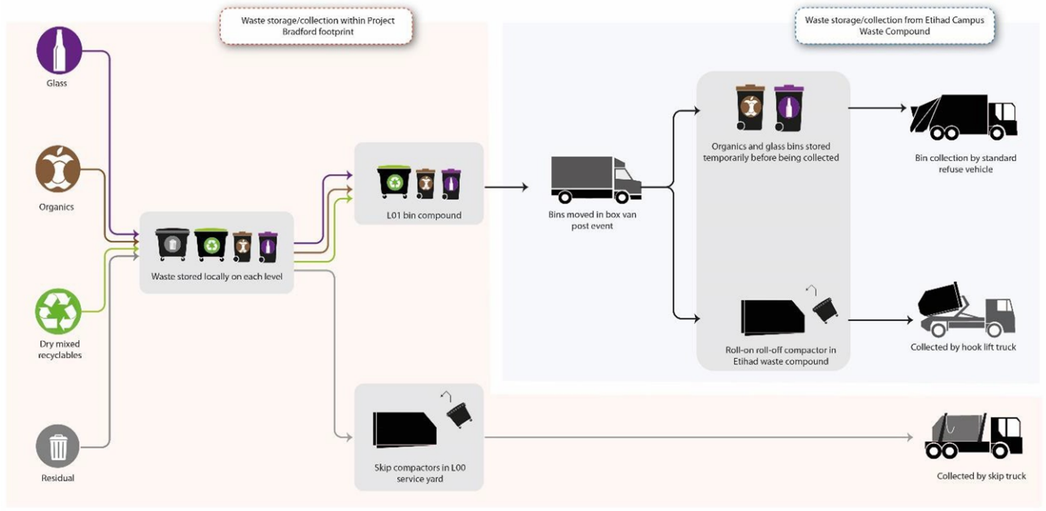


Figure 3.7 Illustration of waste collection strategy for the venue

Space has been provided in the ground floor service yard for two skip compactors, each with an approximate capacity of 11m^3 and the following approximate dimensions (including bin hoist): 2.19m (H) x 1.89m (W) x 5.73m (L). Further details on the compactors are set out in Section 4.4.

The compactors will be collected by a private contractor, with collection vehicles accessing and exiting the service yard via Sportcity Way to the north. Access to the service yard will be controlled and secure, with vehicles stopped at a point external to the building to allow them to be identified and checked before entering.

A skip-lift truck will be used to collect each of the compactors, an example of which is shown in Figure 3.8.

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Figure 3.8 Example of skip-lift swing-arm truck

A minimum head clearance of 5.0m has been provided above and in front of the compactors to enable the compactor lift. The positioning and orientation of the compactors has been carefully assessed to mitigate any health and safety risks to staff and to ensure that the trucks do not obstruct the main servicing circulation route when making collections. The compactors will be collected at separate times to minimise the risk of any vehicle clashes. To help further mitigate this risk, a banksman will also be present to supervise all waste collections.

Swept path analysis has been undertaken to demonstrate how the compactors will be collected from the ground floor service yard, as is shown in Appendix C. For the purposes of this analysis, a skip-lift truck with the following dimensions has been tested: 3.66m (H) x 2.48m (W) x 7.10m (L).

As outlined in Section 3.2, DMR, organics and glass will be moved to a 'recycling zone' in the L01 bin compound, before being transferred to the Etihad Campus waste compound for consolidation and collection. To maximise the efficiency of operations, it is recommended that a 3.5t box van is used for transferring bins (see example in Figure 3.9). This vehicle must be fitted with a tail-lift and should have the following approximate dimensions: 6.51m (L) x 2.20m (W) x 3.10m (H). A vehicle of this size will be able to transport a minimum of four 660 litre bins or ten 240 litre bins at a time.



Figure 3.9 Example of 3.5t box van

Swept path analysis has been undertaken to demonstrate how bins will be collected from the L01 bin compound, as is shown in Appendix C. The box vans will follow the route shown in Figure 3.10 when transferring waste to the Etihad Campus waste compound. In order to avoid any adverse impact on users of the campus, waste will be moved in the early hours, when levels of pedestrian activity are at their lowest.

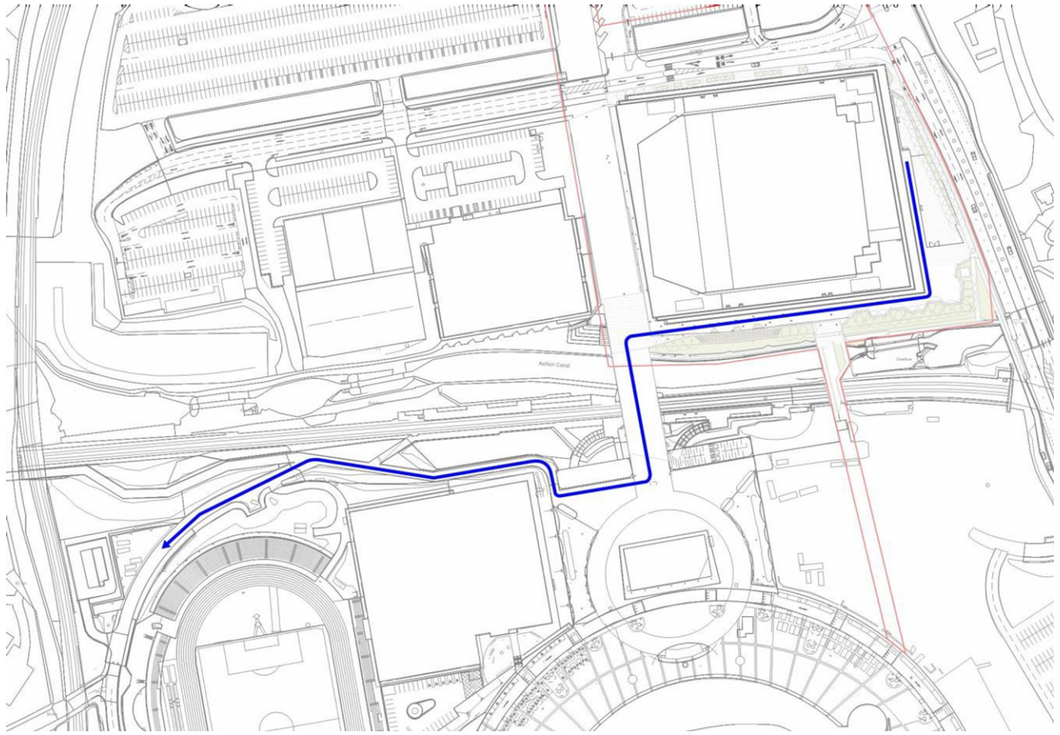


Figure 3.10 Indicative route used to transfer waste from L01 bin compound to Etihad Campus waste compound

Organics and glass waste will not be compacted and will instead be collected from the Etihad Campus waste compound by a rear-end loader refuse vehicle. It is therefore recommended that these bins are transferred across to the Etihad Campus waste compound first, to allow maximum time for them to be collected and returned to the venue before pedestrians once again begin circulating the campus.

In contrast, mixed recyclables will be compacted at the Etihad Campus waste compound, meaning that the DMR bins can be emptied on arrival and returned to the venue immediately. To minimise the number of waste vehicle trips, it is proposed that this waste stream is stored in a large portable roll-on roll-off compactor and collected by a hook-lift truck.

3.5 Waste Treatment/Disposal

As outlined in Section 2.1, the applicant will look to apply the principles of the waste hierarchy to all aspects of their operations, prioritising waste prevention, reduction, re-use, recycling and energy recovery over landfill disposal.

In line with this, DMR will be directed to a materials recovery facility (MRF) for sorting and onward transfer to recycling processing facilities. There are a number of MRFs in the region serving the commercial and industrial (C&I) sectors, one example being the Fresh Start MRF just outside the M60 ring road.

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It is proposed that organic wastes are sent for treatment at either an anaerobic digestion (AD) plant or an appropriate composting facility. AD is the process by which organic waste is broken down in the absence of oxygen in sealed tanks to produce biogas and bio-fertiliser. Meanwhile, composting can take several forms, with in-vessel composting (IVC) systems most prevalent in urban areas. These systems involve aerobically breaking down organic waste in a contained environment.

The Greater Manchester Joint Waste Development Plan Document (see Appendix A) states that there will be sufficient recycling capacity and sufficient organic waste treatment capacity for managing waste generated by the region's C&I sectors, at least until 2028.

In terms of residual waste, the applicant's first priority will be to minimise the amount of this material that is generated. Any residual waste that is produced should be diverted to energy recovery facilities, either directly or after being pre-treated at a mechanical biological treatment (MBT) facility. This strategy aligns with the applicant's aspiration to consign as little waste as possible to landfill.

MBT plants use mechanical and biological processes to convert residual material into refuse-derived fuel (RDF). The thermal treatment of this fuel can then be used to generate energy. Much of the RDF output from Manchester's MBT facilities can be sent to the Viridor energy recovery facility in Runcorn, which serves Liverpool, Cheshire and Greater Manchester, and can treat approximately 850,000 tonnes of RDF per year.

The applicant should undertake regular auditing and inspection of waste treatment facilities to ensure that they are maximising recycling rates and landfill diversion rates.

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4 Waste Generation and Storage Requirements

4.1 Introduction

In order to determine the spatial requirements for waste storage, outline waste quantities have been estimated. These have been based on the seating manifest for the venue, along with a number of additional assumptions informed by benchmarking work on other music-focused arena developments. These assumptions are outlined in Section 4.2.

It should be noted that the current proposed seating manifest may be subject to minor changes in future design stages. However, any alterations are unlikely to result in significant changes to operational waste generation quantities.

4.2 Key Working Assumptions

Venue-Wide

- To estimate the total quantity of waste generated by the venue, a venue-wide waste generation rate has been used. This has been based on waste generation data for a range of other music-focused arena developments. It has been assumed that 0.31kg of waste will be generated per guest per event. On the basis of the data that has been analysed, this generation rate is deemed to be conservative and represent a reasonable worst case;
- Based on the frozen seating manifest, the maximum potential capacity of the venue has been estimated at 23,275. This maximum capacity will occur during a 'Concert Terraces Centre Stage Standing' event. While this is likely to represent an absolute worst case in terms of waste generation, it should be emphasised that this type of event is only likely to occur on a very rare basis. While sufficient storage space will be provided across the venue for the waste generated during this type of event, the intermediate waste stores on each level are intended to accommodate a more 'typical' event scenario. On the rare occasions that the capacity of the venue reaches 23,275, a number of strategies will be implemented to manage the uplift in waste generation and ensure that waste does not cause a significant detrimental impact (see Section 4.4);
- The composition split for the venue has been based on existing operations at a range of existing music-focused arenas. The assumed composition split (by mass) is as follows: 50% residual waste; 30% dry mixed recyclables; 10% organics; and 10% glass; and
- A 60% high quality recycling capture rate has been applied, as, based on past project experience, it is expected that some guests will incorrectly dispose of recyclables in the residual waste stream.

General Admission Areas

Outline bin numbers for the GA intermediate storage areas have been based on the following assumptions, which have been informed by benchmarking work done on a range of other music-focused arena developments:

- Waste generated within the GA concessions and bars will be stored locally within the units themselves for the duration of an event;
- Waste from the GA concourses and litter bins will be cleared by the venue's FM team and stored temporarily in intermediate waste rooms on each level;
- A separate specific generation rate for GA guests has been used to help estimate the amount of waste generated in the GA concourses. It has been assumed that 0.23kg of waste will be generated per GA guest per event, based on operations at a range of existing music-focused arenas;
- The amount of waste generated in the GA concourses has in large part been based on a 'Concert Terraces End Stage Full Standing 220' event. This type of event will occur on a regular basis and will have a capacity of 20,455 – the maximum capacity for events that occur on a rare, occasional, regular or very regular basis;
- The amount of waste generated in the L01 concourses has been estimated based on a 'Concert Terraces End Stage Seated 220 Degree' event. This type of event will occur on a very regular basis. While the total capacity for this type of event will be lower than a 'Concert Terraces End Stage Full Standing 220' event, the number of guests and amount of waste generated in the L01 concourse is likely to be higher;
- In the concourse areas, it has been assumed that residual waste and DMR will be segregated, with an assumed composition split (by mass) of 62.5% residual to 37.5% DMR. A 60% recycling capture rate applied;
- It has been assumed that both waste streams will be stored in the intermediate waste rooms in 660 litre Eurobins, each with an assumed maximum fill weight of 80kg;
- The total mass of waste for each concourse has been estimated by multiplying the GA guest generation rate by the number of guests using each concourse; and
- It has been assumed that 70% of this waste will be accessible to the FM team during an event, with the remaining 30% left by guests in the arena bowl (to be cleared post-event).

Hospitality Areas

- Waste from the hospitality areas will be 'backhauled' by hospitality staff to the bars/satellite kitchens on each level, where space for waste storage will be provided;
- It is anticipated that less packaging waste will be generated in the hospitality areas compared to in the GA concourses due to the plated (washable) service and use of washable glassware; and
- While some residual waste and dry mixed recyclables will be generated, it is expected that the majority of waste will arise from organics (from plate waste) and glass. All four waste streams will be segregated in the kitchens and stored in bins.

Other Areas

- It has been assumed that the remainder of the venue's waste will be generated in other areas, namely the arena bowl, main commissary kitchen, crew and artist facilities, offices, etc; and
- It has been assumed that waste generated in the arena bowl will accumulate on the floor during an event (to be cleared once guests have left the venue).

L01 Bin Compound

- The main purpose of the bin compound on the L01 podium will be to temporarily hold DMR, organics and glass bins before they are transferred to the Etihad Campus waste compound; and
- At this stage, it has been assumed that DMR will be stored in 660 litre Eurobins (with a maximum fill weight of 80kg) while organics and glass will be stored in 240 litre Eurobins (with a maximum fill weight of 50kg).

4.3 Waste Generation

Venue-Wide

Based on the assumptions set out in Section 4.2, it is expected that approximately 7,300kg of waste will be generated during a 'Concert Terraces Centre Stage Standing' event, as is illustrated in Table 4.1. This represents an absolute worst case in terms of waste generation during an event.

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Table 4.1 Estimated waste generation per 'Concert Terraces Centre Stage Standing' event

Land use	Maximum capacity	Estimated waste generation (kg/event)				
		Residual*	Recyclables	Organics	Glass	Total
Venue-wide	23,275	4,502	1,307	726	726	7,262

*assuming 60% recycling capture rate

General Admission Areas

In the concourse areas, it is proposed that two primary waste streams will be segregated: residual waste and DMR. Table 4.2 details the expected waste generation for each concourse area for a 'Concert Terraces End Stage Full Standing 220' event. This type of event represents a more 'typical' scenario and has been used to help estimate the number of bins required in the intermediate waste stores.

Table 4.2 Estimated waste generation per 'Concert Terraces End Stage Full Standing 220' event (general concourse guests only)

Level	No. of GA guests using concourses*	Estimated waste generated by GA guests (kg/event)		
		Residual**	Mixed recyclables	Total
GF HALL	7,746	1,353	393	1,745
L01 DECK	2,836	495	144	639
L02 CLUB	0	0	0	0
L03 LOFT	7,743	1,352	393	1,745
L04 ATTIC	0	0	0	0
Total	**18,325**	**3,200**	**929**	**4,129**

*these numbers do not include those seated in the hospitality areas, as these areas will not be served by the GA intermediate waste stores. Waste from the hospitality areas will instead be backhauled to the bars/kitchens, where space for waste storage will be provided.
**assuming 60% recycling capture rate

Waste quantities have also been estimated for a 'Concert Terraces End Stage Seated 220 Degree' event, as the number of guests using the L01 concourse will be higher during this type of event, as is shown in Table 4.3.

Table 4.3 Estimated waste generation per 'Concert Terraces End Stage Seated 220 Degree' event (general concourse guests only)

Level	No. of GA guests using concourses*	Estimated waste generated by GA guests (kg/event)		
		Residual**	Mixed recyclables	Total
GF HALL	3,474	607	176	783
L01 DECK	4,916	858	249	1,108
L02 CLUB	0	0	0	0
L03 LOFT	7,743	1,352	393	1,745
L04 ATTIC	0	0	0	0
Total	**16,133**	**2,817**	**818**	**3,635**

*these numbers do not include those seated in the hospitality areas, as these areas will not be served by the GA intermediate waste stores. Waste from the hospitality areas will instead be backhauled to the bars/kitchens, where space for waste storage will be provided.
**assuming 60% recycling capture rate

As specified in Section 4.2, it is anticipated that approximately 70% of GA waste will be accessible to the FM team for collection during an event, with the remaining waste from guests using these areas left in the arena bowl, and therefore inaccessible during event mode. The total estimated quantity of waste which could potentially be stored in each of the GA intermediate stores is shown in Table 4.4. The numbers for ground floor and L03 have been based on a 'Concert Terraces End Stage Full Standing 220' event, while the numbers for L01 have been based on a 'Concert Terraces End Stage Seated 220 Degree' event.

Table 4.4 Estimated quantity of waste to be stored in GA intermediate waste rooms

Level	Estimated waste generated by GA guests (kg/event)	Waste which can be stored in intermediate rooms (kg/event)		
		Residual	Mixed recyclables	Total
GF HALL	1,745	947	275	1,221
L01 DECK	1,108	601	174	775
L02 CLUB	0	0	0	0
L03 LOFT	1,745	947	275	1,221
L04 ATTIC	0	0	0	0

4.4 Waste Storage

General Admission Areas

Intermediate waste stores will be provided in close proximity to the GA concourses. These stores will help to reduce the risk of litter bins overflowing and will improve the efficiency of waste management operations.

If the stores were to hold waste for the duration of a 'typical' high-capacity event, then they would need to accommodate the bin numbers shown in Table 4.5. The numbers for ground floor and L03 have been based on a 'Concert Terraces End Stage Full Standing 220' event, while the numbers for L01 have been based on a 'Concert Terraces End Stage Seated 220 Degree' event.

Table 4.5 Expected intermediate waste storage requirement (concourses)

Level	Waste which can be stored in intermediate rooms (kg/event)	No. of 660 litre Eurobins required		
		Residual	Mixed recyclables	Total
GF HALL	1,221	12	4	16
L01 DECK	775	8	2	10
L02 CLUB	0	0	0	0
L03 LOFT	1,221	12	4	16
L04 ATTIC	0	0	0	0

The intermediate stores will be designed to hold waste for the duration of an event. However, where spatial constraints preclude this, a number of options are available for preventing the build-up of waste. For example, the FM team could move waste from the stores to the ground floor compactors and L01 bin compound during the course of an event. An indicative layout for one of the potential storage spaces on L03, with waste containers drawn in situ, is shown in Figure 4.1.

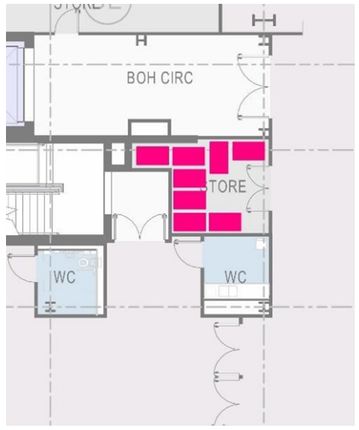


Figure 4.1 Indicative layout of potential L03 intermediate waste store

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All waste rooms will have adequate ventilation and lighting. Drainage need not be provided; however, rooms will be fitted out to be easily cleaned and maintained. Rubber buffers or stainless steel plating should also be incorporated in all waste rooms and service lifts to avoid damaging the walls.

L01 Bin Compound

The L01 bin compound will be used to temporarily hold DMR, organics and glass bins before they are transferred to the Etihad Campus waste compound. The compound has been sized to provide sufficient space to store all DMR, organics and glass bins for the venue.

Based on the assumptions set out in Section 4.2 and the waste generation values for a worst-case event (see Table 4.1), it is recommended that the L01 bin compound provides adequate space to accommodate the bin numbers shown in Table 4.6.

Table 4.6 Estimated number of Eurobins required in the L01 bin compound

	DMR 660 litre Eurobins	**Organics** 240 litre Eurobins	**Glass** 240 litre Eurobins
Total estimated waste generation (kg/event)	1,307	726	726
Total number of Eurobins required in L01 bin compound	17	15	15

Space will also be provided in the L01 bin compound for the following:

- An area for temporarily holding bins before they are moved across to the Etihad Campus waste compound;
- An area for temporarily holding empty bins that have been returned from the Etihad Campus waste compound. To maximise the efficiency of operations, full bins ready for dispatch should be separated from empty bins returned; and
- A bin wash-down area with appropriate drainage provision. Drainage should be by means of a trapped gully connected to the foul sewer.

An indicative layout of the L01 bin compound with the containers drawn in situ is shown in Figure 4.2.

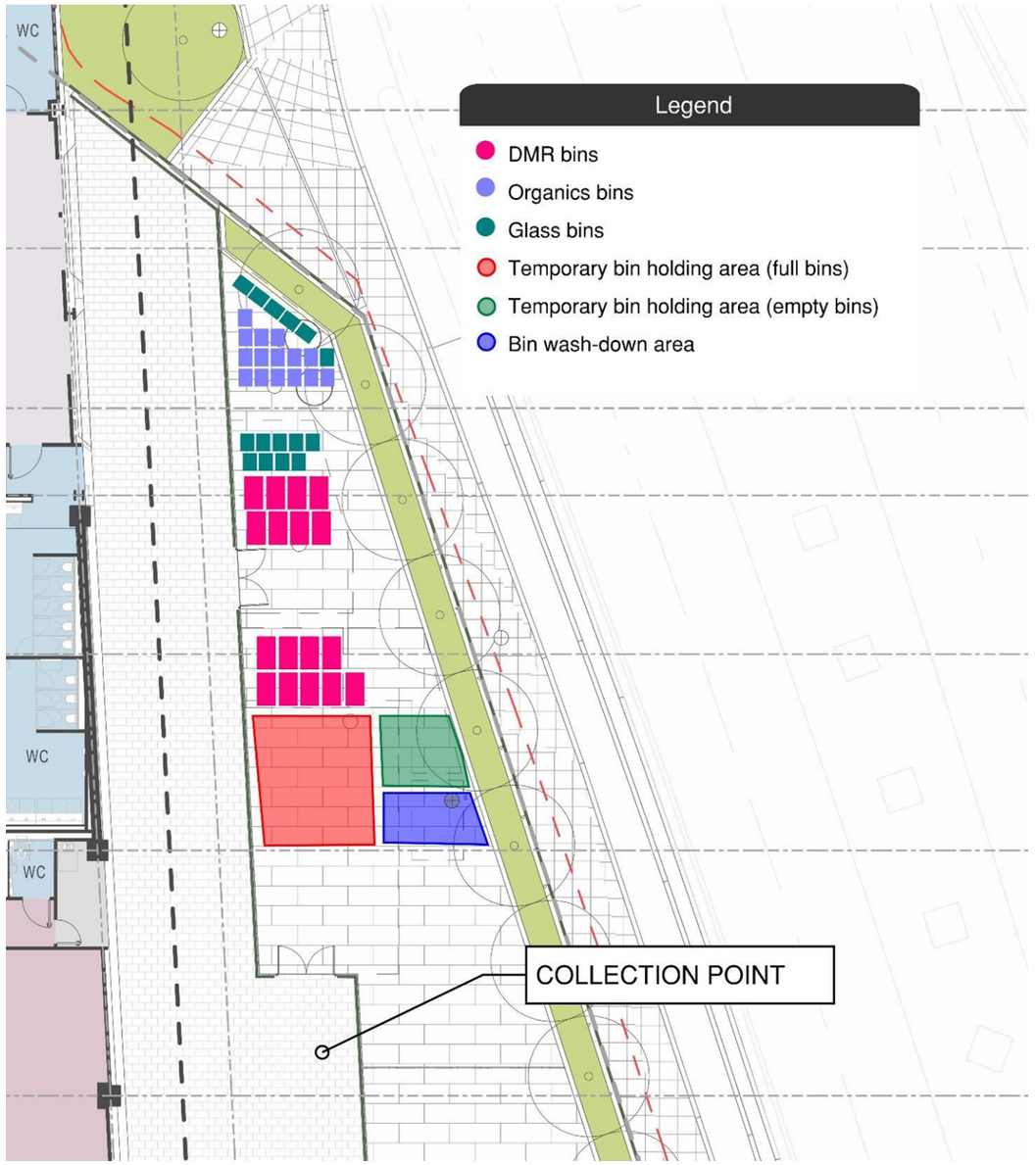


Figure 4.2 Indicative layout of L01 bin compound

The L01 bin compound will be secured and adequately lit to prevent unauthorised access. It is recommended that the walls of the compound are formed of non-combustible material that is robust, so as to prevent vermin entering.

Ground Floor Service Yard

At this stage, it is proposed that all of the venue's residual waste is compacted on-site and collected from the ground floor service yard. However, as outlined in Section 3.2, it should be emphasised that there is flexibility to adapt the strategy, if required.

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As with the L01 bin compound, the ground floor service yard must be properly equipped and maintained, with adequate pedestrian buffer zones, markings and signage, supervision and security.

The compactor store in the ground floor service yard includes space for the following:

- A dedicated secure cabinet for the storage of any hazardous wastes. All areas for hazardous waste storage are to be properly marked, with safe and secure containers used. Safe working methods are to be adopted by any operatives handling hazardous wastes;
- 2 no. portable skip compactors (with an approximate capacity of 11m^3 and payload of up to 3,000kg). The typical dimensions for this piece of equipment are as follows: 2.19m (H) x 1.89m (W) x 3.93m (L) (5.73m long with bin hoist). These compactors have an operating height clearance of 5.0m. The bin hoists will need to be folded up and over the compactors at collection times to avoid clashing with the collection vehicles. The applicant will ensure that a compactor and bin hoist model is selected that allows for this; and
- Space for the storage of a small quantity of Waste Electrical and Electronic Equipment (WEEE) wastes that will be generated.

It is anticipated that at least one of the compactors will need to be collected between each event, as is shown in Table 4.7, with the second compactor providing capacity for any additional residual waste. It should be noted, however, that there is flexibility to adapt the compactor collection frequency depending on the events that are scheduled for each week.

Table 4.7 Residual compactor requirements

	Residual
Estimated waste generation (kg/event)*	4,502
Maximum compactor payload (kg)	3,000
Compactor fill level	150%
Number of compactors required in ground floor service yard	2

*assuming 60% recycling capture rate

An indicative plan of the compactor store in the ground floor service yard, with the compactors drawn in situ, is shown in Figure 4.3. In order to mitigate health and safety risks and facilitate vehicle movements in the service yard, one of the compactors has been positioned at an angle. The column layout and roller shutter will be adjusted in future design stages to accommodate this. To mitigate the risk of any vehicle clashes, the compactors will be collected at separate times. In addition, a banksman will be present to supervise all waste collections.

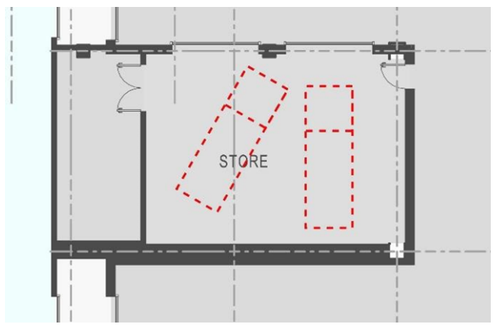


Figure 4.3 Indicative layout of compactor store in ground floor service yard

Etihad Campus Waste Compound

DMR, organics and glass bins will be transferred from the L01 bin compound to the Etihad Campus waste compound in the early hours, when levels of pedestrian activity are at their lowest. At this stage, it has been assumed that waste generated from the proposed development will be stored separately from waste generated by the rest of the Etihad Campus, as a further study of campus waste quantities will need to be undertaken if waste storage equipment is to be shared between different elements of the masterplan.

On this basis, the applicant and City Football Group (CFG) will ensure that adequate space is set aside for the proposed development's waste operations on top of what is currently provided in the compound to serve other parts of the masterplan. Space will therefore be provided in the Etihad Campus waste compound for the following:

- 1 no. portable roll-on roll-off compactor for DMR. At this stage, it is recommended that a compactor with an approximate capacity of 24m^3 is used. The approximate dimensions of this compactor (with bin hoist) are as follows: 2.56m (H) x 2.55m (W) x 8.92m (L). Sufficient manoeuvring space will also be provided so that the compactor can be collected by a hook-lift truck;
- Space for holding 30 no. 240 litre bins. Sufficient manoeuvring space will also be provided so that the bins can be collected by a rear-end loader dustcart; and
- A bin wash-down area with appropriate drainage provision.

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5 Conclusions

This OWMS has described how operational waste generated from the proposed OVG Manchester development will be managed in compliance with relevant national, regional and local waste management policy requirements (see Appendix A).

The waste management strategy has been formulated with the guiding vision of helping the venue to operate efficiently, sustainably and safely, all while minimising impacts on building performance, the users of the site, and the application site environment. In line with Manchester's Local Development Framework Core Strategy Development Plan Document (MCC, 2012), the strategy will promote the principles of the waste hierarchy and a circular economy. The emphasis will first and foremost be on minimising the amount of waste that is generated. Product procurement will play a key role in achieving this, with particular consideration given to how goods are packaged (e.g. using no packaging, edible materials, less packaging or packaging that is made up of a proportion of recycled materials).

In line with the requirements set out in the National Planning Policy for Waste (Ministry of Housing, Communities and Local Government, 2014), the waste management strategy will then look to maximise recycling and re-use, with waste segregated at source into a number of streams. As a minimum, residual waste and mixed recyclables will be separated, although some areas will also segregate glass and organic waste.

The venue will be at its busiest during a 'Concert Terraces Centre Stage Standing' event and it is at this type of event that most waste will be generated. In total, it is estimated that approximately 7,300kg of waste will be produced when the venue reaches maximum capacity.

Adequate provision has been made in the venue's ground floor compactor store and L01 bin compound for the on-site storage of all operational waste. The provision of intermediate waste storage rooms in various locations across the venue will provide further resilience and also improve the efficiency of waste management operations. These rooms will be located in close proximity to those areas that generate the most significant quantities of waste (i.e. the GA concourses), and will enable waste to be held locally until the guest circulation areas are less congested. Bins will be moved down to the ground floor compactors and L01 bin compound during the course of an event when the concourse areas are less congested.

At this stage, it is proposed that residual waste will be compacted on-site and collected from the ground floor service yard, while DMR, glass and organics will be moved to the Etihad Campus waste compound for collection, via the bin compound on the L01 podium. However, it should be emphasised that there is flexibility to adapt which waste streams are collected from the service yard at ground floor level, for example, if DMR were to comprise a higher proportion of the venue's waste stream than initially expected.

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Appendix A Waste Management Policy and Guidance

A.1 Introduction

This appendix provides an overview of the most relevant national, regional and local policies and guidance relating to the management of waste in the proposed development.

A.2 National Context

Government Review of Waste Policy in England (Department for Environment, Food and Rural Affairs, 2011)

This document aligns with the EU Waste Framework Directive (2008/98/EC) and sets out requirements for the collection, transport, recovery and disposal of waste. It prioritises efforts to manage waste in line with the waste hierarchy, with a focus on waste prevention and reuse, supporting greater resource efficiency.

Waste Management Plan for England (Department for Environment, Food and Rural Affairs, 2013)

This legislative document sets out a planning framework to help local authorities develop strategies that identify sites and areas suitable for new or enhanced waste management infrastructure/facilities. In addition, the document provides advice for local authorities to better apply the waste hierarchy in their own jurisdiction.

At its core, the plan describes how the government intends to work towards a more efficient and sustainable approach to waste and resource use/management. It provides an analysis of the waste management situation in England and how it will aim to achieve the objectives of the EU Waste Framework Directive (2008/98/EC).

National Planning Policy for Waste (Department for Environment, Food and Rural Affairs, 2014)

The National Planning Policy for Waste document states that non-waste planning applications should consider the impact on existing and planned waste infrastructure and that suitable provision should be made for managing waste within new developments. Additionally, it stresses the need to ensure that the handling of waste arising from construction and operation of non-waste developments maximises re-use/recovery opportunities, and minimises off-site disposal.

National Planning Practice Guidance: Waste (Ministry of Housing, Communities and Local Government, 2015)

The National Planning Practice Guidance (NPPG) for waste provides further information to the National Planning Policy Framework (NPPF) to support local authorities in implementing waste planning policy. For example, it sets out the role of waste planning in meeting the obligations of the European Union Waste Framework Directive (2008/98/EC) and implementing the waste hierarchy, and gives guidance on how to develop and identify waste requirements in Local Plans. It also provides details on determining planning applications, the regulatory regimes controlling waste management planning, and the requirement for inspections and monitoring to be carried out by local authorities to ensure compliance with the Waste Framework Directive.

Our Waste, Our Resources: A Strategy for England (Department for Environment, Food and Rural Affairs, 2018)

This strategy sets out plans to double resource productivity and eliminate avoidable wastes of all kinds by 2050. It includes details of how waste will be minimised and managed to reduce damage to the environment. The strategy gives a policy direction in line with the Department for Environment, Food and Rural Affairs (Defra) (2018) 25 Year Environment Plan, with a particular focus on moving away from a traditional linear economic model towards a more sustainable and efficient circular model.

Relevant targets from this document include the following:

- To work towards achieving a 65% recycling rate for municipal solid waste (MSW) by 2035;
- To work towards sending 10% or less of MSW to landfill by 2035; and
- To eliminate all avoidable waste by 2050.

National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2019)

The NPPF notes that the purpose of the planning system is to contribute to the achievement of sustainable development. The document identifies three dimensions to sustainable development: economic, social and environmental. As part of its environmental role, the planning system should help to use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The 2012 NPPF did not contain specific waste policies, since national waste planning policy was published as part of the National Waste Management Plan for England. Similarly, the revised NPPF should be read in conjunction with the government's separate planning policy for waste. Where waste is mentioned, there is little difference between the 2012 and revised versions of the Framework. Both documents note that efforts must be made to minimise waste generation and to facilitate the sustainable use of recycled materials.

A.3 Local Context

Manchester's Local Development Framework Core Strategy Development Plan Document (MCC, 2012)

This document outlines MCC's development vision for Manchester in 2027 and sets out the planning policies which will be used to help deliver on that vision.

The following policies are of most relevance to operational waste management within the proposed development:

- Policy EN17 Water Quality – this policy stipulates that any development close to a watercourse should ensure that waste or litter cannot enter the watercourse from the site.
- Policy EN19 Waste – this policy states that all developers will be required to demonstrate to the council how their proposals will promote the principles of the waste hierarchy and help achieve a closed-loop waste management system.

Greater Manchester Joint Waste Development Plan Document (Association of Greater Manchester Authorities, 2012)

This document sets out a strategy to help ensure that adequate provision is made for waste management facilities in Greater Manchester up to 2027.

The plan not only looks to ensure that sufficient capacity is provided for waste management in the region; it also aims to promote the movement of waste up the waste hierarchy. In line with this, developments' waste management strategies should first look to minimise waste at source, before targeting reuse, recycling, recovery and, as a last resort, safe disposal.

Waste Storage and Collection Guidance for New Developments (MCC, 2017)

This guidance sets out minimum standards for planners, architects, developers and property managers to assist in planning and designing systems for the storage and collection of refuse, and for recycling facilities in domestic and commercial properties.

Planning applications for all new developments should include a waste management strategy which includes the following:

- Estimated volumes and types of waste produced by the development;
- Details of internal and external stores for waste and recycling;
- Location of the proposed collection point and details of the route the collection vehicle will take;
- Details of how waste will be transferred between stores and to the collection location; and
- Details on the number and capacity of bins proposed and the collection frequency.

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These details should also be provided in a waste Proforma, submitted to MCC. This has been provided in Appendix B.

Draft Manchester Zero Carbon Framework 2020-2038 (Manchester Climate Change Board and Agency, 2019)

The purpose of this document is to help ensure that all residents, businesses, the public sector and all other sectors within Greater Manchester take urgent and sustained action on climate change. In terms of waste and resources, the document touches on the importance of reducing material consumption and waste generation, with a particular focus on eradicating food waste. The framework targets a shift to a new circular economy model, one in which materials are kept in circulation so that the maximum value possible can be extracted from them.

A.4 Other Relevant Guidance

Building Regulations Approved Document H6 Drainage and Waste Disposal and British Standards 5906:2005

These documents set out a number of requirements and guidelines for solid waste storage within buildings. The following requirements and guidelines are of particular relevance to this proposed development:

- Adequate provision shall be made for the storage of solid waste;
- Adequate means of access shall be provided for people in the building to the place of storage and from the place of storage to a collection point;
- A minimum clear space of 150mm should be provided between and around all bins in waste storage rooms;
- Adequate space must be provided for the easy and efficient movement of bins over smooth, continuous surfaces;
- Waste storage areas should be secure to prevent access by vermin unless the waste is to be stored in secure containers with close fitting lids; and
- Adequate lighting, drainage and ventilation should be provided in these areas.

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Appendix B Waste Management Strategy Proforma

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MANCHESTER CITY COUNCIL

			N/A
			N/A
			N/A
			N/A
			N/A

	N/A

2 no. 11m^3 skip compactors
N/A
17 no. 660L Eurobins for mixed recycling; 15 no. 240L Eurobins for glass
15 no. 240L Eurobins for organics
N/A

Details on calculations and assumptions are contained in the OWMS report.

	☒

	☐	N/A

Waste will be segregated at source into a number of streams. As a minimum, each area will segregate residual waste and dry mixed recyclables (DMR). Waste from the general admission (GA) concourses will initially be moved to intermediate waste stores to help reduce the risk of concourse litter bins overflowing. Waste generated within the GA bars and concession units themselves will be stored within these units for the duration of an event. Waste from the hospitality areas will be ‘backhauled’ to the kitchens/bars on each level, where residual waste, DMR, organics and glass will be segregated.

Residual waste will be moved to the compactor store in the ground floor service yard, while DMR, organics and glass will be moved the the 'recycling zone' in the L01 bin compound. Indicative layouts of these areas are included in the OWMS report.

DMR, organics and glass bins will be transferred to the Etihad Campus waste compound for consolidation and collection post-event. This will be done in the early hours to minimise the risk of clashes with pedestrians circulating the campus.

	☒
	☒

internal waste rooms will be mechanically ventilated. External waste stores will be naturally ventilated. intermediate waste rooms will be fitted out to be easily cleaned and maintained. Bin wash down facilities will be provided in the L01 bin compound. Drainage will be by means of a trapped gully connected to the foul sewer.

The venue's facilities management (FM)/cleaning team will be responsible for moving waste from the point where it is generated to the point where it is collected.

Plans are included in the OWMS report

	x
	x
	x

Appendix C Waste Collection Vehicles Swept Path Analysis

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CONSTRUCTION.

N/A

MAINTENANCE/CLEANING/OPERATION.

N/A

DECOMMISSIONING/DEMOLITION.

N/A

Notes

7.1

1.32 3.8

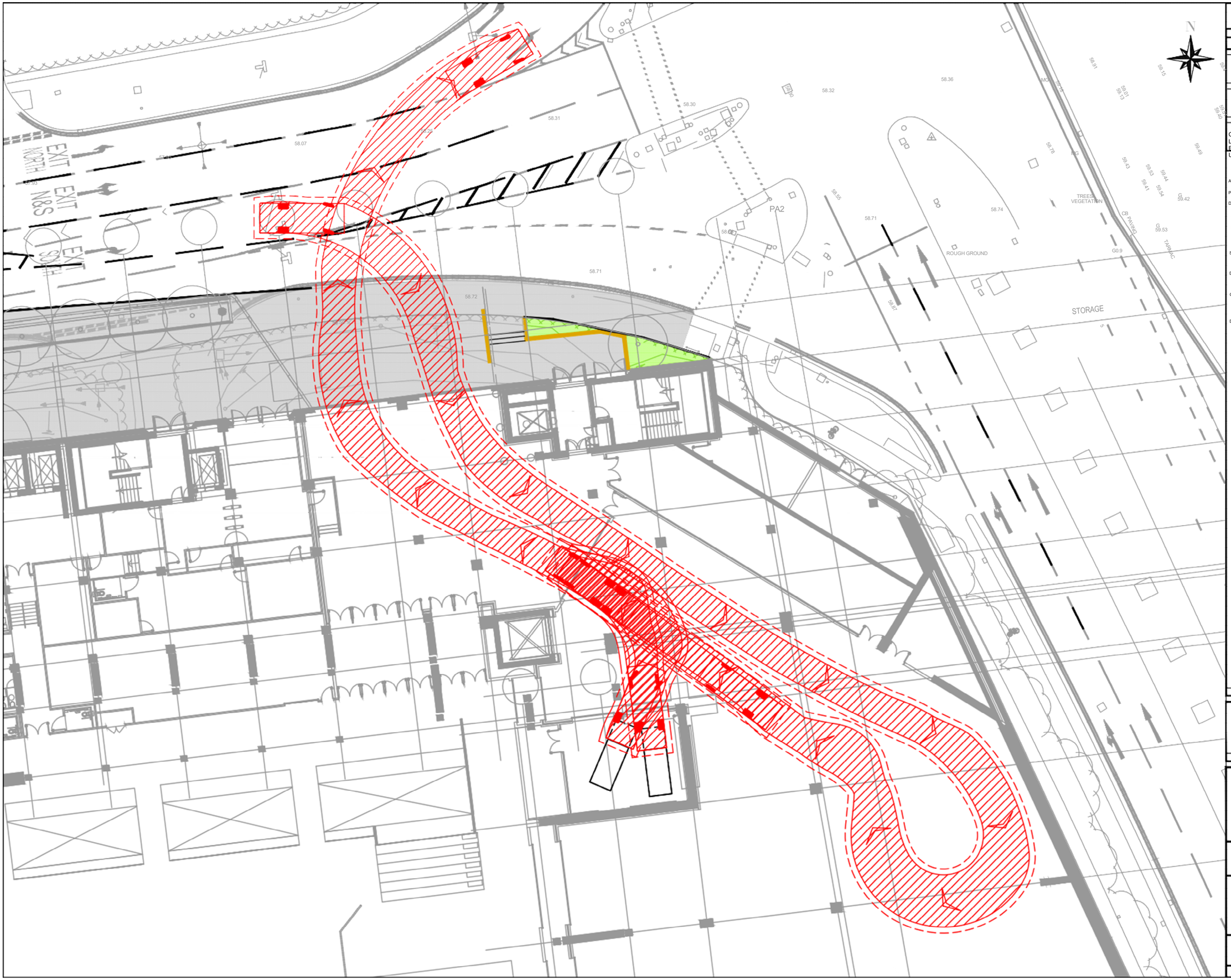
Swing Arm Skip Compactor Truck

Overall Length	7.100m
Overall Width	2.480m
Overall Body Height	3.664m
Min Body Ground Clearance	0.410m
Track Width	2.480m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.000m

Rev	Description	Date	Drn	Ch'd
P01	INITIAL ISSUE	17.01.2020	SBH	NJH

Status of drawing

INFORMATION



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Architect POPULOUS

Project

Drg Title VEHICLE TRACKING ANALYSIS
SERVICE YARD
COMPACTOR COLLECTION

Scales@A1 1:100

Job No. 0042841

Drawn by SBH

Date JAN 2020

Checked by NJH

Rev P01

Drawing No. BRA-BHE-XX-XX-SK-C-0018

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OVG MANCHESTER

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CONSTRUCTION.

N/A

MAINTENANCE/CLEANING/OPERATION.

N/A

DECOMMISSIONING/DEMOLITION.

N/A

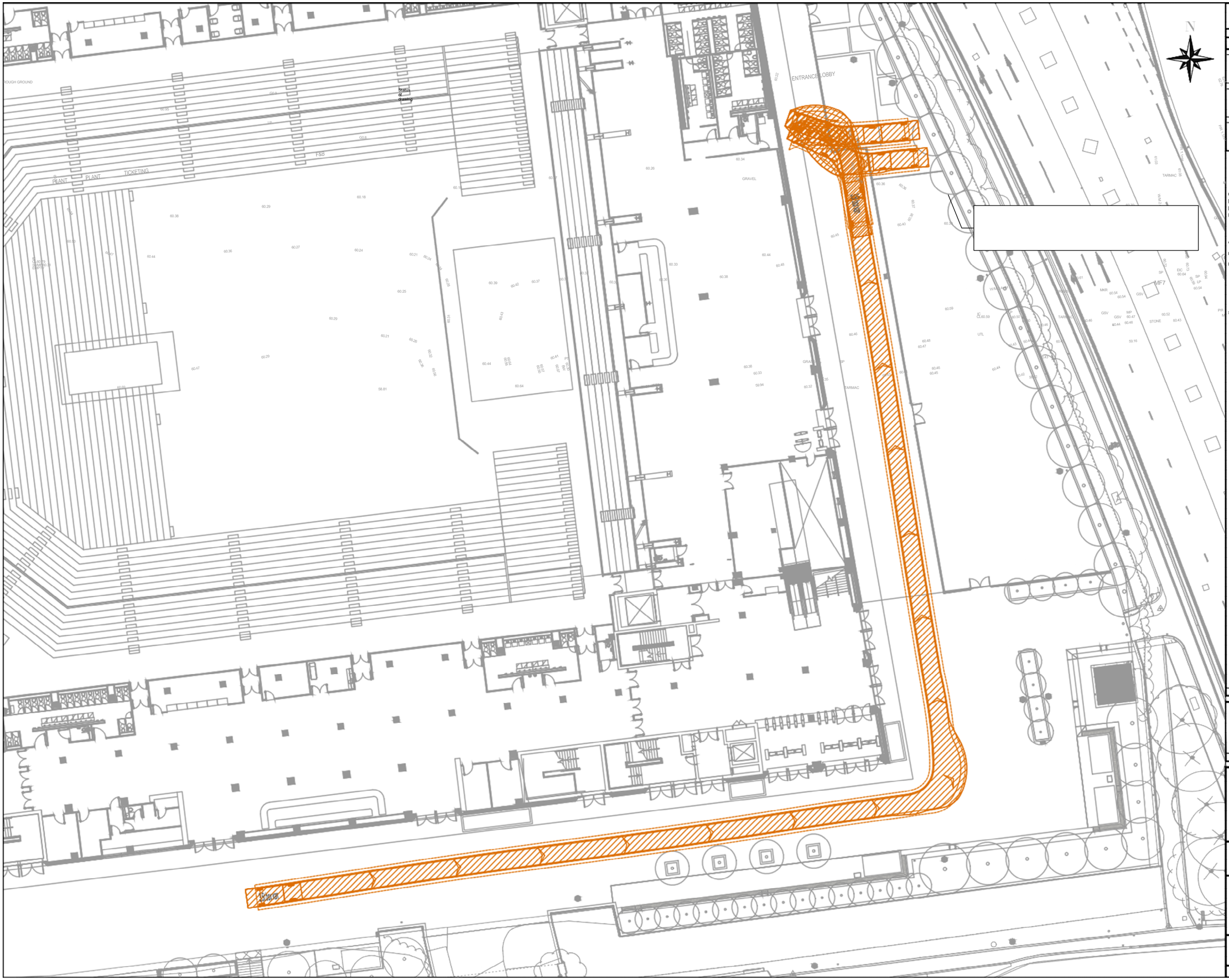
Notes



3.5t box van (tall)	
Overall Length	6.509m
Overall Width	2.200m
Overall Body Height	3.100m
Min Body Ground Clearance	0.214m
Max Track Width	1.959m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.280m

Rev	Description	Date	Drn	Ch'd
P01	INITIAL ISSUE	17.01.2020	SBH	NJH

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Architect *POPULOUS*

Project

Drg Title VEHICLE TRACKING ANALYSIS
L01 PODIUM
REFUSE COLLECTION

Scales@A1 1:250

Job No. 0042841

Drawn by SBH

Date JAN 2020

Checked by NJH

Rev P01

Drawing No. BRA-BHE-XX-XX-SK-C-0019

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Appendix 9

Draft Parking Management Plan

Co-op Live Arena

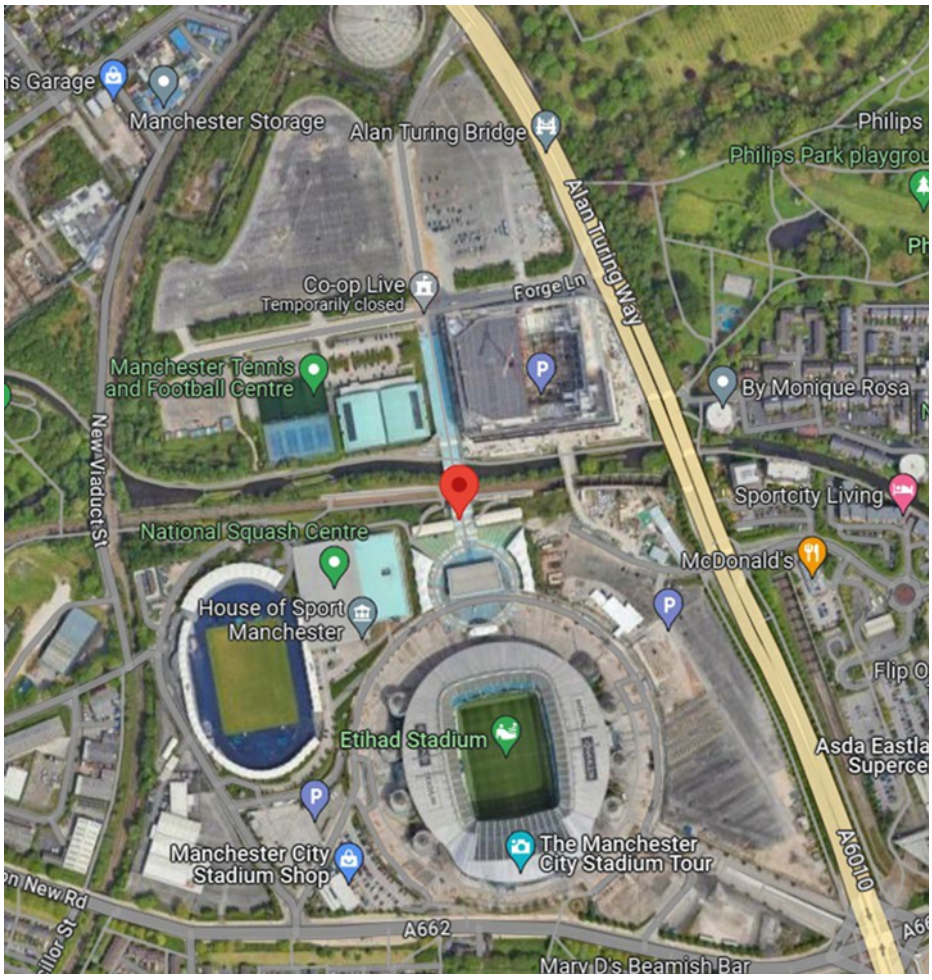
Operational Parking Plan



Introduction

Co-op Live is an indoor arena currently under construction in Manchester, England. Due to open in April 2024 and start holding events from early May 2024. It is planned to have the largest maximum capacity of any indoor arena (up to 23,500) in the United Kingdom. As the UK's only music-first arena, Co-op Live will boast the largest floor space of any indoor venue, a significantly lower ceiling, and tiered seating that brings fans closer to the artist. Cutting edge visual technology, exceptional acoustics and innovative sound bowl design mean the best show possible whether standing or seated, in a space designed to welcome the biggest and most exciting global artists.

The Arena is located on the Etihad Campus to the East of Manchester City Centre and is well served in terms of transport provisions via the Mertolink, Public Bus Services and venue Car Parks with a total capacity of 3000 spaces available to for Arena use. These transport options will also be supported by a bespoke Shuttle Bus Service and engagement with Taxi and Private Hire providers.



Etihad Campus Parking Modes

As the Etihad Campus consists of various venues onsite, the below table highlights how the Parking Modes for different event types will work be classified as these Modes will be discussed in the following Co-op Live Operational Parking Plan:

Parking Mode	Parking Mode Description
Mode 1	No events oniste - BAU
Mode 2	1-2 Small Events 300-5000 Capacity
Mode 3A	Major Stadium Event, no event in Arena
Mode 3B	Major Arena Event
Mode 3C	Major Manchester City Council Event, no event in Arena
Mode 4 A&B	Major Event and Minor/Small Event
Mode 5A - Stadium	Arena and Stadium Major Events with 3HR + Gap - When Stadium Event is on
Mode 5A - Arena	Football KO 1pm or earlier and Evening Arena Event - When Arena Event is on
Mode 5B - Stadium	Arena and Stadium Major Events with 3HR + Gap - When Stadium Event is on
Mode 5B -Arena	Matinee Arena Event and Stadium Evening KO - When Arena Event is on
Mode 5C	Stadium and MCC Major Events with 3HR + Gap - When MCC Event is on
Mode 5D	Arena and MCC Major Events with 3HR + Gap - When Arena Event is on
Mode 6A	Stadium and Arena Major Event with overlap in arrival/departure phases
Mode 6B	Stadium and MCC Major Events with overlap in arrival/departure phases
Mode 6C	Arena & MCC Major Events with overlap in arrival/departure phases

Car Park Facilities

Co-op Live is well served by the two main car parks located on the Etihad Campus, the Blue and Orange Car Parks which can be seen in the below Campus Plan.



Both Car Park entrance and exit points are located via Alan Turing Way (A6010). The Blue Car Park has a capacity to house 2237 vehicles at any one point and the Orange has a capacity to house 851 vehicles.

Car Park Booking

Co-op Live plan to follow the same Car Park Sale Process as the Etihad Stadium, in terms of ensuring that all Etihad Campus Car Park Sales must be booked in advance of the event. This process will be critical to the venue to ensure that (given the differing potential Parking Modes as above) the correct number of Car Park spaces are sold for each event. At this stage it is planned for these the Car Park Sales Platform to be part of the Co-op Live Website with guests only able to purchase Parking Tickets via authorised Ticket Vendors.

Car Park pricing is still to be determined, but it is thought that discounts for multi-occupancy vehicles will be applied and that access to the Car Parks will be managed via a ANPR System, to ensure that only pre-purchased car park ticket holders are allowed access.

An example of how the Car Park Ticket Process for the Co-op Live Car Parks can be seen by following the link below:

www.mancity.com/ticketing-and-hospitality/parking

Co-op Live will collaborate with the Etihad Campus Stakeholders (Etihad Stadium and Manchester City Council) to regularly review the Car Parking Strategy for each Co-op Live event with a focus on ensuring clear communication to all Etihad Campus user groups and a proactive approach to working through the more challenging Parking Modes.

As an inclusive venue, Co-op Live will ensure that there is always Accessible Parking available onsite and close to venue no matter which Parking Mode the Etihad Campus is operating.

Accessible Parking

Co-op Live is committed to being an Inclusive Venue for all, and will ensure that during each Parking Mode that there will be ample Accessible Parking available onsite to book in advance. These spaces will be located at the most convenient parts of the Car Parks can be seen on the Blue and Orange Car Park Maps within this document, with an allocation of 100 spaces in each of the car parks.

The Blue Car Park

The Blue Car Park is geographically the closest car park to the Co-op Live as highlighted below it has two entry and exit points which can be accessed via Alan Turing Way onto Joe Mercer Way and Forge/Sports City Way.



The Blue Car Park is a surface car park with permanent lighting and marked parking bays which is split in different sub sections with capacities as below:



Parking Area	Capacity	Vehicle Type
Blue H	1258	Cars
Blue G	745	Cars
Blue J	129	Cars
Blue K	105	Cars
Blue L	90	Cars
Sports City Way	30	Coaches

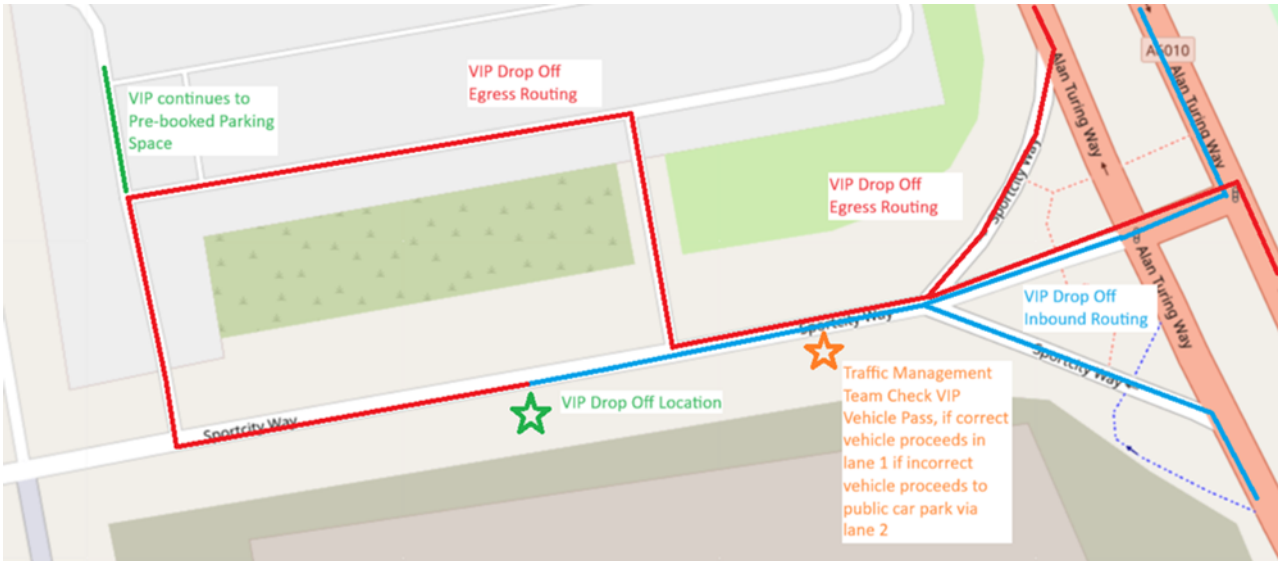
Given the Blue Car Park's close proximity to Co-op Live, the car park will be required to host several different user groups on an event day, which will include Accessibility Parking, VIP Parking, Hospitality Parking, General Public Parking, Coach Parking, Production Vehicle Parking with the area also having the ability to facilitate VIP Drop Off and Shuttle Bus operations.

At the time of writing this document there are also discussions underway with the Etihad Campus Stakeholders and City Council regarding the location of a Hackney Carriage Rank and Private Hire pick up and drop off location. As these plans move forward this document will be updated to reflect these potential changes/areas. The below plan highlights the current thinking of how the Blue Car Park will be split to house the various user groups on a Mode 3B Event (Major Co-op Live Event).



VIP Vehicle Movements

Given the high-profile nature of the events being hosted at Co-op Live there will need to be consideration for how potential VIP Drop Off's will be facilitated at the venue, the below drawing highlights the current thinking of how this will be managed:



When VIP Drop Off vehicles enter Sportcity Way they will have a clearly visible accreditation in the windscreen which will allow the Traffic Management Team to identify the vehicle. Once the vehicle has been identified it will procced in lane 1 to the Meet and Greet Team who will stop the vehicle outside the VIP Pedestrian Entrance. The guests will then disembark in the venue. The Vehicle will then procced along Sportcity Way where it will turn right into the Blue Car Park and either park in the pre-booked VIP Car Park or egress via the Blue Car Park/Sportcity Way.

Shuttle Bus Movements

Co-op Live is serious about promoting sustainable travel to and from the venue, and the Operations Team are aware that guests and staff members alike will currently have various Transport Ingress Options to arrive at the venue, but these options can be more limited at the end of a Co-op Live Event. With this in mind the Operations Team are focused on being able to provide a further sustainable travel option for users groups to ensure a smooth and local resident friendly solution, in the form of a Shuttle Bus service will which return guests to Manchester City Centre.

The number of Egress Shuttle Buses for each Co-op Live Event will be dependent on the several variables which include event timings, the capacity of Metrolink and which Parking Mode the venue is in.

The Shuttle Bus operational plan is still in the final stages of planning but currently the thought process is to have the Shuttle Buses entering the Blue Car Park via Gate 1, where they will rank as required, before being called forward to collect guests and possible staff members with the buses then exiting the car park via Gate 2, to deliver them back to the City Centre to their accommodation or connecting travel links.

The Shuttle Bus Loading Area will be managed by the Co-op Live Venue Security Team and will be queuing areas will be facilitated by a combination of barrier systems and crowd stewards to ensure that the system is efficiently managed with a minimal impact on the local residents. The below image highlights how the venue envisages the Egress Shuttle Bus Service to work in the Blue Car Park at this time.



Coach Parking

The Etihad Campus has utilised Sports City Way for a number of years as a Coach Parking area with a capacity to hold 30 coaches at anyone time. Coaches like cars will be required to book parking space in advance of the event via the booking platform. Dependent on Coach Parking demand, there are several areas of the Blue Car Park which can be utilised as an overflow option. The below image highlights the layout of how Coaches are fed through lane 2 of Sports City Way to be parked in lanes 1, 3 and 4 on a Etihad Stadium Event.



The Orange Car Park

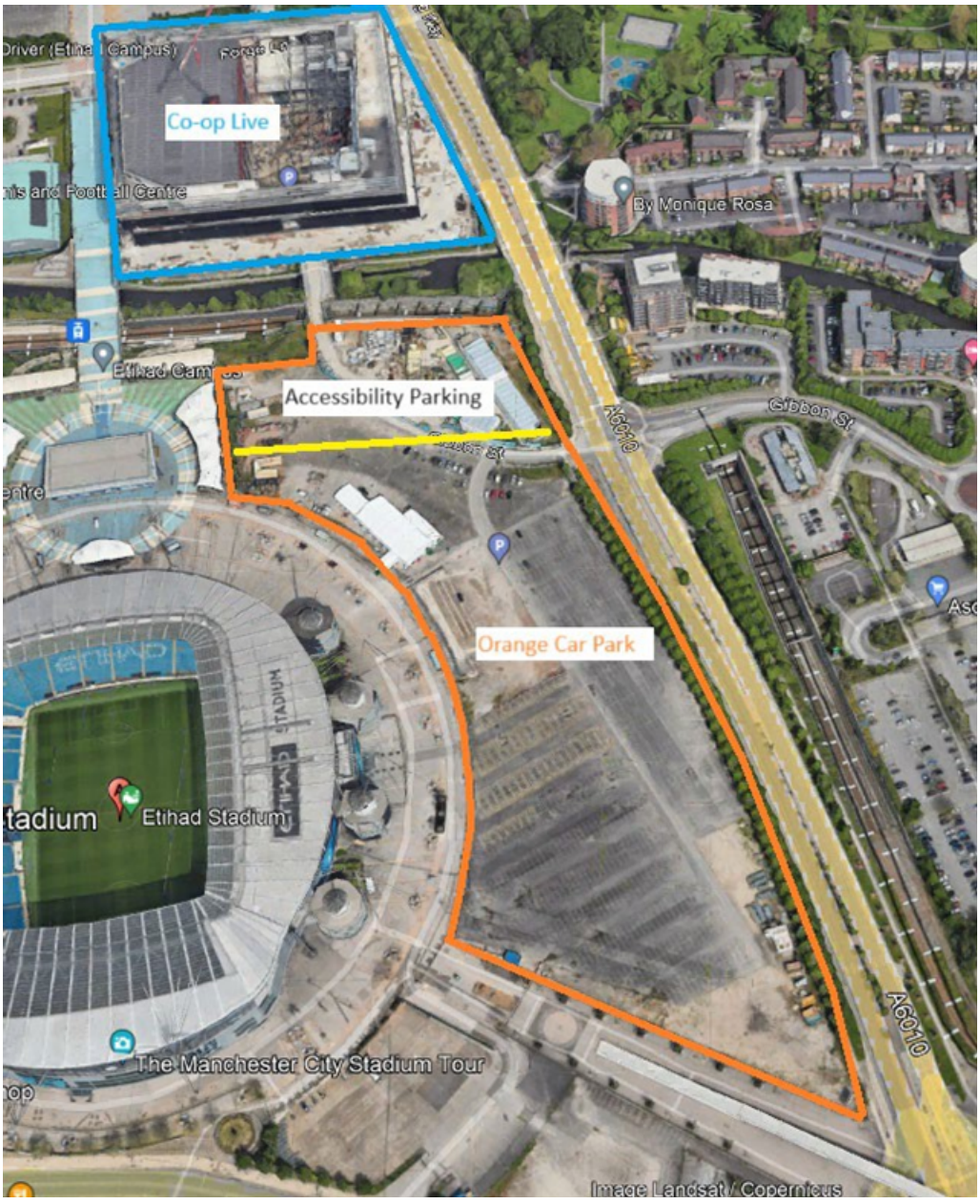
The Orange Car Park, like the Blue Car Park is located is located close to Co-op Live with one entry and exit point which can be accessed via Alan Turing Way.



The Orange Car Park has a number of permanently marked bays and also a temporary car park layout when used on event days. The car park is a mixture of tarmac and gravel areas currently. There is some permanent lighting in the car park but this supported by the deployment of temporary tower lights on event days. The north-east section of the car park is currently used by Co-op Live's construction contractors and reduce the parking capacity at the time of writing. The current car park has a capacity to hold 851 vehicles.

On a Co-op Live Event, the Orange Car Park is planned to house pre-purchased Public and Accessibility visitors.

The Accessibility area will be positioned closest to the venue and it is expected that the layout will change as Co-op Live's contractors return the current land used to house their equipment and offices. The below image highlights the Accessibility area within the Orange Car Park.



The Car Park exit is managed by Traffic Lights that can be manually controlled as per when the car park is used by the Etihad Stadium, to reduce egress waiting time within the car park. Once the car park layout design is finalised a temporary lighting plan will be produced to ensure that areas of the car park are appropriately lit, with particular attention being paid to the Accessibility parking area.

Car Parking Management

Co-op Live are currently in the process of identifying and appointing a Car Parking contractor who will work on behalf of the venue to provide the day-to-day car parking planning and operational team to deliver car parking services. The appointed Car Park contractor will be required to work closely with the Etihad Campus and wider stakeholders to ensure that all partners are aware of Co-op Live's event day car parking operations and to work in a collaborative manner to establish how the car parks will be managed during the different Parking Modes, ensuring that a first class service is received by all Etihad Campus users.

Car Park Management Planning

Given the unique nature of the multi-venue Etihad Campus, there will be a large requirement for diligent planning in the lead up to any Co-op Live event, especially during the mobilisaiton period. This planning time will consist of ensuring that Car Park pre-booked sales figures are analyzed which will include VIP, Hospitality, Accessibility, Public, Staff, Production users are catered for in the Car Park layout for an event. Other considerations will need to include the provision of possible Coach Parking, Shuttle Bus area for egress and the VIP Drop and Pick Up operations. Co-op Live are also currently developing relationships with potential off-site parking locations to provide parking areas during the Parking Modes when the Etihad Stadium or MCC Venues have events that clash with Co-op Live.

Pre-event Operations (Operational Readiness)

As part of the pre-event operations phase the Car Park Contractor will be expected to ensure that the following responsibilities have been completed:

- Staffing requirement, ensuring correct agreed timings and qualifications holders are booked for the operation
- Staff venue inductions are booked for new starters, ensuring that all staff understand the Co-op Live Customer Service Policy and have a good working knowledge of the local area and transport options
- Ensure all relevant Risk Assessments and Metod Statements are completed and available
- Prepare all appropriate PPE, Uniform and Personal Equipment is ready for use, these items may alter dependent on the timing and date of the event
- Conduct onsite "Health Check" are the Parking and Walking areas free of any potential hazards, working closely with Co-op Live Venue Management Team to raise any potential concerns
- Ensure that all car parking equipment is in ready, in good working order, such as barriers, cones, supporting signage inclusive of VMS and ready to be deployed in agreed areas
- Produce event specific briefing documentation, which can be viewed either electronically or physically be Car Parking Team
- Produce event specific communication plan, ensuring all radio equipment and car park scanning devices are ready

- Attend Co-op Live Venue Management briefings, ensuring any questions or concerns are raised and resolved
- Ensure all event delivery partners such as TfGM are suitably briefed and delivery plan is agreed in advance, exchanging key contact information

Event Day Car Park Operations

During a standalone Co-op Live Event Evening, at this stage of planning, the below staffing deployment should be sufficient to cover the Blue and Orange Car Parking operations. As the car park planning moves forward this deployment will be refined to ensure that all user groups will be suitably managed as part of the overall Co-op Live Car Park Strategy in conjunction with the Etihad Campus Stakeholders.

Description	Position	No of Staff required	Start Time	Finish Time
Traffic and Parking Operations Manager	Operations Manager	1	12:00	03:00
External Traffic Management Team - Signs, VMS etc	Chapter 8	2	15:00	02:00
Sports City Way Traffic Management Team - Lane Splitting/Gate Management	Chapter 8	2	16:00	02:00
VIP PUDO Supervisor - Located on Sports City Way	Supervisor	1	16:00	02:00
VIP PUDO Team - located on Sports City Way	Traffic Marshal	3	16:00	02:00
Sport City Way - Coach Parking	Traffic Marshal	2	16:00	02:00
Sport City Way - Blue Car Park Entrance Ticket Check	Traffic Marshal	2	16:00	22:00
Blue Car Park G - Car Park Supervisor	Supervisor	1	16:00	02:00
Blue Car Park G - Parking Team Accessible/Hospitality Bays	Traffic Marshal	4	16:00	22:00
Blue Car Park G - General Parking inclusive of Shuttle Bus/Taxi Drop Off Lane	Traffic Marshal	9	16:00	02:00
Blue Car Park H/J - Car Park Supervisor	Supervisor	1	16:00	02:00
Blue Car Park H - General Parking	Traffic Marshal	4	16:00	02:00
Blue Car Park J - General Parking/Production/Staff Vehicles	Traffic Marshal	2	16:00	02:00
Orange Car Park - Supervisor	Supervisor	1	16:00	02:00
Orange Car Park - Entrance Ticket Check	Traffic Marshal	2	16:00	22:00
Orange Car Park - Accessibility Bays	Traffic Marshal	2	16:00	22:00
Orange Car Park - General Parking	Traffic Marshal	6	16:00	02:00

The Operations Manager will be the on the ground Car Park Manger responsible for the Ingress and Egress phases of the Car Parking Operation. Supported by a Team of Car Park Supervisors and Traffic Management trained operatives to ensure that all areas of the operation are well managed and that communication between all areas is free-flowing, with any operational issues, being raised and rectified.

At this stage of planning it is thought that the Operations Manager will have a direct two-way communication with the Co-op Live Control Room, who will have the ability to provide to provide feedback and observations on the Car Parking operation via the CCTV Cameras, The Control Room will also be key to providing real time updates in terms of event timings and spectator movements so that the Car Parking Team can be suitably prepared for the Egress phase of the event.

Appendix 10 - VIP Drop Off

When VIP Drop Off vehicles enter Sportcity Way they will have a clearly visible accreditation in the windscreen which will allow the Traffic Management Team to identify the vehicle. Once the vehicle has been identified it will procced in lane 1 to the Meet and Greet Team who will stop the vehicle outside the VIP Pedestrian Entrance. The guests will then disembark in the venue. The Vehicle will then procced along Sportcity Way where it will turn right into the Blue Car Park and either park in the pre-booked VIP Car Park or egress via the Blue Car Park/Sportcity Way.

