Deloitte.

Deloitte LLP
The Hanover Building
Corporation Street
Manchester
M4 4AH

Phone: +44 (0)161 832 3555
Fax: +44 (0)161 829 3800
www.deloitte.co.uk

Direct phone: +44 161 455 6512
johcooper@deloitte.co.uk

23 January 2024

Planning Department
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

FAO Jennifer Atkinson

Dear Jennifer,

Co-op Live, Manchester – Application for Discharge of Conditions 31, 32, 33, 34 and 35 of Planning Permission Ref: 126431/FO/2020 (as amended under 129267/NMC/2021 and 133321/NMC/2022)

Please find enclosed a condition discharge application in relation to the Co-op Live Planning Permission Ref: 126431/FO/2020 (as amended under 129267/NMC/2021 and 133321/NMC/2022) ("This Application"). The Applicant is OVG Manchester Limited ("The Applicant").

This Application is submitted to discharge conditions 31 (Coach Parking Strategy), 32 (Scheme for Highways Works), 33 (Servicing and Operational Management Strategy), 34 (Car Park Management Strategy), and 35 (Crowd Management Strategy) of Planning Permission 126431/FO/2020 (as amended).

Planning Permission Ref: 126431/FO/2020 (as amended) approved the following description of development:

"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."

Conditions Discharge

The below section outlines the condition wording of each condition proposed for discharge. The Transport Strategy Report (dated November 2023) prepared by Co-op Live is submitted in support of the discharge of each condition and the text below provides further information.

Deloitte LLP is a limited liability partnership registered in England and Wales with registered number OC303675 and its registered office at 1 New Street Square, London, EC4A 3HQ, United Kingdom.

Deloitte LLP is the United Kingdom affiliate of Deloitte NSE LLP, a member firm of Deloitte Touche Tohmatsu Limited, a UK private company limited by guarantee ("DTTL"). DTTL and each of its member firms are legally separate and independent entities. DTTL and Deloitte NSE LLP do not provide services to clients. Please see www.deloitte.com/about to learn more about our global network of member firms.

© 2024 Deloitte LLP. All rights reserved.

Condition 31 – Coach Parking Strategy

The wording for Condition 31 is as follows:

"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."

The Transport Strategy, prepared by OVG and submitted in support of the discharge of this condition outlines the proposed arrangements, including location and number of parking spaces for coaches for all scenarios, including when coinciding events take place at the Etihad Stadium and Co-op Live. Further detail is provided for each scenario in Appendix 6.

The information submitted is considered suitable to enable the full discharge of Condition 31.

Condition 32 – Scheme for Highways Works

The wording for Condition 32 is as follows:

"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:

1. *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) (Item 1);*

2. *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) (Item 2);*

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

4. *Installation of fixed bollards, retractable bollards and planters to Sportcity Way);*

5. *Introduction of VIP drop off and U Turn facility;*

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

7. *Dropped kerns and tactile paving to vehicle access points;*

8. *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"

Condition 32 was partially discharged against parts 1 and 2 on 23 March 2021 under application ref. CDN/21/0150. The Transport Strategy, prepared by OVG and submitted in support of the discharge of this condition outlines the proposed arrangements for the VIP drop-off and U-Turn facility and the variable message boards to address parts 5 and 8 of Condition 32 as follows:

- 5) Introduction of VIP drop off and U Turn facility; and

- 8) Provision of additional Variable Message Boards (VMS) including agreed locations and timescale for implementation;

The information submitted is considered acceptable to enable the partial discharge of Condition 32 in relation to parts 5 and 8 only.

An application to discharge parts 3, 4, 6 and 7 of Condition 32 will be submitted in due course for the Council's consideration.

<u>Condition 33 – Servicing and Operational Management Strategy</u>

The wording for Condition 33 is as follows:

"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."

The Transport Strategy and the Operational Waste Management Strategy, prepared by OVG are submitted in support of the discharge of this condition outlines the proposed arrangements for servicing and waste, including details to ensure the access roads remain unrestricted.

The information submitted is considered acceptable to enable the full discharge of Condition 33.

<u>Condition 34 – Car Park Management Strategy</u>

The wording for Condition 34 is as follows:

"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."

The Transport Strategy, prepared by OVG and submitted in support of the discharge of this condition outlines the proposed arrangements for car parking at the Etihad Campus in relation to Co-op Live and against all potential scenarios, including when coincidence events take place at Co-op Live and the Etihad Stadium. The details are provided in appendix 6 against each scenario and include information about arrangements for disabled parking.

The information submitted is considered acceptable to enable the full discharge of Condition 34.

Condition 35 – Crowd Management Strategy

The wording for Condition 35 is as follows:

"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)."

The Transport Strategy, prepared by OVG and submitted in support of the discharge of this condition includes a crowd management strategy for the Etihad tram stop, including arrangements for when the Metrolink is in operation, including during coinciding events with the Etihad Stadium.

The information submitted is considered acceptable to enable the full discharge of Condition 35.

Summary

In addition to the Transport Strategy document and the Operational Waste Management Strategy, prepared by OVG and this Covering Letter, the application also comprises the Application Form, submitted via the Planning Portal under reference: PP-12659381.

A fee has been paid to Manchester City Council for £145, in addition to any administrative fees by the Planning Portal, in respect of the requisite application fee.

We request the Local Planning Authority's written consent that the enclosed information is sufficient to allow the full discharge of conditions 31, 33, 34, and 35; and partial discharge of condition 32 (parts 5 and 8) as outlined above. If you require any further details, please do not hesitate to contact my colleague Jennifer Chatfield (0161 455 8084/ jchatfield@deloitte.co.uk).

Deloitte.

Yours sincerely

Deloitte LLP

Deloitte LLP
Encl.