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PRP Job Reference / Document Number

B101098-AD / 01-07 001

Issuing Date / Office

March 2026/Manchester

Revision Number / Date Checked

Rev P01 / 5th March 2026

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Original File Location

P:\B101098-AD MCFC Entertainment Venue\Project Files\01-00 Project Execution\01-07 D & A Statement

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1. INTRODUCTION

1.1 Introduction

This Design and Access Statement (DAS) has been prepared by PRP on behalf of the applicant, Manchester City Football Club (MCFC) to support a full planning application for a new building on the Etihad and Sports City Campus designed to accommodate unique and immersive event space which will contribute to the Campus’s entertainment offer. The development, known as Project Taverna, will host Mamma Mia! The Party (MMTP) as its inaugural tenant.

The client’s brief has been pivotal in developing ambitious proposals designed to deliver a new, unique entertainment offering for the City. These proposals will significantly advance the ongoing regeneration of East Manchester by strategically building upon MCFC’s decades of sustained investment, an investment that has already fostered measurable economic growth, thriving communities, and tangible improvements across the Etihad Campus and its environs

The document illustrates how our adopted design principles and concepts have created a building that responds to the local vision for this vibrant new quarter. The new building and its landscape will be complementary to the recently completed Co-op Live arena, the extension of the Stadium’s North Stand, and the pivotal new Medlock Square public realm.

The design details are described within this statement including its layout, scale, massing, appearance, and access. It should be read in conjunction with supplementary environmental, ecological, and technical documents, as well as relevant planning guidance for the application proposals.

This statement further explains the initial design rationale and its development process. It demonstrates our commitment to design quality, a thorough analysis of constraints and opportunities, and an engagement strategy that has ensured key stakeholders fully endorse the proposals.

1.2 Project Team

The preparation of this design and access statement has been supported by a team of experienced design and technical consultants. The team is listed below:

Manchester City FC	Applicant
Pophouse	Inaugural Tenant
Turner Townsend	Project Manager, Cost Consultant
Deloitte	Planning Consultant
PRP	Lead Designer, Architect
Griffiths Evans	MEP Consultants
Norris Green Design	External Lighting Specialist
Calibre Consulting	Structural and Civils Consultants
Plan-It	Landscape, Verified Views, and CGI Consultant
Greengage	Environmental Standards Consultant
Hoare Lea	Fire, Air Quality, and Acoustic Consultant
Arup	Transport Consultant
GHD	Movement Strategy Consultant
RS Security	Security Consultant
Design for Security	Crime Impact Assessor

1. INTRODUCTION

1.3 Project brief

This application proposes a new, permanent “shell and core” building designed as an adaptable home for immersive entertainment experiences. Tenants, such as MMTP, will occupy the space for contracted periods, internally theming the interior to create the experiential atmosphere and environment suitable for their specific shows. This new facility will be complementary to the ongoing development of sport and entertainment across the campus, thereby driving further tourism and activity to the district.

The client brief aims to initially meet MMTP’s specific needs while ensuring future flexibility remains paramount to the building’s long-term viability. The space must be reconfigurable, with building safety remaining paramount. A suitable number of strategically placed stair and lift cores are required to optimize travel distances for vertical circulation and fire safety. The brief also carefully considers the functional practicalities of guest and staff experience, food and beverage deliveries, waste management, and the logistics of set build and removal.

The building will occupy a key site adjacent to the Football Stadium, facing the emerging Medlock Square plaza (which will be formed by the ongoing North Stand redevelopment) and opposite Co-op Live located to the north of the Ashton Canal and Metrolink.

While there is little functional requirement for the new building to have windows – as shows are expected to rely on the ‘art of surprise’ – both the applicant and design team recognize the importance of creating an ambitious architectural statement. It must complement the modernity of its context and present an outstanding appearance, both day and night. Shows are expected to run daily, offering a mixture of matinee and/or evening performances



1. INTRODUCTION

1.4 Planning Policy Context

Planning Framework	DEVELOPMENT PLAN			
	REGIONAL	GMCA Places for Everyone (PfE) Plan (2024)	GM Joint Waste Development Plan (2012)	GM Joint Minerals Plan (2013)
	LOCAL	Manchester Core Strategy (2012) and its Addendum (2024)	Manchester Proposals Map (2012)	Saved Unitary Development Plan Policies (1995)
	RELEVANT MATERIAL CONSIDERATIONS			
	NATIONAL	National Planning Policy Framework (2024, minor update incorporated in February 2025)		Planning Practice Guidance (2025)
	LOCAL	Strategic Regeneration Framework	Eastlands Regeneration Framework (the “ERF”) (2017)	
		Supplementary Planning Guidance	Guide to Development in Manchester (2007)	Design for Access 2 (2003)
		Other	Manchester Climate Change Framework 2020-2025 (2020)	GD04 Waste Storage and Collection Guidance for New Developments

Relevant Planning Framework

National Planning Policy Framework (NPPF): The development aligns with Chapter 6 by supporting economic growth through the redevelopment of an underutilised brownfield site into a unique visitor entertainment venue.

Manchester’s Core Strategy (2012): The site is identified as a key location for a nationally significant leisure, recreation, and entertainment visitor attraction (Policy EC 7). The development promotes sustainable transport (T2) by being well-connected to public transport and providing no car parking.

Places for Everyone (2024): This framework supports significant job and housing growth in the city region’s core, including the Etihad campus. It also emphasises the conservation and enhancement of heritage assets (JP-P2) and prioritises brownfield land use and remediation for sustainability (JP-S1). A Heritage Statement and Sustainability Statement will be submitted.

For details, please refer to Planning Statement prepared by Deloitte.”

Etihad Masterplan

“The development of the Etihad Campus has been guided by long term Regeneration Frameworks adopted by MCC, following extensive engagement with residents and other key stakeholders, including CFG.

The ERF was originally endorsed in 2011, which shaped and guided investment and development in East Manchester. It was subsequently updated and approved in 2017.

The ERF sets out environmental, social, design and economic objectives which are relevant to the attainment of the regeneration of the East Manchester area which is supported by existing planning policy. It is not a planning policy document, and it is not a site allocations document. As such this document has the status of a “Local Development Document” but not a “Development Plan Document” and should not be considered or viewed as formal planning policy and does not set out a series of tests to be passed.

The role of the ERF has been to seek to guide the content

of planning applications so that they have in mind the objectives for East Manchester. Throughout the various iterations of the ERF, and through the thirty-year journey of transformation of East Manchester, the Etihad Campus has consistently been a major economic driver in its own right within a city region and national context. Successive Regeneration Frameworks have identified the Etihad Campus as a place to drive forward the development of a globally competitive sport, leisure and recreation offer. Over the last ten years’ significant new investment has been made to deliver new facilities that benefit the community with new local leisure and educational developments being part of an integrated approach to the transformation of the area.

The fully endorsed 2017 ERF has been prepared principally to encourage the next phases of identified projects and development activity in and around the Etihad Campus as well as the westward expansion of activity along the Ashton Canal Corridor, joining up with the eastward expansion of the City Centre taking place in Ancoats and New Islington.

The two iterations of the ERF have been supplemented by other frameworks which have been essential to guide development and operational activities: The Etihad Campus Strategic Sustainability Framework and the Etihad Campus Movement and Transport Strategic Vision identified the actions required to shift from “business as usual” to new and progressive ways of operation.

These actions will respond to the changing demands and expectations required to underpin the long-term environmental sustainability and success of the Etihad Campus, as a place which supports the economic success of the wider City and the well-being of residents and communities in the East Manchester area.

The broad vision for Eastlands has remained consistent for nearly twenty years – it is to become a place which is attractive for people to live, work and to visit; an area which builds upon its assets to provide a distinctive contribution to the overall success of the city region; and crucially to be a place where all residents are able to share in the long-term success of the area.

As such the Etihad Campus will be:

- The home of a new destination leisure and recreation complex where residents and visitors will come to spend their time on leisure and recreation related activities;
- The home of global and national sports organisations which

can thrive and develop global best practice. In doing so the Etihad Campus can become the home to new sports related businesses in a new “Sports-Tech” cluster for the city-region; and,

•The home of a Manchester exemplar in seeking to achieve zero carbon outcomes, stimulating a change in behaviours towards the zero-carbon agenda, creating employment opportunities for local people and driving innovation and economic growth across the City.”

For details, please refer to Planning Statement prepared by Deloitte.”

Pre-Application Engagement

“A programme of stakeholder engagement, proportionate to the scale of the Proposed Development, has been undertaken to ensure that any issues could be considered and addressed as the proposals came forward.

This approach is designed in cognisance of national and local guidance and policies requirement, it was also agreed with the Local Planning Authority as part of the pre-application engagement.

Engagement with statutory consultees include:

- Manchester City Council
 - Planning Officers
 - Highways Department
 - Environmental Health
- Greater Manchester Police
- Transport for Greater Manchester
- Local Ward Councillors

Wider engagement include:

- Manchester City Council Senior Executive Officers
- Wider general public (include an in person drop-in event in March 2026)

Further details, please refer to Planning Statement prepared by Deloitte.”

2. SITE CONTEXT

2.1 Site Description and Location

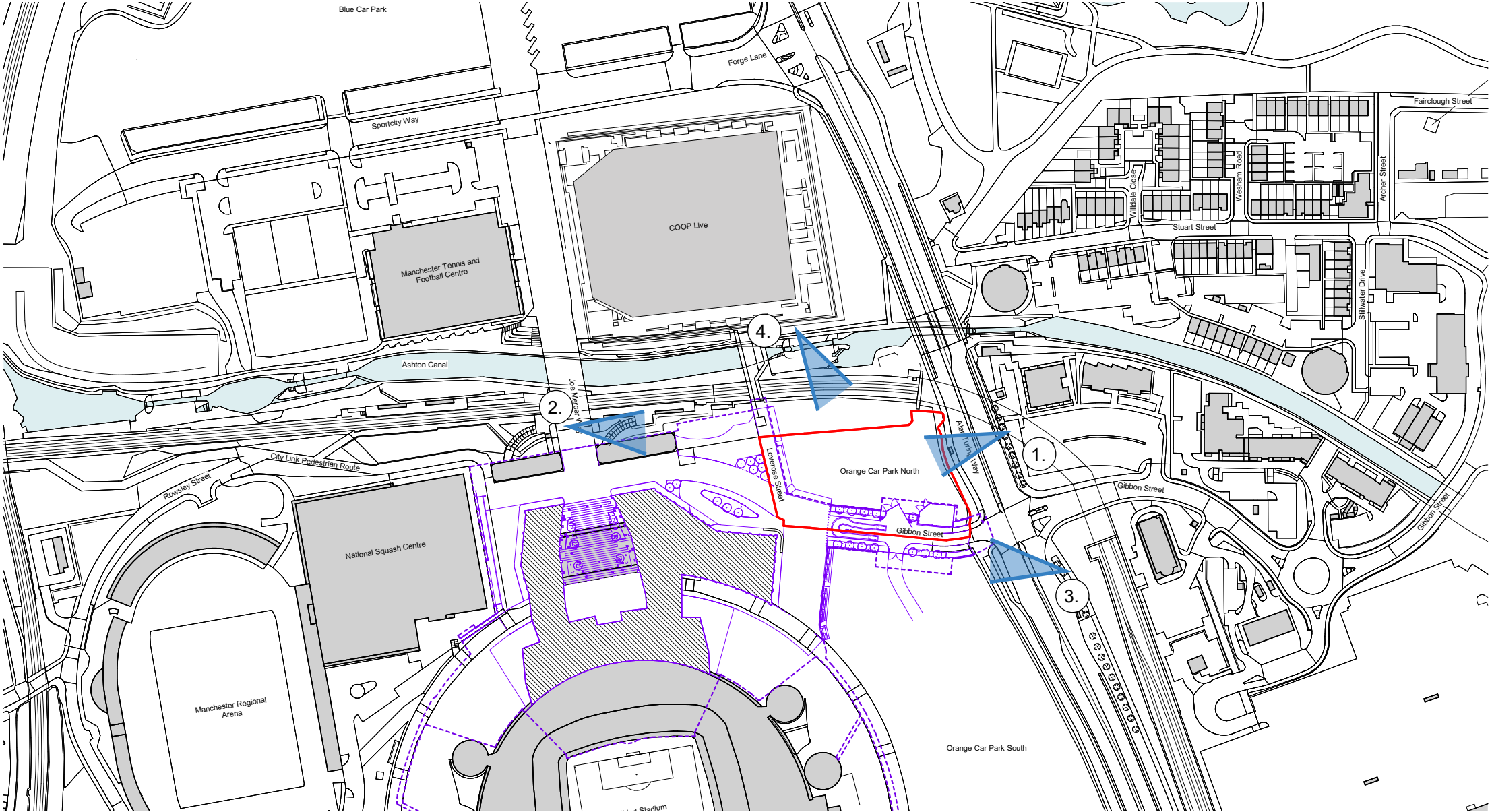
The site is a small component to the North of the stadium's Eastern collar, which has historically been an area of hardstanding designated as the 'Orange Car Park' for match day and event parking. Encompassing an area of 0.63 hectares, it is presently utilised as the construction compound for the ongoing North Stand redevelopment . The site has not been used for parking since construction commenced in 2023 and will revert to temporary hardstanding upon completion of the works. The justification for the permanent loss of this small area of the campus's overall car parking provision is provided within the Transport Statement and Travel Plan, submitted as part of the supplementary information for the planning application.

The site's boundaries are defined as follows:

- To the North: The Etihad Campus Metrolink station, with the Ashton Canal and the Co-op Live arena situated beyond.
- To the East: Alan Turing Way, which forms part of the Manchester Intermediate Ring Road and serves as a key urban arterial route around the city.
- To the West: The Etihad Stadium, including its North Stand extension, Medlock Square public realm, the National Squash Centre, and the Manchester Regional Arena.
- To the South: The remainder of the Orange Car Park, which is used for match day parking and is allocated for future development.

Key

- Application Boundary
- - - Application Boundary of 'Etihad Stadium (North Stand)' ref.1143447/NMC/2025
- Existing Buildings
- Emerging context as per Planning Application ref.1143447/NMC/2025



1. View from Alan Turing Way



2. View from Joe Mercer Way



3. View from Alan Turing Way/Gibbon Street



4. View from Canal Side

2. SITE CONTEXT

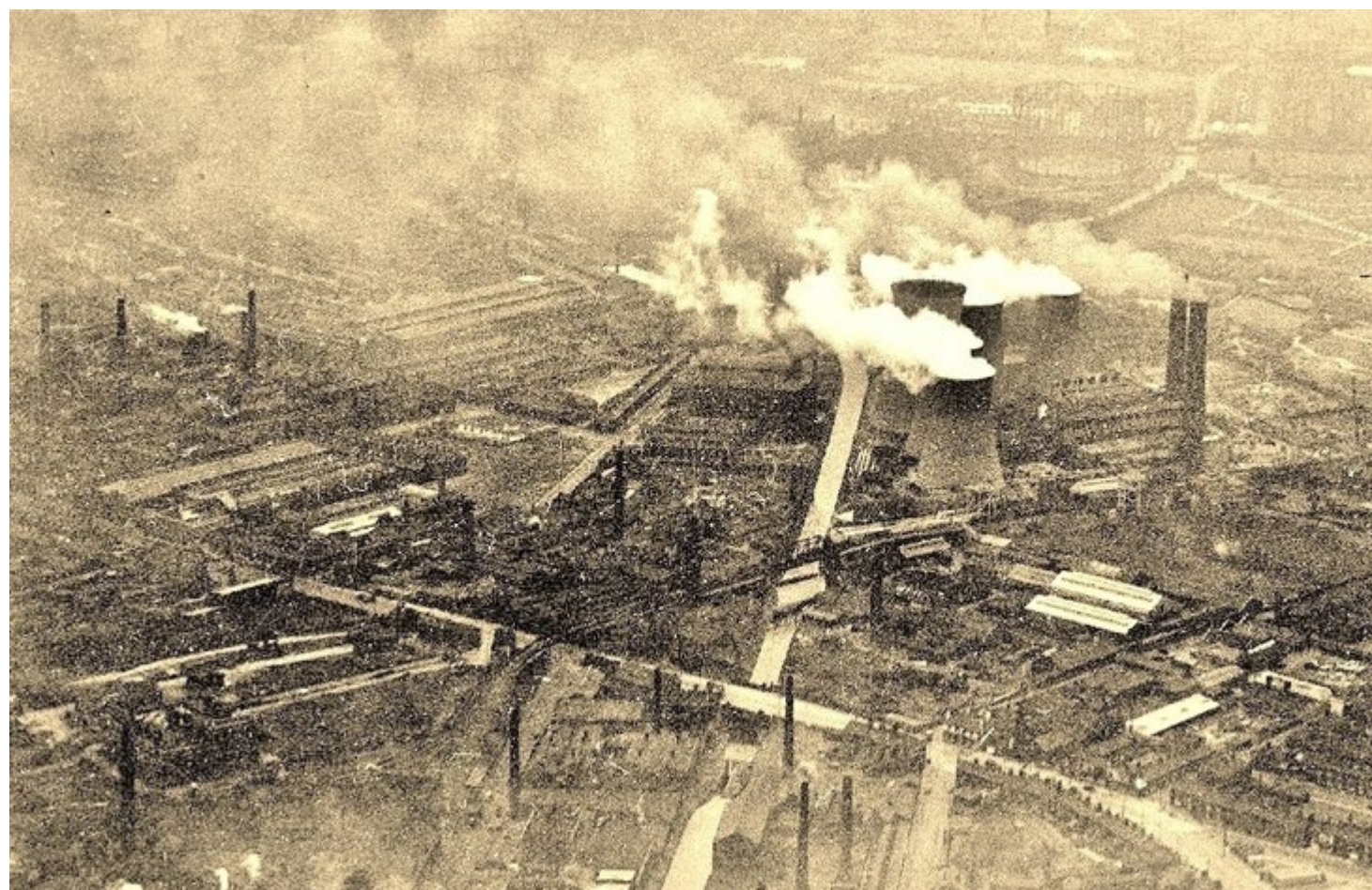
2.2 Site History

Industrial History

The earliest reference to Bradford dates back to 1196, recorded as “Bradeford,” a name derived from a crossing place of the River Medlock. Coal mining at the Bradford Colliery can be traced back to the 1590s, when it supplied the entire demand of Manchester. The colliery was originally surrounded by countryside, but as the city grew, it was enveloped by buildings, and its demand for coal grew at the same rate as its urban areas sprawled. Industrialisation in 1848 initiated large-scale changes to the site, including the straightening of the River Medlock. The colliery’s significance is highlighted by its deepest shaft reaching a depth of over 870m.

In 1900, Stuart Street Power Station (coal-fired) was built to the east of the Bradford Colliery. Following multiple updates and improvements, its boilers were among the largest in the UK after World War II. Coal was transported to the power station via a tunnel equipped with a conveyor belt.

By 1968, the area surrounding the colliery had become one of the densest in Manchester. The shafts began to cause land subsidence due to above-ground development, and despite the huge, high-quality coal resources, it became economically inefficient and unsafe to continue mining. The colliery subsequently closed. The power station was closed in 1975 and demolished over the next three years.



Bradford Colliery (far left) and Stuart Street Power Station (on the right)
Image Ref: www.confidentials.com

Cultural/Sport History

The National Cycling Centre velodrome was built on the site of the former Stuart Street Power Station in 1994. In 2002, the Etihad Stadium (known at the time as the City of Manchester Stadium) was built by Manchester City Council on the site to host the Commonwealth Games. The stadium was the centrepiece of the SportCity complex, which includes multiple sporting venues of national importance. Since the games, the stadium has hosted numerous sporting events, music concerts, and cultural events.

In July 2011, the site was renamed Etihad Campus following a substantial sponsorship agreement with the airline brand, which helped facilitate the construction of a next-generation sport complex, including an elite training complex and youth academy. The Etihad Campus comprises two distinct sites linked by a 60m footbridge over the junction of Alan Turing Way and Ashton New Road.

The Campus and Stadium have undergone multiple expansions in recent years, including the South Stand expansion in 2015 and the North Stand expansion, currently under construction. As part of the regeneration of the surrounding brownfield land within the Etihad Campus, the Co-op Live arena, a significant music and cultural destination, opened in May 2024.



Areal view of Etihad Campus
Image ref: Google Earth

2. SITE CONTEXT

2.3 Site Connectivity

The site is positioned within the boundary of the Etihad Campus, located approximately 1.75km due east of the city centre (defined by the inner-city ring road).

The campus is within walking distance (approximately 10 minutes) of several local centres, including Bradford, Beswick, Clayton, Holt Town, and Openshaw. These areas are predominantly residential and supported by local amenities.

Alan Turing Way and Ashton New Road are the main arterial roads that serve the site, running approximately north-south and east-west, respectively. Significant amounts of car parking are provided in the Co-op Live car park and the stadium's east, west, and south car parks. The site is also well served by nine bus stops that enable people to travel using the number 53, 216, 230, 231, 703, 726, and 733 buses. These services allow travel to and from Ashton-Under-Lyne, Piccadilly Gardens, Monsall, White Gate, Openshaw, Pendleton, Whalley Range, and Cheetham Hill.

Located in Zone 2 of the Metrolink system, the Etihad Campus tram stop provides convenient transport connections every 6-10 minutes into Manchester Piccadilly, taking up to 15 minutes to transfer. From Piccadilly, connections are available to national rail services, local buses, cycle hire on the Bee Network, and tram services to other Greater Manchester destinations and Manchester Victoria train station.

Citylink also provides a safe and vibrant walking route between the Campus and the city centre, guiding pedestrians through the neighbourhoods of Ancoats, New Islington, and Holt Town. The path is punctuated with public artwork and engaging light installations to enhance the fan experience and encourage people to commute on foot.

Key

Application Boundary

Metrolink Line

Metrolink Tram Stop

Bus Stop

Parking Lots

5 - 10min walking distance

Manchester City Ring Road



2. SITE CONTEXT

2.4 Local Heritage Assets

The site is not within a conservation area and nor does it contain any Listed Buildings, Structures, Scheduled Monuments or Registered Parks and Gardens. Within 1km of the site there are a number of Listed Buildings and Registered Parks and Gardens that are catalogued below:

Listed Buildings:

- Ashton Canal Lock Keeper's Cottage
- Ashton Canal Lock 7 with its roving bridge
- Ashton Canal Lock 6
- Victoria Mill
- Entrance Lodge to Philips Park Cemetery
- Cemetery Office at Philips Park Cemetery
- Gates and railings to Philips Park Cemetery
- Philips Park Cemetery Chapel
- Ashton Canal Bridge No. 9
- Ashton Canal (Mill St Bridge) at Lock 7
- Ashton Canal Lock 8

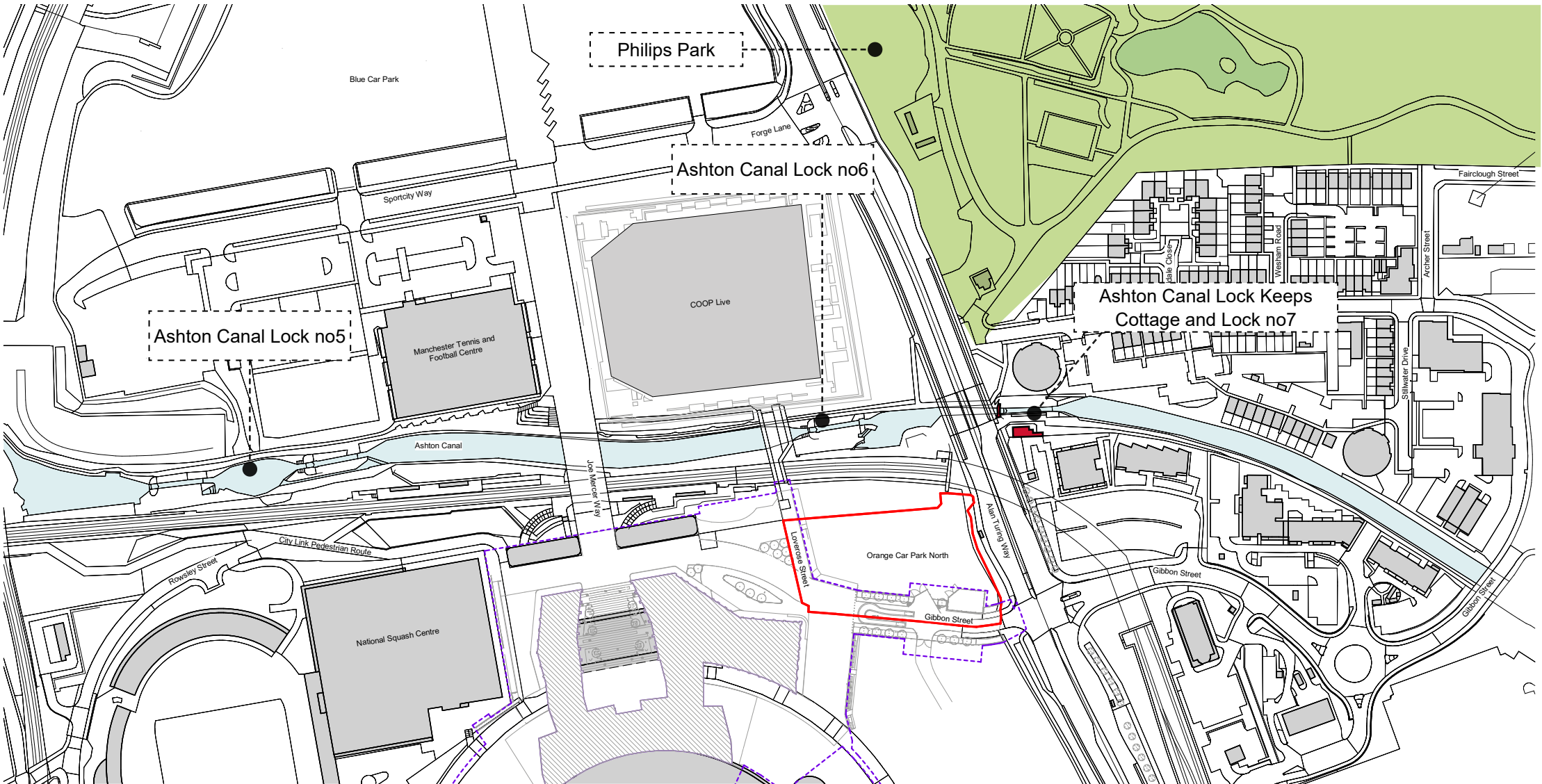
Registered Parks and Gardens:

- Philips Park
- Philips Park Cemetery

Key

Application Boundary

Registered Parks and Gardens



Victoria Mill

Image ref: www.historicengland.org.uk



Entrance Lodge to Philips Park Cemetery

Image ref: www.historicengland.org.uk



Ashton Canal Lock no6

Image ref: www.historicengland.org.uk



Ashton Canal Lock Keeps Cottage and Lock no7

Image ref: www.historicengland.org.uk

2. SITE CONTEXT

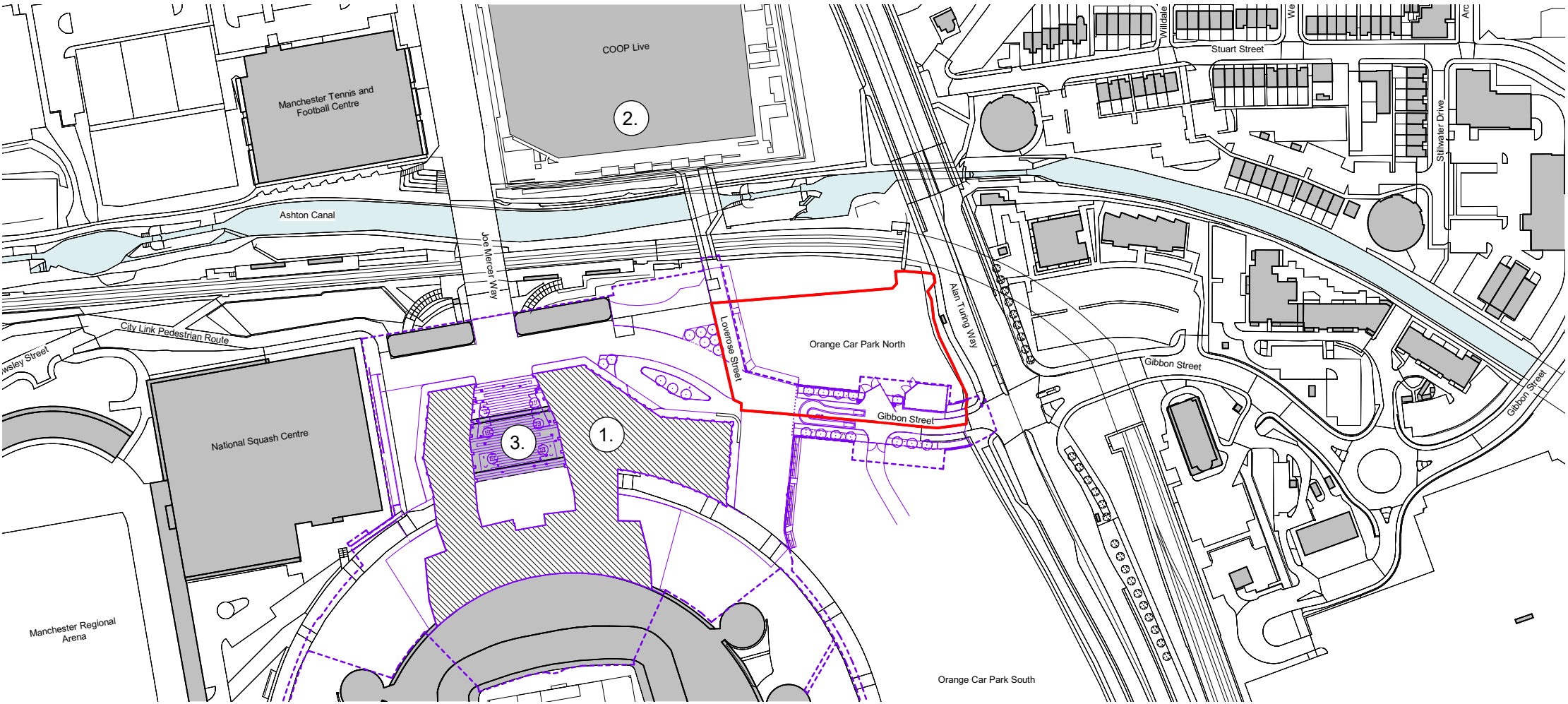
2.5 Existing and Emerging Context

Existing Buildings/Features:

- Co-op Live Arena
- Etihad Stadium home of Manchester City Football Club
- Manchester Tennis and Football Centre
- Manchester Regional Arena and House of Sport
- Residential Towers on the east of Alan Turing Way located to the North and south of the Ashton Canal

Emerging Buildings/Public Spaces:

- The Etihad Stadium's North Stand is currently undergoing a significant extension to provide a hotel (with over 400 bedrooms), commercial space, a club shop, museum, food and beverage offerings, leisure experiences, 'City Hall,' and 'Sky Bar.' This vision also creates a new point of arrival for visitors using the Metrolink, Citylink, and Blue Parking zone via Joe Mercer Way.
- Medlock Square, formerly known as City Square, will create a new covered plaza with a translucent sheltering canopy structure. This new space will enable large crowds to congregate and will function as a new fan zone with direct food and beverage offerings.
- Ambitious landscape proposals are currently under development for the parcel of land to the north of the application site, which will integrate with the wider masterplan vision.



- Key
- Application Boundary
 - - - Application Boundary of 'Etihad Stadium (North Stand)' ref.1143447/NMC/2025
 - Emerging context as per Planning Application 'Etihad Stadium (North Stand)' ref.1143447/NMC/2025
 - Existing Buildings
 - Emerging context as per Planning Application 'Etihad Stadium (North Stand)' ref.1143447/NMC/2025



Image ref: Populous DAS (NSE-POP-ZZ-ZZ-RP-A-008100)

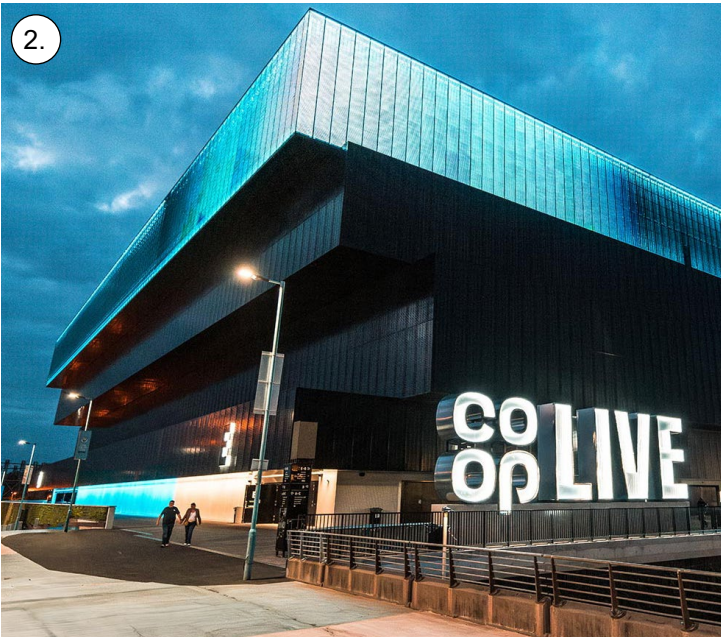


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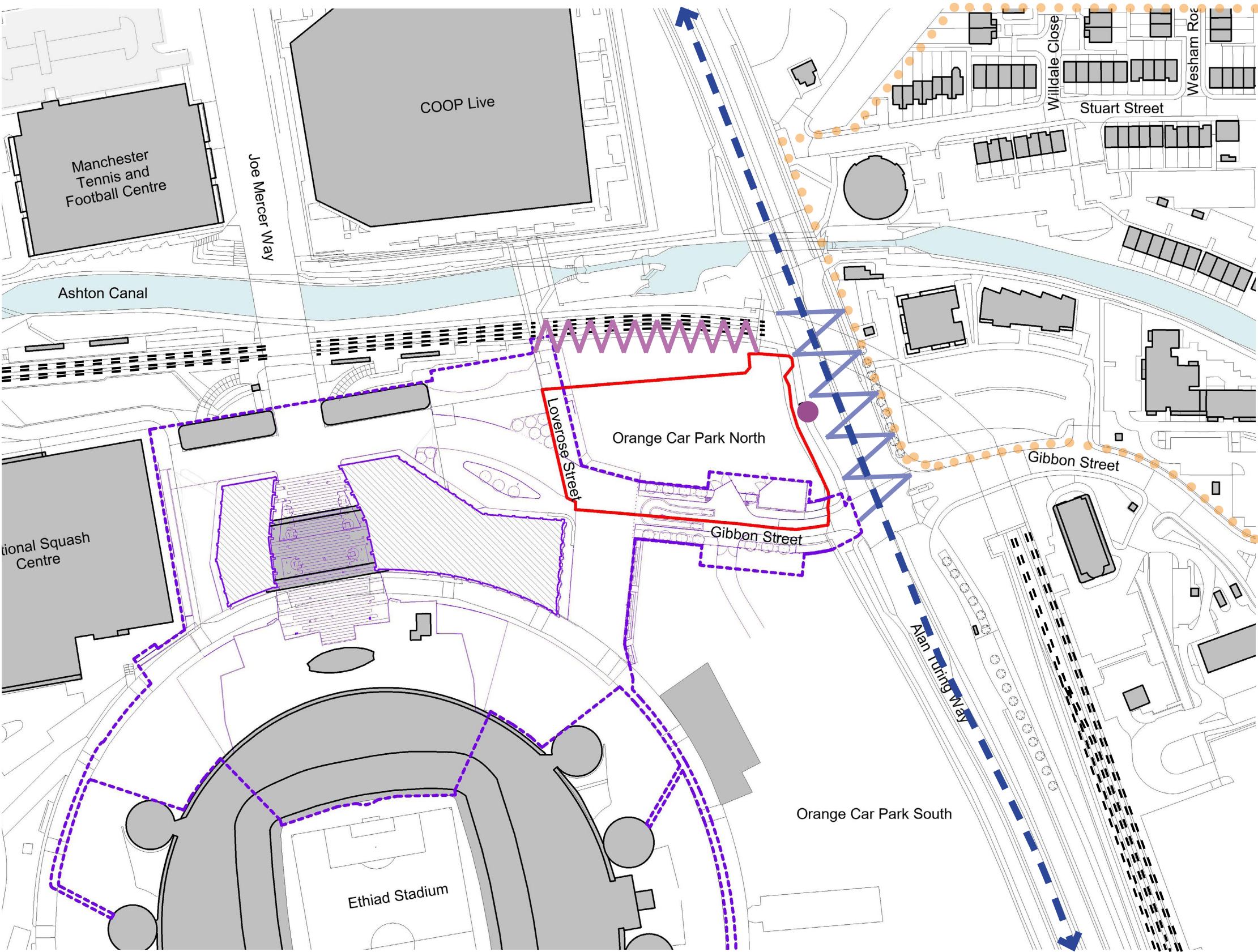


Image ref: Populous DAS (NSE-POP-ZZ-ZZ-RP-A-008100)

2. SITE CONTEXT

2.6 Site Constraints

- Below-ground services and easements.
- Noise and pollution levels from Alan Turing Way.
- Proximity of bus stops on Alan Turing Way.
- Metrolink cutting and infrastructure along the northern boundary (east-west).
- Proximity to Ashton Canal watercourse.
- Acoustic impact on adjacent residential uses.
- Site boundaries defined by Gibbon Street (south) and Joe Mercer Way (west).
- Acoustic considerations related to surrounding entertainment and sporting uses (e.g., Etihad Stadium, Co-op Live, Regional Arena, and Manchester Tennis and Football Centre).
- Below-ground site investigation requirements (due to former colliery).



Key

- Application Boundary
- Adjacent Residential Area
- Road traffic to Alan Turing Way (A6010)
- Metrolink Tram Line
- Noise Level considerations to Adjacent Residential Area
- Noise and Vibration Consideration from Adjacent Metrolink Line
- Bus Stop

2. SITE CONTEXT

2.7 Below Ground Services Constraints

This section details the comprehensive investigation into existing underground services and their associated easement constraints pertinent to the proposed development site.

The design team initiated information gathering at the project's inception. The client and consultant team had extensive existing record information from previous projects and ongoing works around the stadium. The team undertook a complete review and overlay of this fragmented information and identified that new GPR surveys and vacuum excavation would be required to establish exact positions of underground services.

In summary, three primary underground utilities impose the most significant easement constraints on the proposed development site: a Victorian-era, brick-built combined sewer running east-west with a 5m easement offset; a Combined Sewer Overflow (CSO) running in a near-identical east-west direction with a 6m easement offset; and a medium-pressure gas main running adjacent to the Metrolink line before turning south along the eastern boundary, imposing a 4.5m easement offset from the pipe face.

The design team has also studied the emerging designs for underground power and pipework distribution to avoid conflict with planned infrastructure by positioning new buildings appropriately. The upcoming underground works will connect the stand-alone sprinkler house with the North Stand extension that it serves.

Other underground services run parallel to Joe Mercer Way; however, our appraisal indicates these easements do not constrain the application proposals.

Key

Application Boundary

Existing Gas Pipe location

Existing Gas Pipe location 5m easement

Existing UU Foul Drain Location

Existing UU Foul Drain Location 6m easement

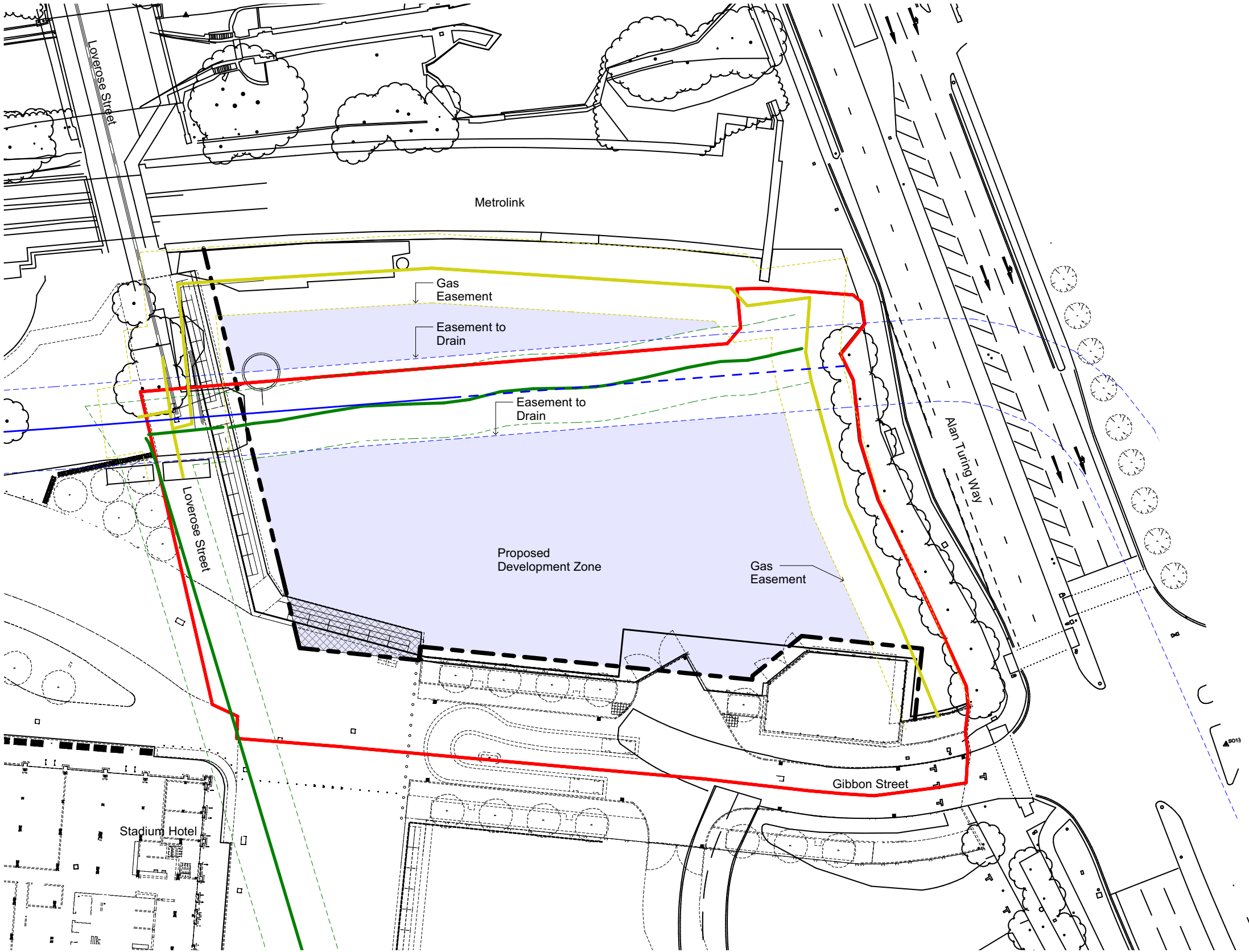
Existing Combined Sewer

Existing Combined Sewer 5m easement

2m Exclusion Zone to existing site development works

Area requires modification of installed hostile vehicle boundary treatment

Proposed development zone



2. SITE CONTEXT

2.8 Site Opportunities

- Enhance Medlock Square by orienting the building's entrance towards the new public realm, maximising the potential for vibrancy and activity at the frontage.
- Leverage proximity to bus stops on Alan Turing Way and the Etihad Campus tram stop to promote sustainable transport.
- Ensure high-quality aesthetic treatments for all publicly visible building facades.
- Enhance the overall campus security strategy through integrated landscaping and barrier interventions.
- Utilise existing vehicle access from Gibbon Street for deliveries, waste management, and firefighting purposes.
- Provide static advertisement space on facades facing Medlock Square (west) and Alan Turing Way (east).
- Utilise the existing tree belt along Alan Turing Way and the emerging sprinkler house to screen the proposed service yard and back-of-house areas from public view.
- Create a building sited and scaled to provide a positive contribution to the Etihad Campus's leisure offer.
- Develop a distinctive building that adds to the Etihad Campus's eclectic architectural mix.

Key

Application Boundary

Medlock Square point of arrival

Opportunity for primary entrance from public square

Nearest vehicular access for servicing & deliveries

Metrolink Tram Line

Bus Stop

Metrolink Tram Stop

Public Parking Lots in Near proximity of venue

Open air sport event venue

Non-open air event venue

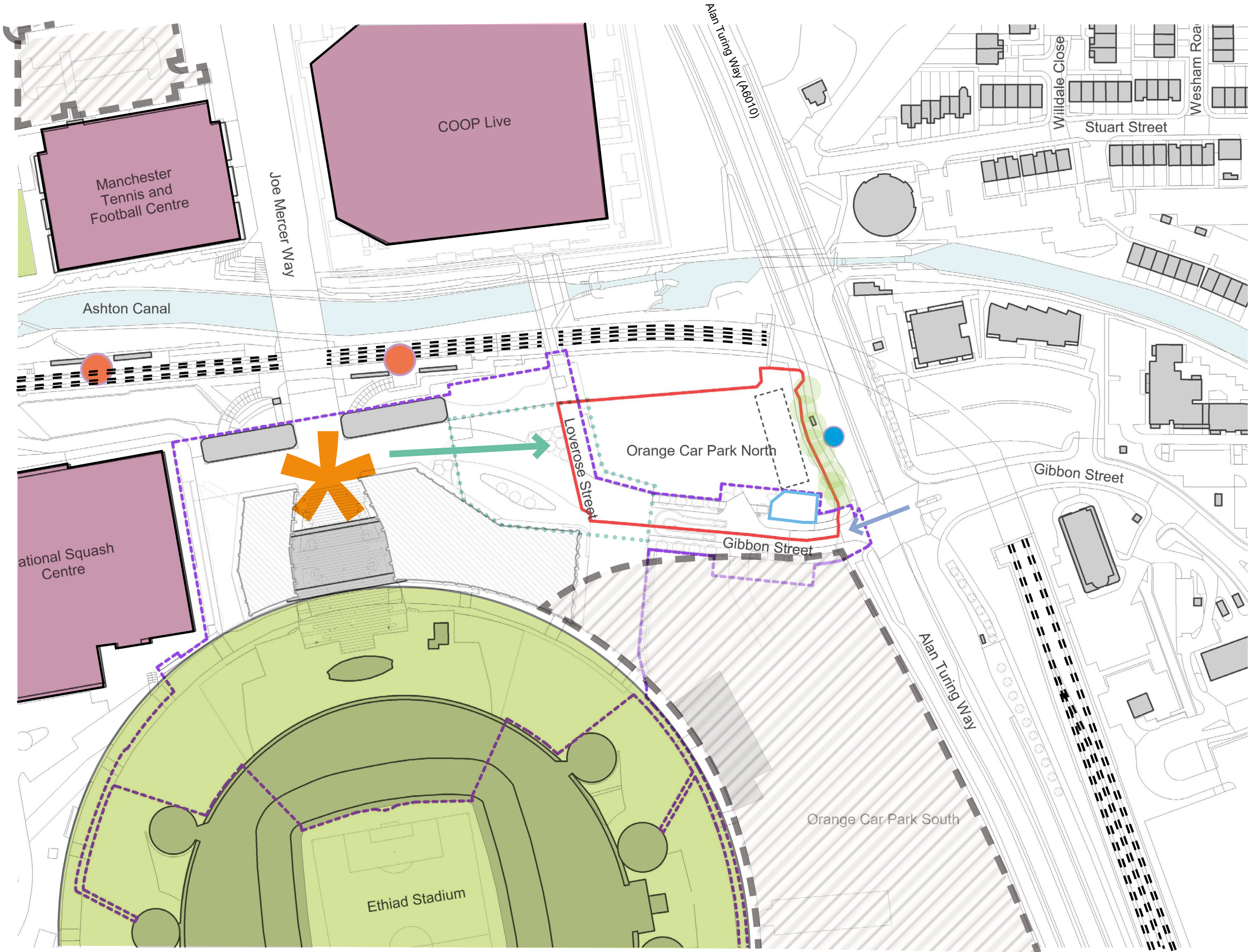
Commercial Buildings

Medlock Square

Existing Tree Belt

Sprinkler House

Screened Proposed Service Yard



2. SITE CONTEXT

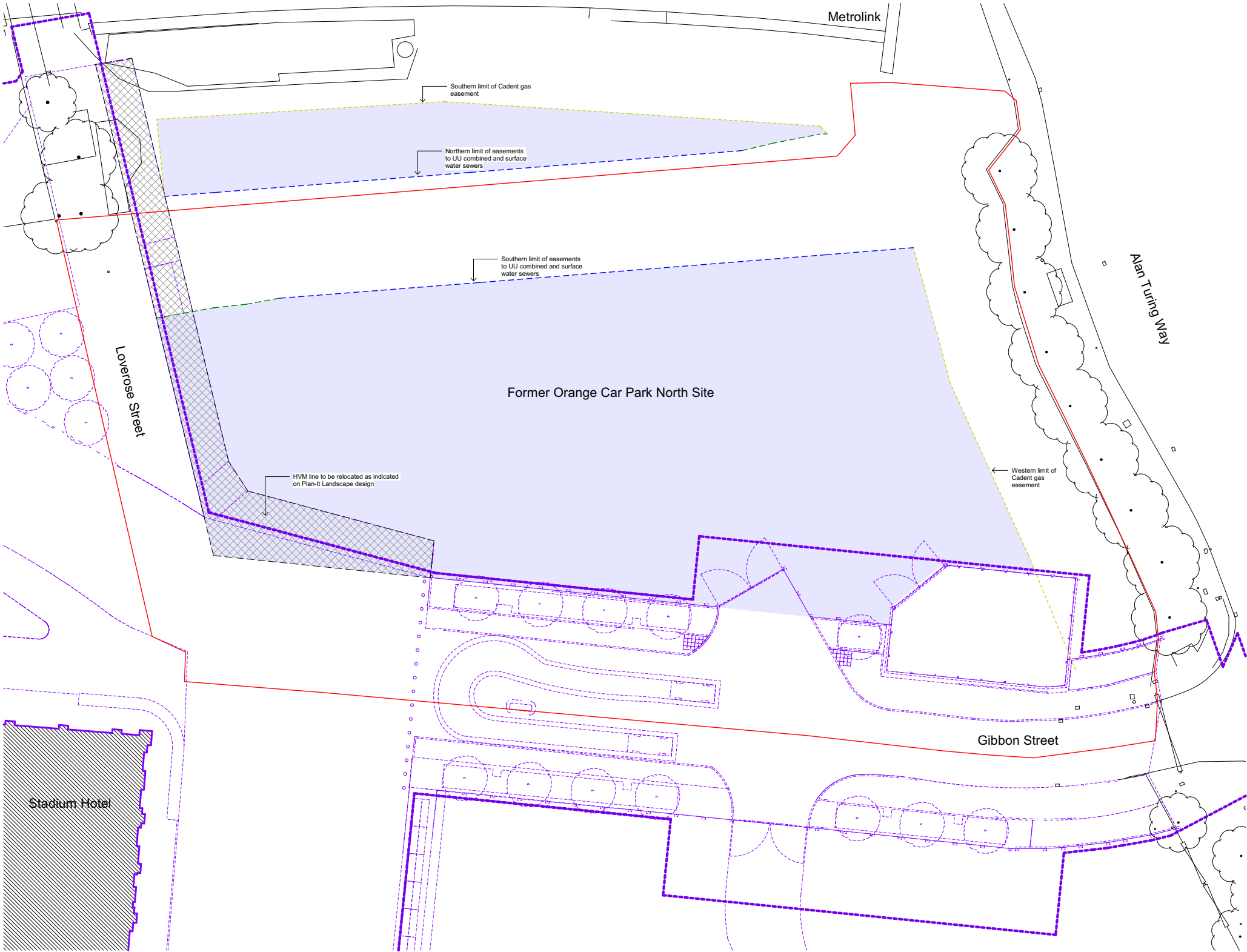
2.9 Developable Area

Studies conclude that the primary site constraints are the two underground sewers and medium-pressure gas mains. These features, along with their associated easements, define exclusion zones where permanent built structures are prohibited. Conversely, these exclusion zones also delineate developable areas suitable for new construction and ancillary features, such as the substation. Gibbon Street (south) and Loverose Street (west) clearly define the site's boundaries on these sides.

Hostile vehicle mitigation measures and landscape bunds are proposed as part of the most recent North Stand extension application (143447/NMC/2025). These features currently occupy valuable space on the site's periphery. An opportunity exists to redefine the stadium and campus security strategy by moving the secure line east along Alan Turing Way. This relocation enables the building to be positioned further west, unencumbered, with the revised security line simultaneously protecting the pedestrian areas within the campus and the new structure.

Key

Application Boundary

Application Boundary of 'Etihad Stadium (North Stand)' ref.1143447/NMC/2025

3. DESIGN PRINCIPLES

3.1 Organisational Brief

The design for the proposed MMTP Manchester venue, an immersive music theatre performance space, was significantly informed by a comprehensive study of the tenant’s facility at the O2 Arena in London. As the UK’s only existing MMTP performance space, the O2 Arena provided valuable insights into operational flows, guest experience, and technical requirements for such a complex entertainment offering. To meet the target capacity of 600 guests, specific areas within the Manchester design have been optimized and expanded.

MMTP productions are managed and delivered by Pophouse, a renowned entertainment company with an extensive track record of successfully staging similar immersive entertainment experiences throughout Europe. Their expertise was integral to understanding the unique demands of this immersive entertainment format.

Functional Zone Planning

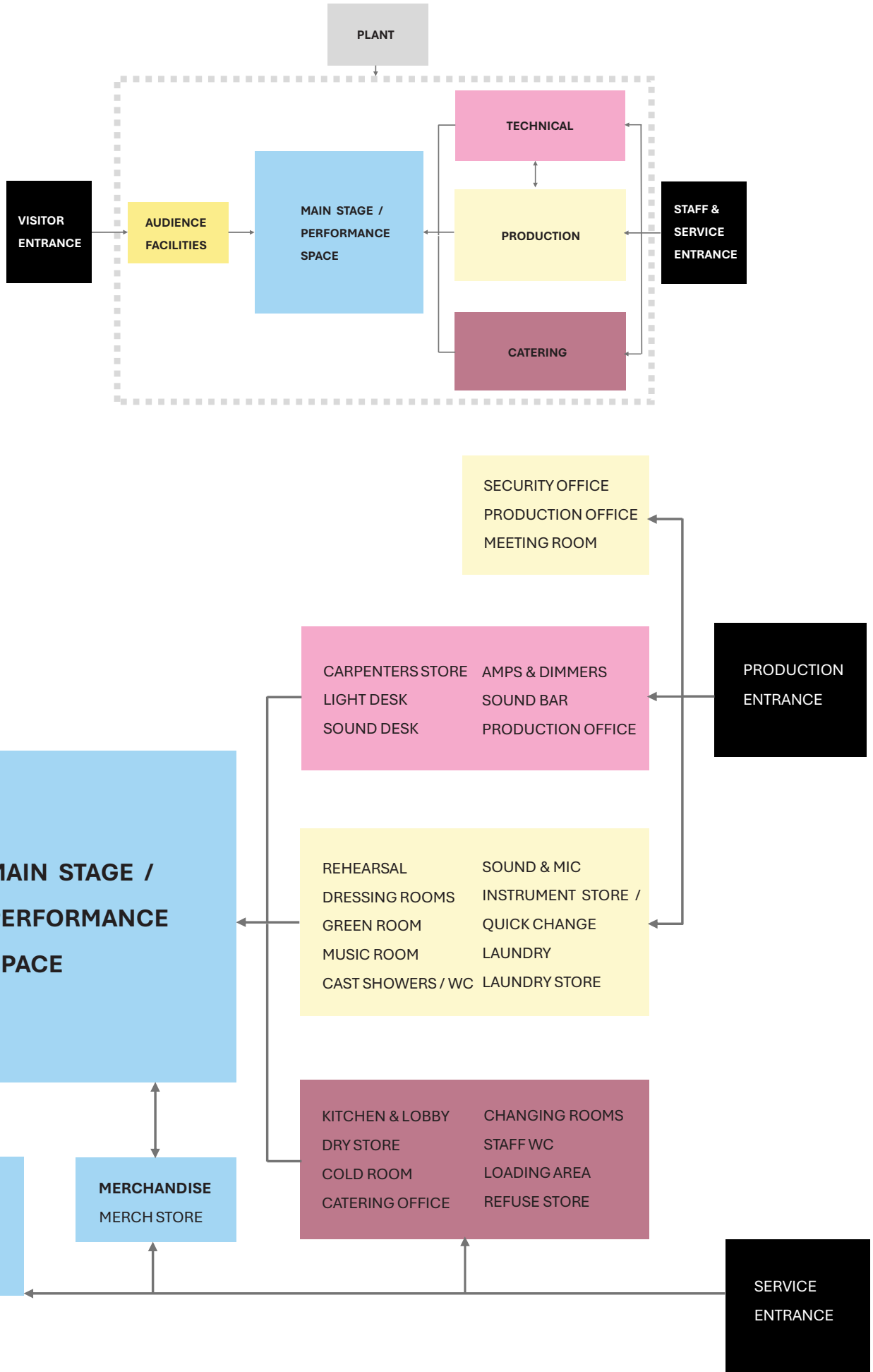
A detailed analysis of spatial relationships and necessary adjacencies informed the creation of three primary functional zones: Front-of-House (FOH), the Main Performance Space, and Back-of-House (BOH). Each of these zones comprises distinct rooms and dedicated spaces, meticulously planned to ensure operational efficiency and an exceptional guest journey.

•Front-of-House (FOH): This zone is designed to optimize the guest experience from arrival to departure. It encompasses the main guest entrance, a dedicated Box Office for ticketing and inquiries, efficient queuing areas to manage guest flow effectively, an exclusive VIP bar and lounge offering premium hospitality, comprehensive guest restroom facilities, and essential technical and production management offices to oversee FOH operations.

•Main Performance Space: Centrally positioned within the overall layout, the Main Performance Space serves as the heart of the venue. It features extensive gantry infrastructure above, providing critical access for technical staff (including lighting technicians and sound engineers) and the performance cast, including acrobats, ensuring dynamic and immersive staging capabilities for the MMTP show.

•Back-of-House (BOH): The Back-of-House zone supports all operational aspects of the venue. It includes dedicated areas for deliveries and loading docks, a fully equipped catering kitchen to serve both staff and potential event needs, comprehensive staff welfare facilities (such as changing rooms and break areas), specialized cast facilities (including individual and group dressing rooms, green rooms, and warm-up/rehearsal spaces), and general operational support infrastructure.

These relationships are capture in the macro and micro-organograms featured adjacent.



3. DESIGN PRINCIPLES

3.2 Concept design

The project's overarching organizational brief has been integrated into PRP's concept design, forming a highly contextual and responsive architectural solution for the site. Medlock Square, positioned to the west of the site, is envisioned as a pivotal focal point and vibrant public space. It is designed to attract significant pedestrian flow from Joe Mercer Way and facilitate convenient arrival for guests utilizing Metrolink and Citylink services.

Consequently, the Front-of-House (FOH) entrance is strategically located within the west wing. This placement maximizes the guest experience by directly engaging with the pedestrian-friendly public realm and offering immediate, intuitive access to Medlock Square. Conversely, the Back-of-House (BOH) operations are situated in the east wing. This orientation places essential service infrastructure, such as the sprinkler house and other operational facilities, closer to Alan Turing Way, a busy arterial road, minimizing disruption to the guest experience while providing practical access for deliveries and maintenance. The Main Performance Space is centrally positioned, 'sandwiched' between these two distinct zones, ensuring that audience, staff, and cast can seamlessly and dynamically occupy and service the event space during performances.

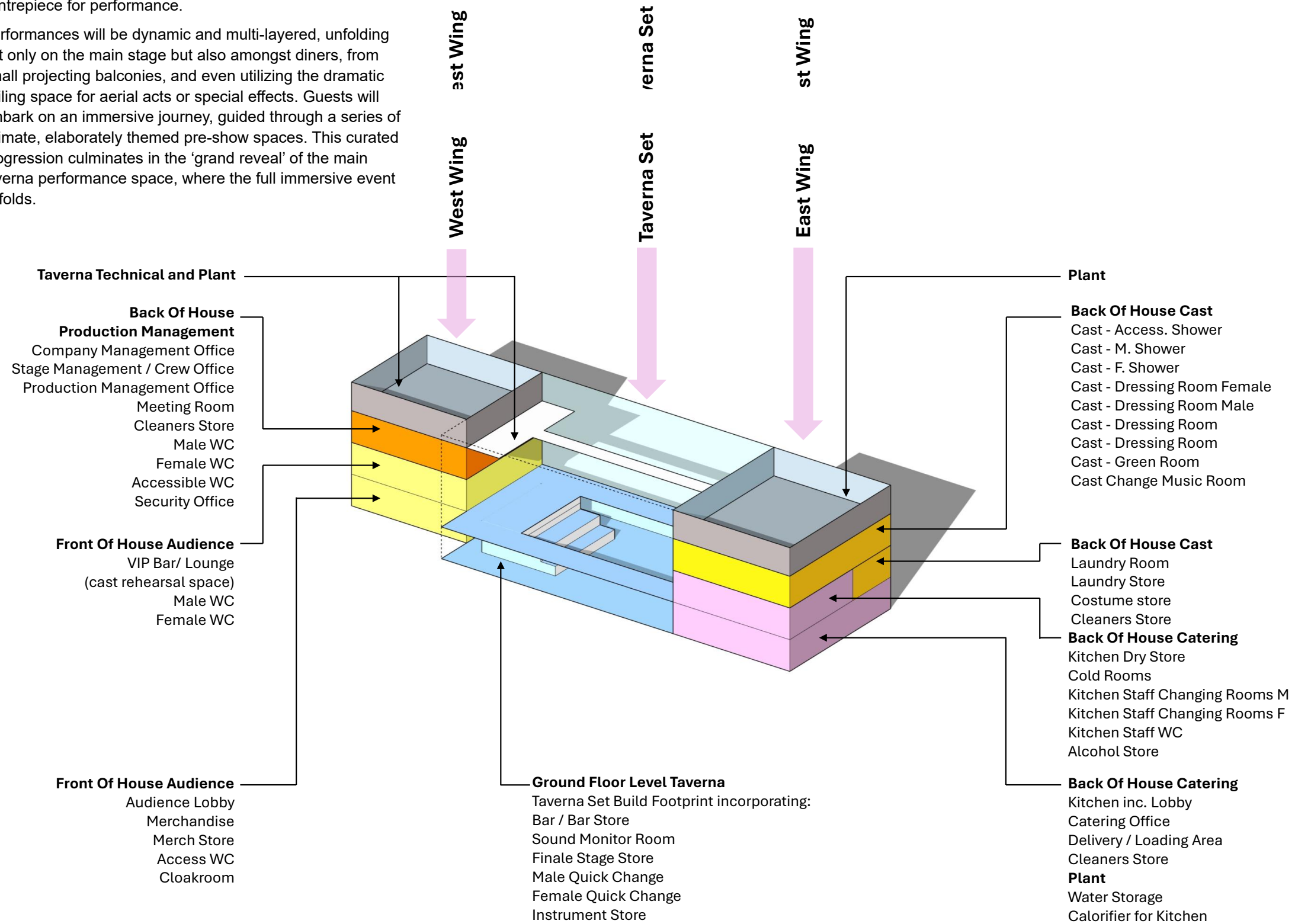
The building's construction will leverage an innovative modular system, significantly minimizing the need for internal columns or structural walls. This deliberate design choice enhances spatial flexibility, enabling easy future modification and adaptation of internal layouts to accommodate evolving programmatic needs or diverse event requirements. This clear, rational, and adaptable arrangement of Front-of-House, Main Performance Space, and Back-of-House zones is a fundamental design principle, specifically conceived to host a multitude of diverse shows, performances, and events in the future.

The building's footprint is defined by both intrinsic site constraints and the specialized modular building grid. This grid system is derived from the established methodologies of a potential contracting partner, recognized for their proven expertise and successful delivery of comparable entertainment venues.

The central performance space will feature a dramatic triple-height with column-free spans to ensure unobstructed views to the MMTP set. Elevated above the main performance area, a themed first-floor balcony will accommodate further audience accommodation and featuring stepped themed dining areas strategically

designed to provide excellent sightlines to the primary set centrepiece space a distinctive water fountain which is an iconic element featured in the source material film and a centrepiece for performance.

Performances will be dynamic and multi-layered, unfolding not only on the main stage but also amongst diners, from small projecting balconies, and even utilizing the dramatic ceiling space for aerial acts or special effects. Guests will embark on an immersive journey, guided through a series of intimate, elaborately themed pre-show spaces. This curated progression culminates in the 'grand reveal' of the main taverna performance space, where the full immersive event unfolds.



3. DESIGN PRINCIPLES

3.3 Scale and Massing

The building's scale has been designed to integrate within site constraints and utilises a modular construction system. This approach enables expedited site mobilisation and construction.

Internally, the design addresses diverse functional requirements:

- **East and West Wings:** These wings each comprise three storeys of commercial floor plates, with a tall commercial storey height of 4 meters to provide future adaptability in use.

- **Main Event Space:** This area features a clear central volume, extending to a height of 8.2 meters to its 'performance' ceiling. This height accommodates the high-level acrobatics integral to the MMTP show.

- **Technical Access:** Above the performance ceiling, a gantry system provides access for technical staff to service lighting, ventilation ducts, and other special effects systems required for the event performance.

The building's scale and massing are appropriate for the MMTP production. The design incorporates flexibility and futureproofing, ensuring other potential immersive leisure shows can easily utilise the space.

At 16.2 meters in height, the proposals are subservient to all surrounding buildings. This scale is demonstrated by its height relative to:

- **Co-op Live:** 24 meters tall.

- **Stadium's North Stand Hotel:** Approximately 35 meters tall.

- **Residential Towers on Alan Turing Way:** Approximately 27 meters tall.

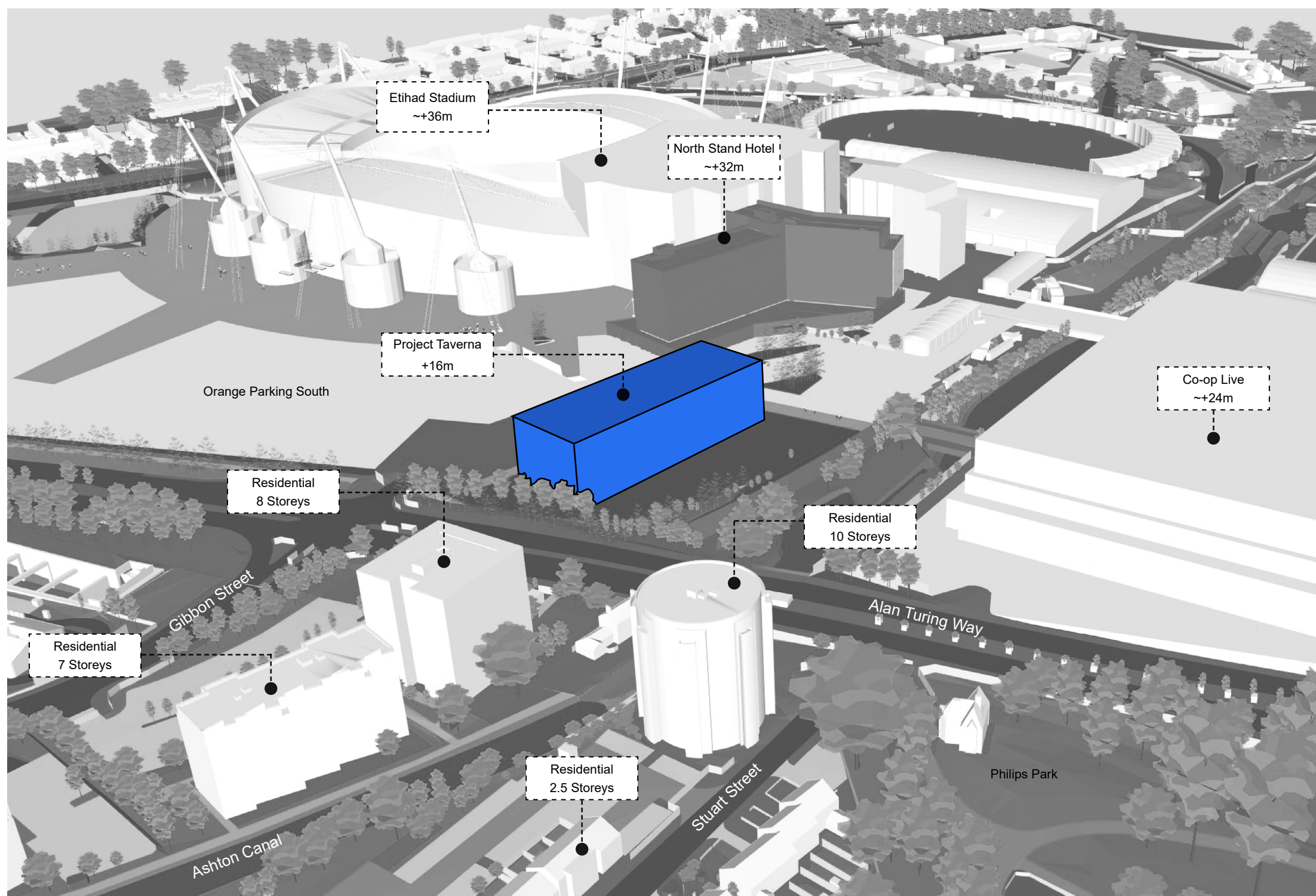
The building's massing is a cuboid shape, articulated into a single-storey 'base' and a three-storey 'top.' This delineation is achieved through:

- **Base Cladding:** Utilising black composite cladding panels.

- **Upper Cladding:** Employing perforated rainscreen cladding offering a lighter, more dynamic aesthetic above the dark plinth.

A parapet, extending circa 3 meters above roof level, visually and acoustically screens all rooftop plant and equipment. This ensures the equipment is not visible from ground level and helps prevent acoustic breakout of attenuated plant noise to neighbours.

The main west-facing façade features a splayed, picture-



frame surround, which incorporates the main advertising billboard for the show. A single-storey projecting canopy shelters guests from weather and provides opportunity for illuminated 'ticker tape' signage, a feature ubiquitous with performance venues.

3. DESIGN PRINCIPLES

3.4 Proposed Site Plan



3. DESIGN PRINCIPLES

3.5 Proposed General Arrangement Plans

The layout of each storey of the building features a simple plan: a large central event space bookended by support areas. Fire escape stairwells are strategically located in the four corners of the event space. These stairwells serve a dual purpose: as general circulation stairs for staff and as primary means of escape for audiences, providing essential vertical egress from upper floors to ground-level exits. Adjacent to each stair are combined passenger and goods lifts, ensuring accessible transport for staff and audiences with disabilities or mobility impairments to all upper storeys.

Ground Floor

The west wing functions as the primary Front-of-House (FOH) area. Its main façade incorporates a covered canopy for guest queuing, supplemented by extensive internal queuing space. Upon entry, guests will encounter an interior themed to evoke a Greek Taverna, inspired by the film Mamma Mia. A dramatic, winding feature staircase, directly visible upon entry, leads guests to the first floor.

Functionally, the ground floor also accommodates:

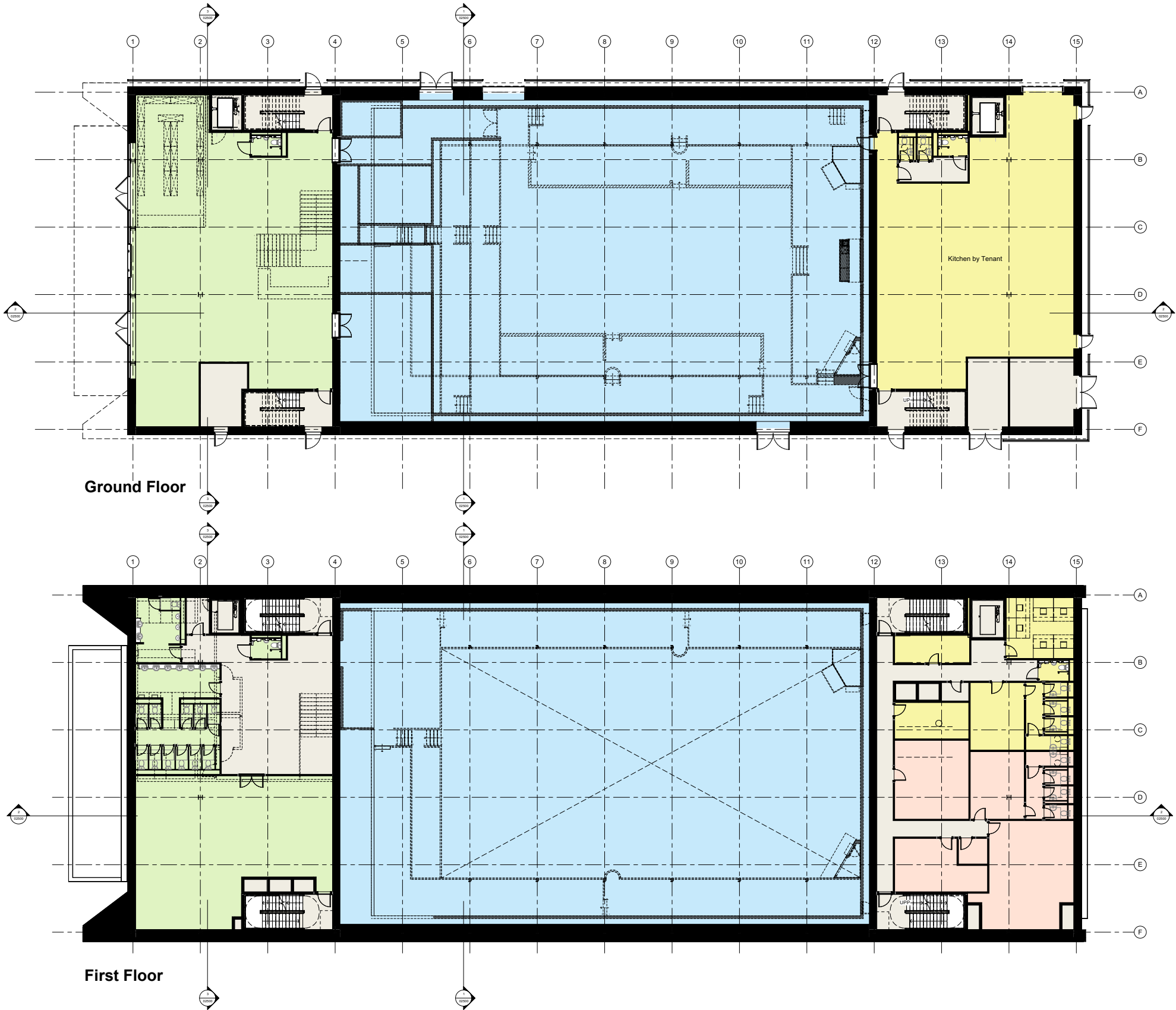
- A Box Office for ticket purchases and collections
- A merchandise shop
- An accessible restroom
- A cloakroom

Doors connect the FOH area to the Main Performance Space. This expansive, high-volume space, featuring Greek-inspired theming, will include a stage and central performance space with elevated viewing areas, ensuring optimal sightlines audiences.

The east wing Back-of-House (BOH) area is accessible from the Main Performance Space but will be restricted to authorized personnel. Staff and cast facilities, including the catering kitchen, are primarily located in the east wing, with the kitchen occupying a significant portion of the ground floor area immediately adjacent to the service delivery road and external refuse storage area. A dedicated one-way flow system will be implemented by catering management to ensure efficient food and beverage delivery for table service.

Key

- Back of House Cast
- Back of House Catering
- Back of House Crew
- Back of House Management
- Front of House Audience
- Immersive Events Space
- Plant and Circulation



3. DESIGN PRINCIPLES

First Floor

The FOH first floor will accommodate the majority of audience sanitary accommodation alongside a VIP bar area, accessible via a centrally located themed staircase also leading to mezzanine balconies within the Main Performance Space, offering elevated viewing. BOH areas will comprise catering staff support facilities such as changing and laundry accommodation

Second Floor

The west wing second floor will accommodate offices for production management a green room for cast and musician rehearsals and other technical and support accommodation with controlled access to the gantry situated above the main performance space. This area will be restricted to technical staff and acrobatic performers. The east wing second floor will accommodate stage and technical management office and cast changing facilities.

Roof Level

The East and West wings will feature flat roofs, supported by beams and columns and suitable for modular construction. In contrast, the Main Event Space will have a pitched roof truss, designed to clear-span the 25m width below, creating a column-free space with unrestricted sightlines.

The West wing roof will house the mechanical ventilation plant for:

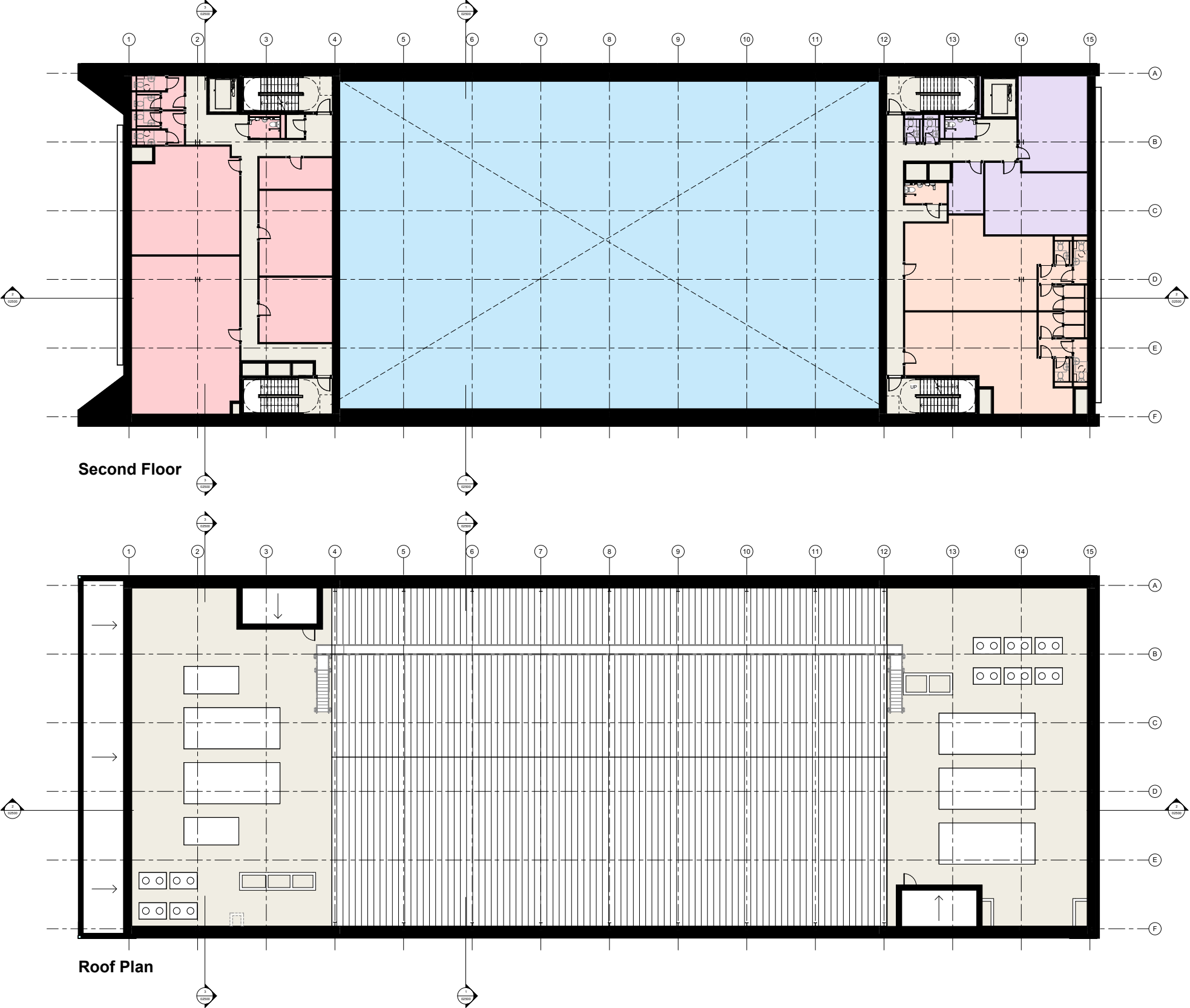
- FOH audience spaces (ground and first floors)
- Second-floor office space
- The main mechanical plant serving the central event space

The East wing roof will accommodate the mechanical plant for all BOH spaces and the primary ground-level catering areas.

Access to the roof will be via two diagonally opposite stair cores. This access will be restricted to key staff and aligned with the M&E consultant’s strategy for plant maintenance and replacement.

Key

- Back of House Cast
- Back of House Catering
- Back of House Crew
- Back of House Management
- Fronnt of House Audience
- Immersive Events Space
- Plant and Circulation



3. DESIGN PRINCIPLES

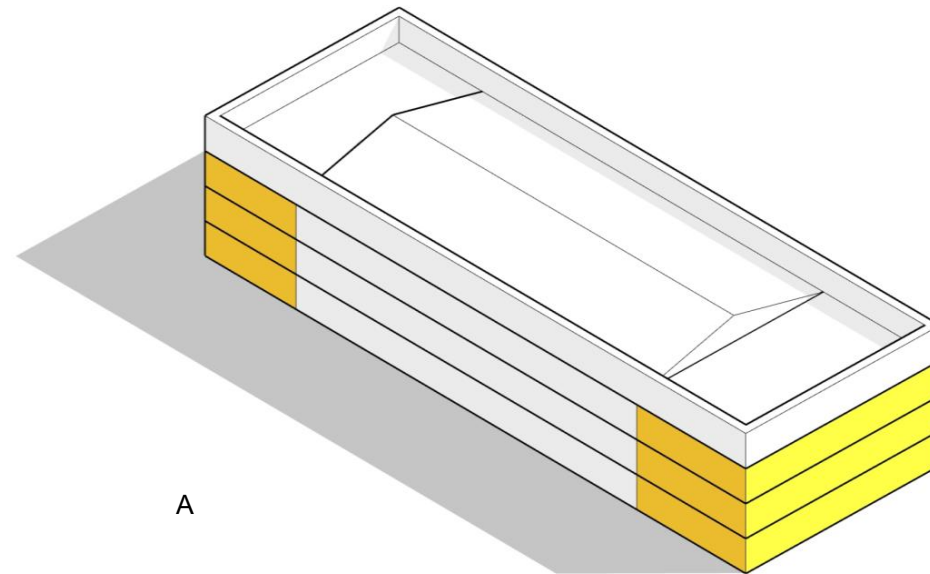
3.6 Appearance

A number of different strategic approaches were explored to the relationship of solid and void elements of the building facade namely

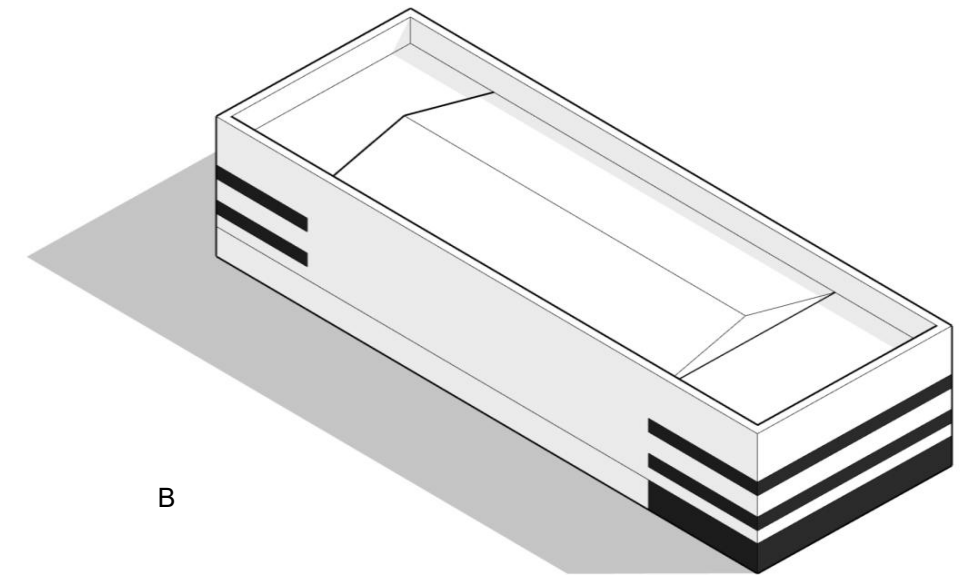
- A) Treating both ends of the building's wings as distinct elements.
- B) Incorporating window or glazed sections into both building wings.
- C) Locating window or glazed sections exclusively on the sides and main entrance of both building wings.
- D) Framing the main entrance while treating the remainder of the façade with a grid, potentially integrating rooflights.

The functional characteristics of the immersive event space preclude the need for natural light through window glazing, as the internal environment and lighting must be carefully controlled and curated to create an immersive experience. While the building's form is a simple cuboid and not overtly articulated, its function will be primarily expressed through its façades.

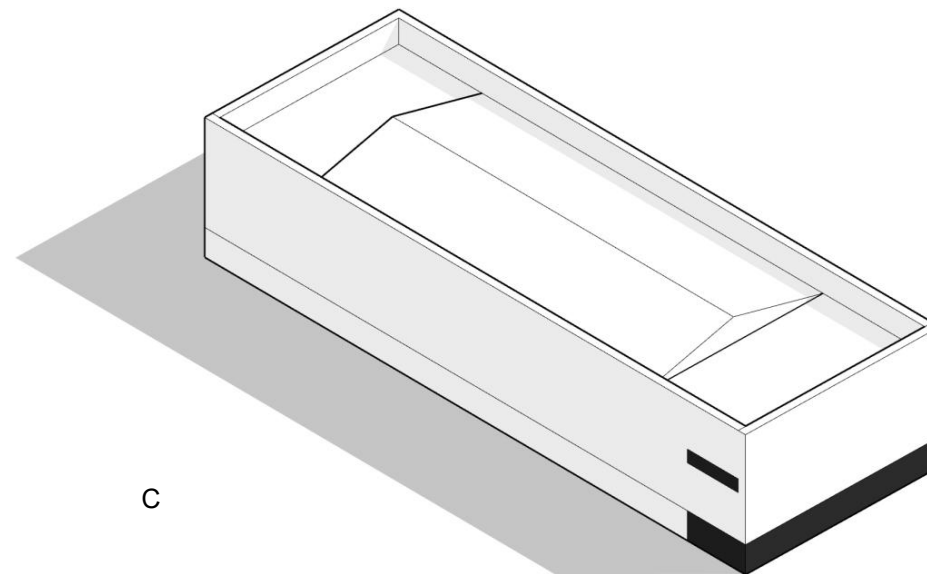
By framing the main entrance, the design explicitly establishes a clear and prominent point of entry. For an immersive performance venue, the entrance is not merely a door but a critical threshold – a gateway that signals a transition from the external world to a curated internal experience. This framing builds anticipation and directs focus, much like a stage curtain draws attention to the performance area. It prepares visitors for a distinct environment within. This theme of the 'anticipation of performance' is further emphasised in the selection, design and detailing of the elevation materials.



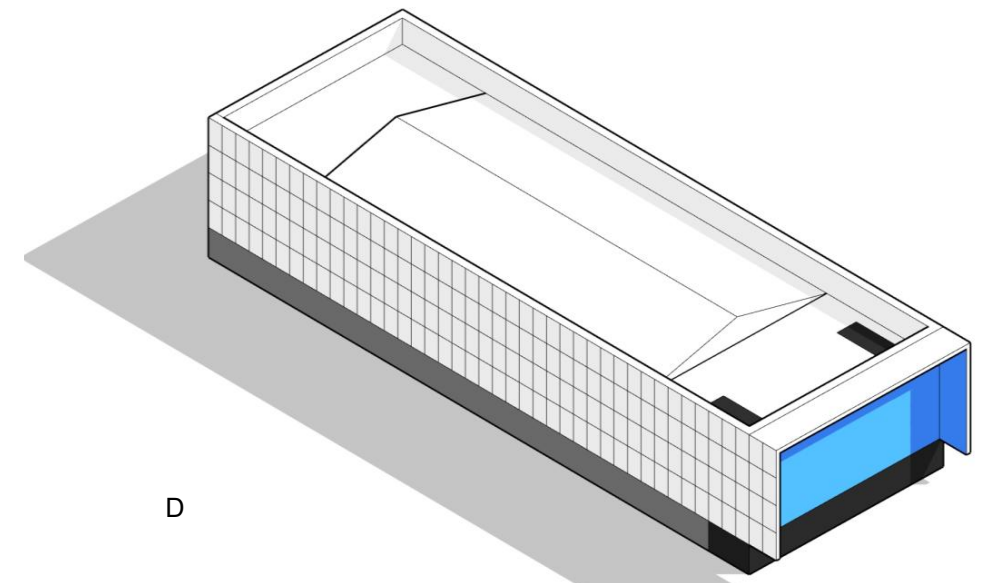
A



B



C

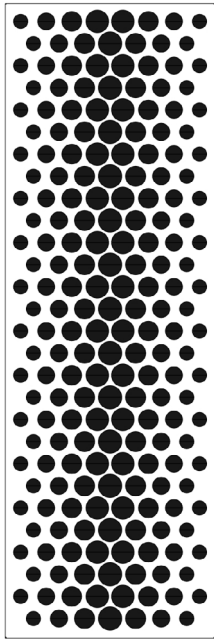


D

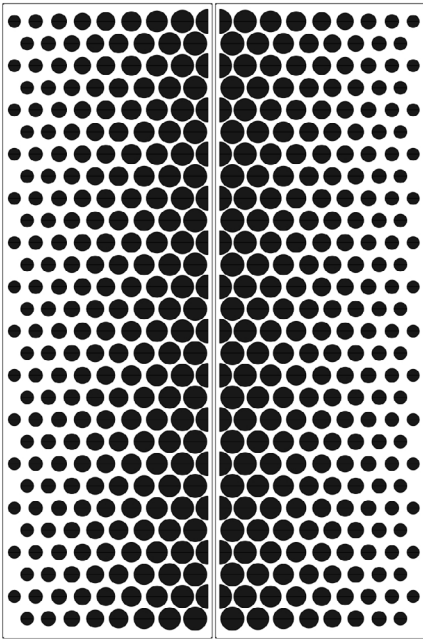
3. DESIGN PRINCIPLES

System manufacturers have been engaged to develop a modular design applicable in flat panel cassettes. This design will feature a limited number of pattern types, each with perforations varying in size and gauge. These standard panel types can be combined in various permutations to create dynamic trompe l'œil effects through repetition, patterning, or randomised orientations across the building façade. The final selection will be subject to further option development during the planning consultation process.

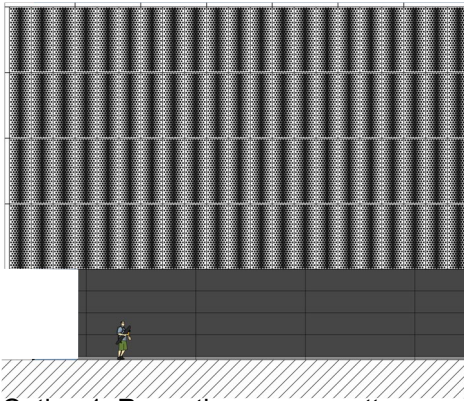
For the purposes of this application, a version illustrating a subtle, undulating visual effect is presented. Designed to resonate with the dramatic sweep of theatre curtains, this effect creates a heightened sense of anticipation for visitors approaching the building and is evocative of performance. This specific approach offers several additional benefits: it creates a subtle, performance-inspired pattern that generates visual interest without explicit branding, while also enabling exciting night-time lighting solutions. Overall, this design establishes a unique character, both day and night.



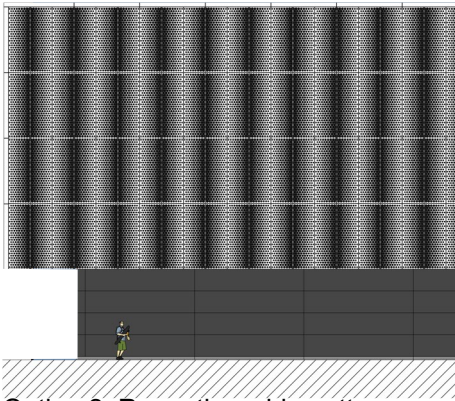
Narrow pattern



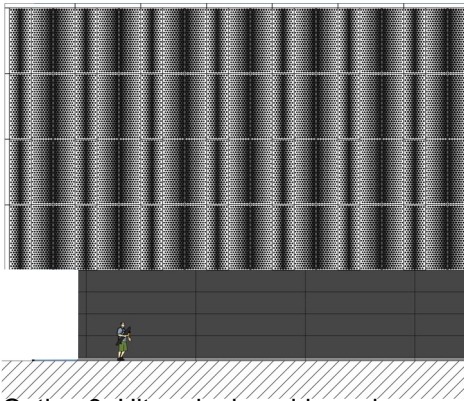
Wide pattern (double module)



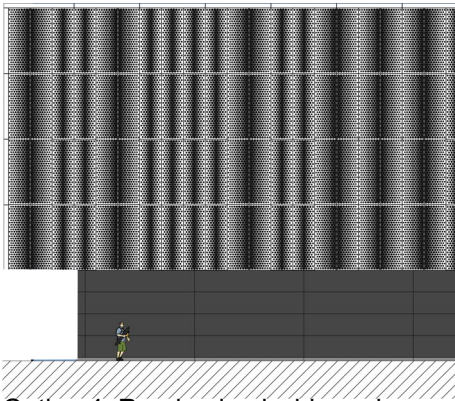
Option 1: Repeating narrow pattern



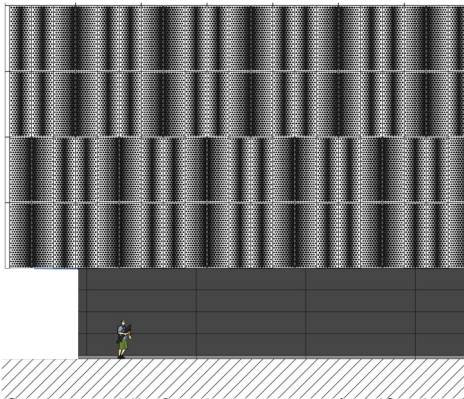
Option 2: Repeating wide pattern (double panel module)



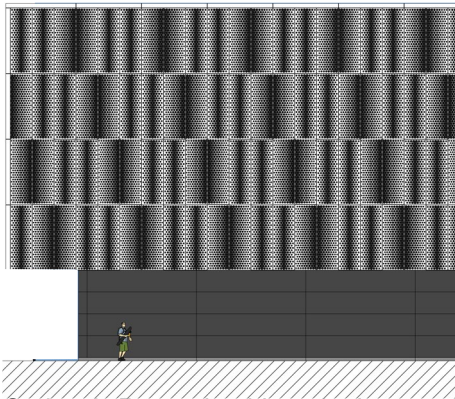
Option 3: Hit and miss wide and



Option 4: Randomised wide and narrow pattern



Option 5: Hit & miss pattern / shifted grid 1



Option 6: Repeating hit and miss pattern with shifted grid (Type 2)



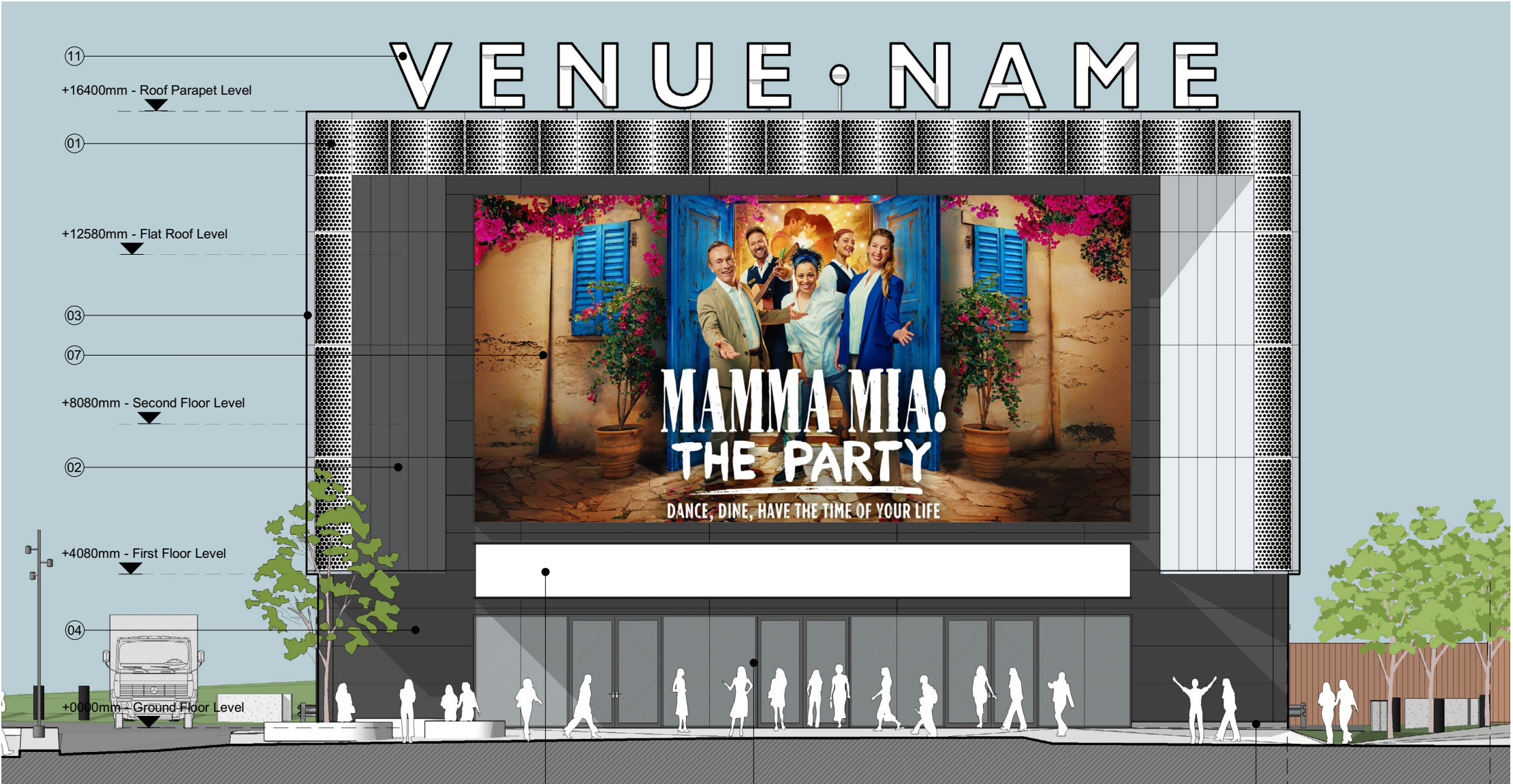
Example image of a stage curtain



Architectural precedent using facade lighting to create a dramatic effect

3. DESIGN PRINCIPLES

The main west elevation will feature a unique façade treatment: a splayed, picture-frame surround cantilevered from the building’s main form. This façade will host the main static, backlit advertisement billboard and a projecting ‘ticker tape’-style entrance canopy positioned over glazed curtain walling at the main entrance lobby. The soffit of the entrance canopy will feature a multitude of circular downlights arranged in a regular orthogonal pattern, illuminating the building’s approach and referencing historical examples of performance venue architecture. This elevational design will be clearly legible and welcoming, serving as the primary building entrance and signposting visitors from Medlock Square. The east-facing elevation, facing Alan Turing Way, will also feature a similar static billboard to advertise the current resident performance.

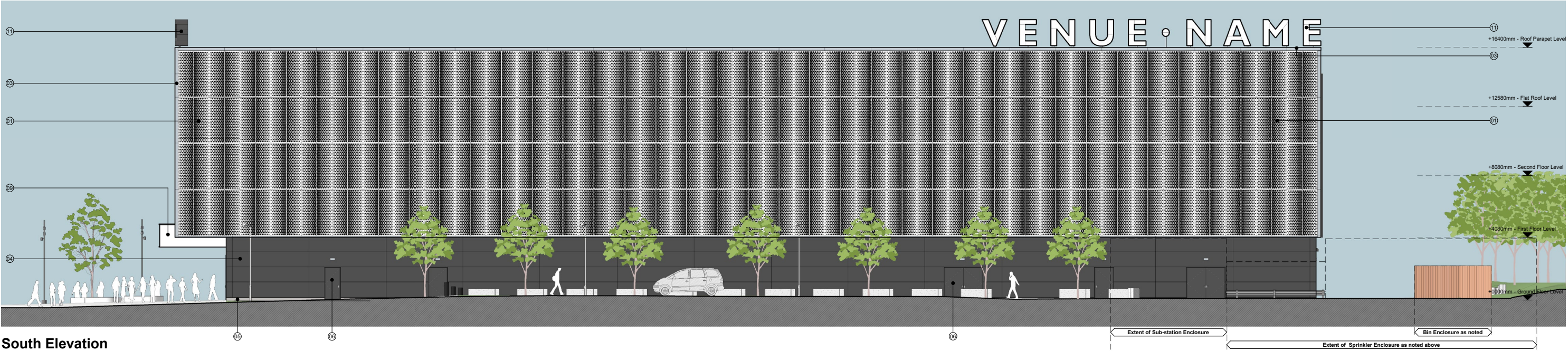


3. DESIGN PRINCIPLES

3.7 Proposed Elevations

The proposed modular build system employs a standardised grid, which maximises structural efficiency, enhances buildability, reduces the construction programme, and improves commercial affordability. The building envelope is designed to allow simple composite panels to span horizontally between primary columns spaced at 5m centres, eliminating the need for secondary structure.

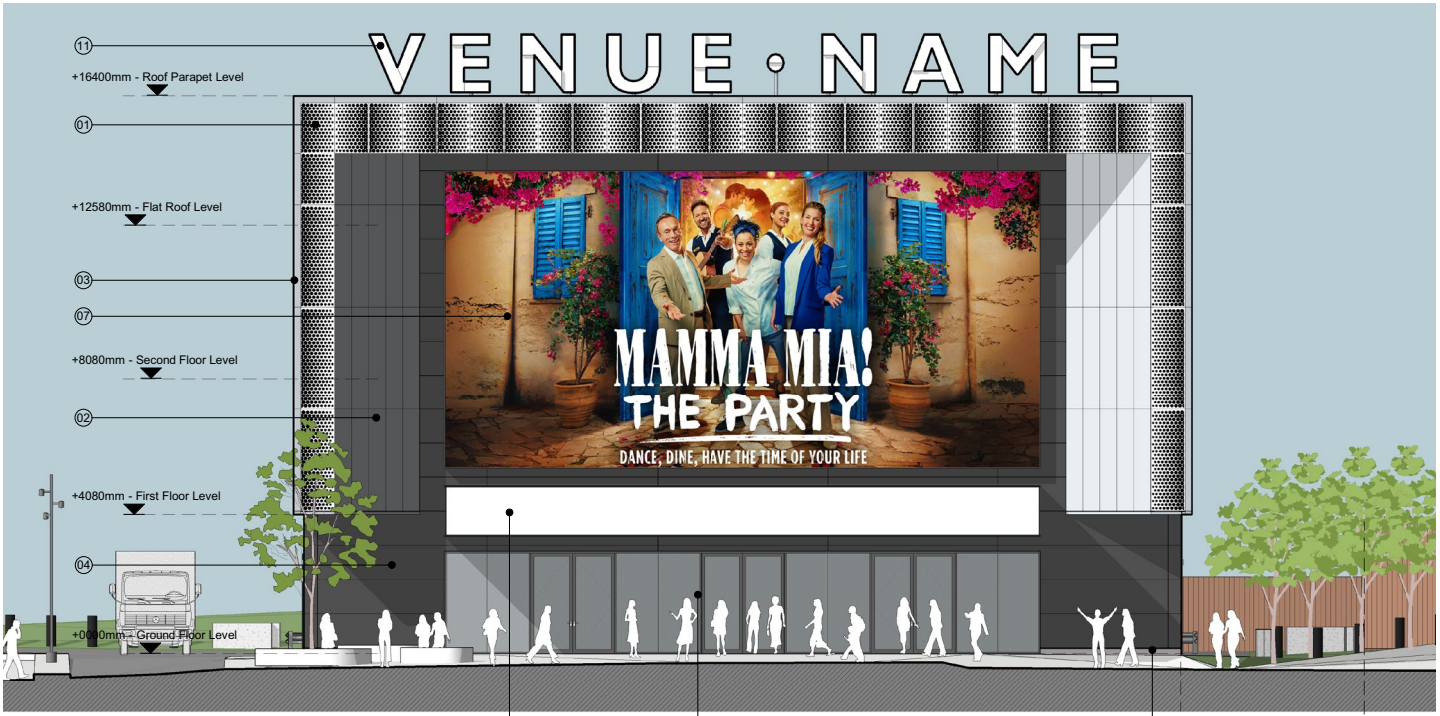
The building’s lower base will feature a black composite wall cladding, visually ‘grounding’ the structure and establishing material continuity with the adjacent Co-op Live arena. Fire escape and staff-only access doors will be finished in a matching colour to blend discreetly with this dark cladding base. Above this, a lighter-coloured, decorative cladding will appear to ‘float,’ adding visual interest and establishing a unique identity distinct from neighbouring buildings. This proposed envelope system utilises these horizontal composite panels to support a decorative façade, offered from a restricted palette of components: simple rainscreen, expanded mesh, or perforated panels. The preferred solution among these systems is perforated rainscreen with a silver anodised finish, creating a dynamic façade that will reflect the adjacent buildings, the evolving landscape, and the interplay of light and shadow from day to night, thereby contributing positively to the campus’s vibrancy.



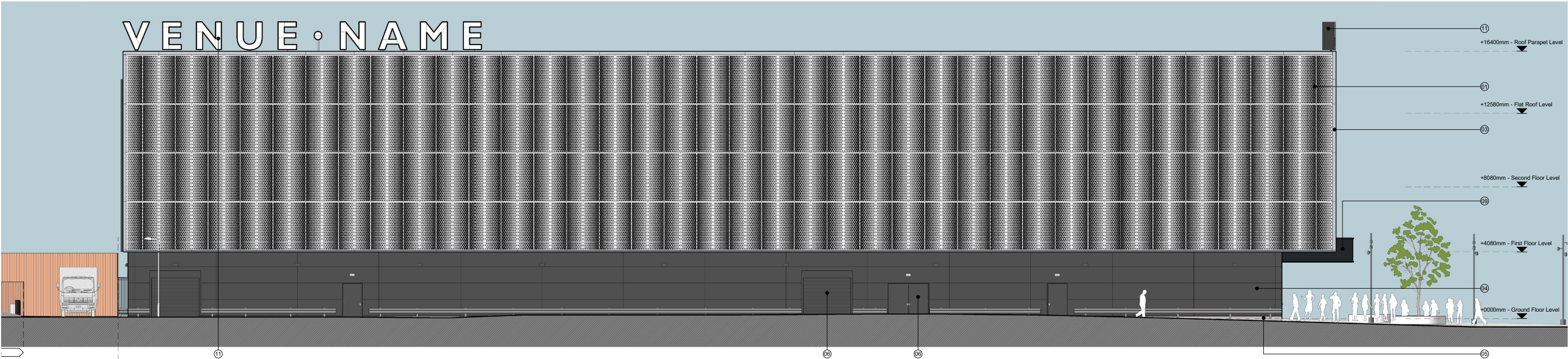
3. DESIGN PRINCIPLES



East Elevation



West Elevation



North Elevation

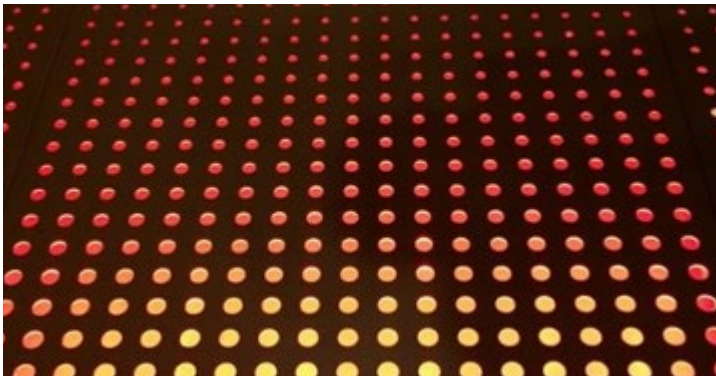
Planning App Ref: 143447/NMC/2025

3. DESIGN PRINCIPLES

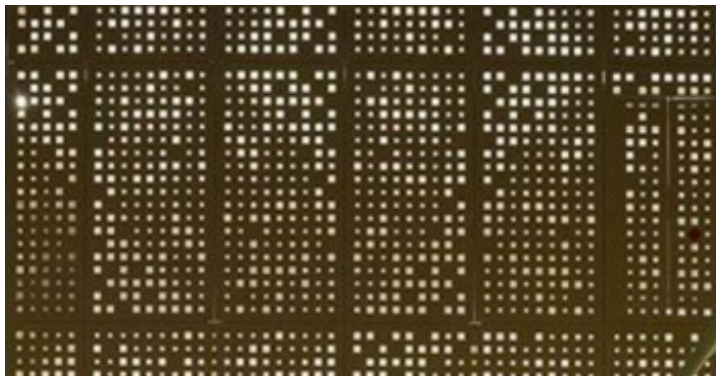
3.8 External facade lighting

The perforated rainscreen cladding will function as a secondary facade, primarily for decoration and visual interest. It will be offset from the main building façade to create a void to accommodate continuous downlighting from the building parapet to the north west and south facades. This illuminated void will be highly visible from a distance while preventing light spillage beyond the rainscreen façade. For the rainscreen pattern option proposed in the application, downlighting from the parapet will reinforce the sense of performance through the connotation of a top lit stage curtain. Lighting colours, intensity, and any animation effects remain in development and will be subject to more detailed analysis and testing of full-scale mock-ups in due course.

Concealed lighting, positioned around the perimeter of the backlit event billboard, will illuminate the flat anodised panels on the principal West entrance elevation.



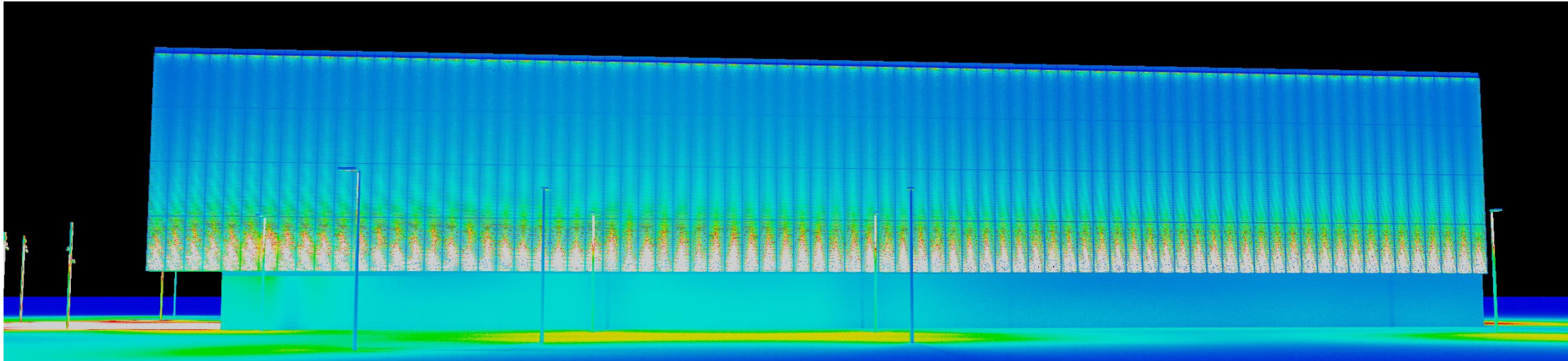
Backlit cladding precedent example 1



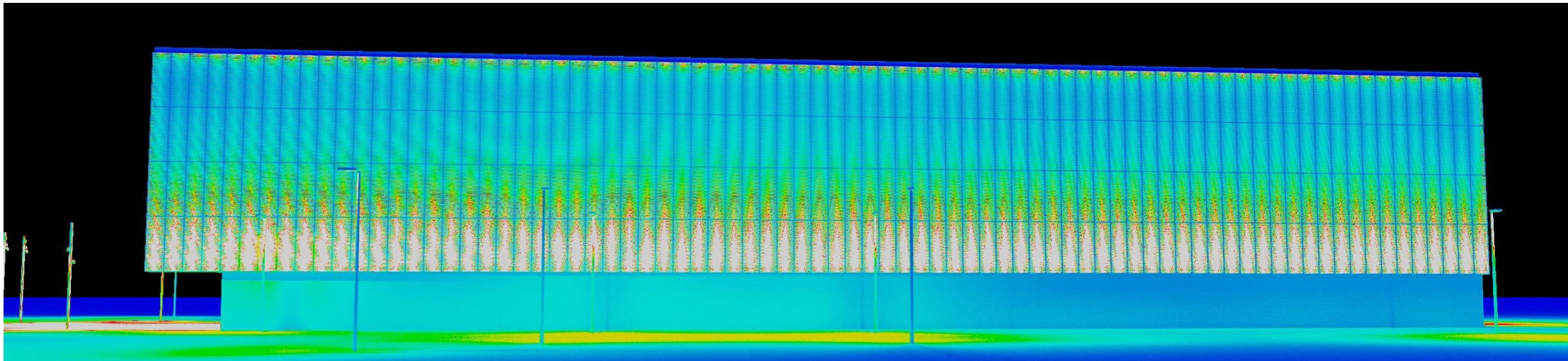
Backlit cladding precedent example 2



Backlit cladding precedent example 3



Light Intensity Study - 50mm Backlit Offset



Light Intensity Study - 250mm Backlit Offset

4. ACCESS PRINCIPLES

4.1 Access Policy and Approach

Greater Manchester Transport Strategy 2040 (2017)

Transport for Greater Manchester (TfGM) has developed the Greater Manchester Transport Strategy 2040 on behalf of the Greater Manchester Combined Authority (GMCA) and Greater Manchester Local Enterprise Partnership (LEP). The strategy sets out the long-term proposals to create a cleaner, greener, more prosperous city region through better transport connections, with transport infrastructure that respond to key trends in land development and use the city expects to see. The Regional Centre, within which the Etihad Campus sits, is expected to continue to be a major driver of economic growth in Greater Manchester. There are four key elements of TfGM's vision, which represent the goals of their strategy:

- Supporting sustainable economic growth.
- Improving the quality of life.
- Developing an innovative City Region; and
- Protecting our environment.

A key focus is on sustainable travel, with an aim for 50% of all journeys made in GM to be walking, cycling or public transport. The strategy sets out the targeting of increasing trips and the mode share of sustainable modes, including the Metrolink, in the Regional Centre. The strategy recognises the relatively short distance between the Etihad Campus and other core economic areas across the city, including The Quays, which offers an opportunity to promote higher levels of walking and cycling through investment in active travel networks.

Particularly in reference to the leisure and night-time economy and with growing visitor numbers, there is an aim for transport on offer to be integrated and easy to understand. This includes improving taxi and coach services, with an aim to work with operators and Local Authorities to ensure that coaches have appropriate, accessible and well-signed pick up and set down locations.

The development of Project Taverna will contribute to the expected increase in visitor trip numbers across the Regional Centre and will benefit from the walking and cycling routes, public transport (Metrolink and bus) services and taxi and coach provision to minimise car trips made to/ from the venue.

City Centre Transport Strategy to 2040 (2021)

The City Centre Transport Strategy to 2040 is a sub-strategy to the Greater Manchester Transport Strategy 2040. This

City Centre Transport Strategy will enable the city-region to realise the 'Our Network' vision.

The vision, set out in the City Centre Transport Strategy, is for "a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit". To deliver the vision, seven ambitions have been set out:

- Walking is the main way of getting around the city centre.
- The city centre is cleaner, greener and less congested.
- More people choose to cycle to destinations within the city centre.
- The city centre benefits from better public transport connections.
- Parking in the city centre is smarter and integrated with other modes.
- Goods are moved and delivered sustainably and efficiently into and within the city centre; and
- Innovation is embraced where it benefits the city centre and its users.

As development opportunities unfold in the city centre and more people are travelling across the city, the strategy recognises the increasing pressures on the transport systems and the need to adapt and expand to cope. A greater shift towards walking and cycling for trips will be promoted, as well as increasing the frequency of Metrolink services and expanding the bus fleet.

The convenient public transport stops and walking/cycling routes nearby the proposed venue location supports the priorities in the strategy for sustainable transport modes to be how people move around the city centre, promoting a cleaner city. Whilst the Etihad Campus sits just outside the City Centre, the venue will generate trips between the Campus and city centre.

Access Approach

The proposed development benefits from excellent sustainable transport connectivity, supporting travel by public transport, walking, and cycling, thereby reducing the need for private car use. The site is situated within an established public transport corridor and immediately adjacent to the Etihad Campus, an area where significant investment in multimodal links already provides robust

accessibility for visitors and staff.

The local bus network offers frequent connections throughout Greater Manchester, with several stops conveniently located within a short walking distance. Stops on Alan Turing Way are immediately adjacent to the eastern site boundary, while those on Ashton New Road are approximately seven minutes from the site, and stops on Briscoe Lane are around ten minutes away. These stops provide services to key destinations such as Piccadilly Gardens, Stalybridge, Ashton-under-Lyne, Oldham, and other locations, including a route linking Cheetham Hill and Pendleton. All these stops fall comfortably within the Institute of Highways and Transportation's recommended maximum walking distance of 400 metres where possible, and collectively offer an extensive array of route options, enabling convenient public transport access for a wide catchment area.

The site is also well-connected to the Metrolink light rail system. The Etihad Campus stop is approximately 150 metres away and can be easily reached on foot. This stop is served by three lines, including the blue and orange lines, which operate throughout the day at 12-to-15-minute intervals. The purple line provides additional links during evening and weekend hours. All services pass through Manchester Piccadilly, facilitating straightforward interchange with national and regional rail services. Notably, the Etihad Campus stop has been specifically designed to accommodate large event crowds, featuring wide platforms, a staggered layout, and double trams provided during peak times.

Although there is no railway station immediately next to the site, its excellent connection to the Metrolink enables simple multimodal journeys to Manchester Piccadilly, which is just seven minutes away by tram. Piccadilly offers frequent regional and national rail services operated by various train companies, providing access to major cities including London, Edinburgh, Bristol, and Liverpool, alongside strong local coverage across the Northwest. Manchester Victoria is also accessible by walking, cycling, or tram via the city centre and offers further east-to-west rail connectivity.

Walking connections around the site are robust, with pedestrian access available directly from Gibbon Street and Alan Turing Way. Footways are present on all surrounding roads, and toucan crossings support movement across the campus. Wider pedestrian links include the Citylink corridor

between the Etihad Campus and Manchester Piccadilly, which provides a well-lit, fully segregated route, and the Ashton Canal towpath, offering traffic-free access towards the city centre and Ashton-under-Lyne. Furthermore, the development masterplan proposes a significant enhancement of the public realm, creating wider footways and predominantly pedestrianised areas around the site.

Cycling provision is similarly well-established. A segregated cycleway runs along Alan Turing Way, connecting north and south along the A6010. Cyclists can also reach the city centre using the Citylink path or the Ashton Canal towpath. To the east, National Cycle Network Route 60 provides access to Route 85 and the Fallowfield Loopline, creating wider strategic cycling options.

Summary

Project Taverna, situated on the Etihad Campus, boasts excellent public transport connections, with Metrolink and bus stops in close proximity. These networks are demonstrably capable of accommodating the demands of thousands of football spectators and arena visitors to the Co-op Live. Additionally, the recently upgraded Citylink path between the city centre and Etihad Campus provides robust infrastructure for walking and cycling trips.

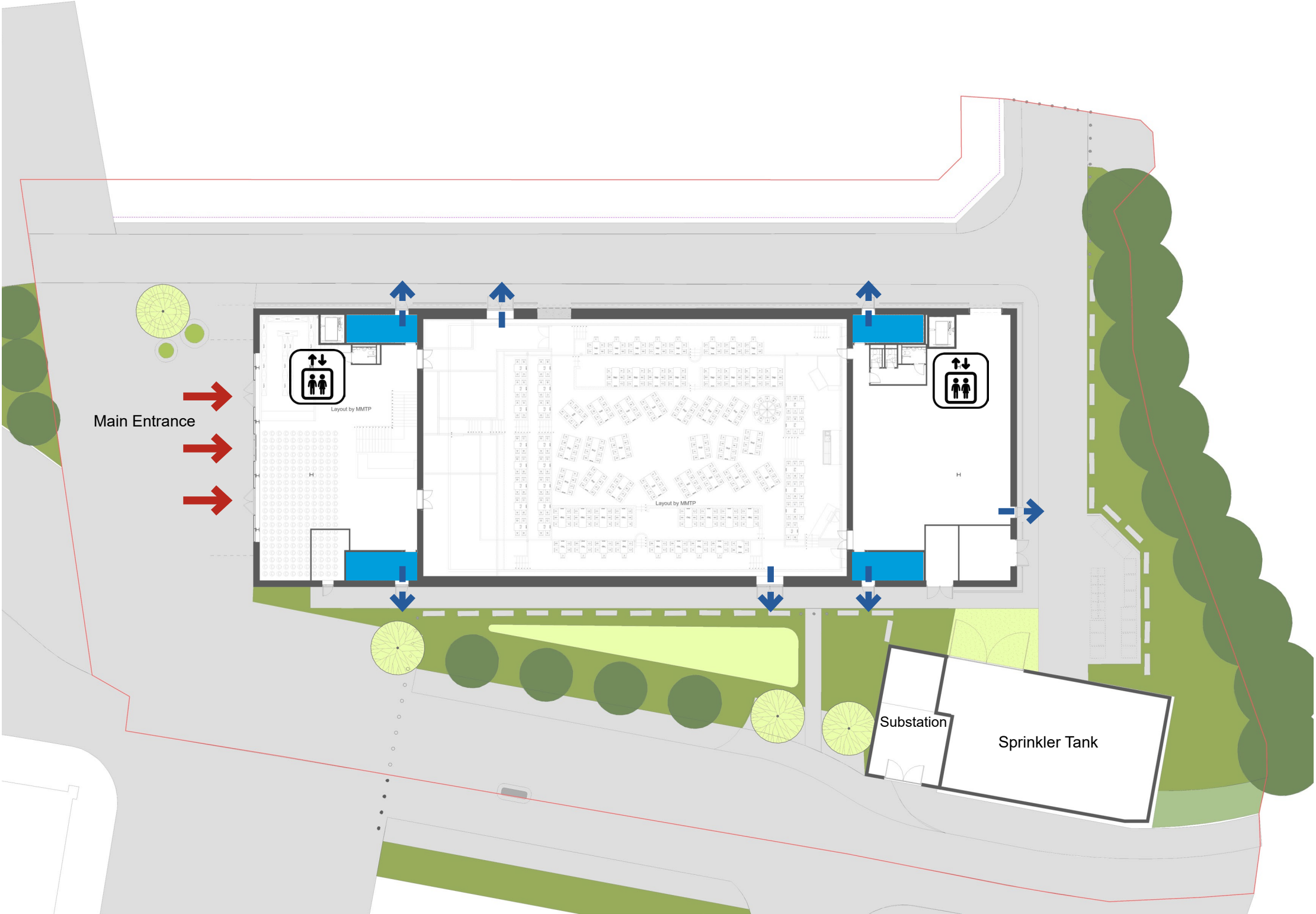
4. ACCESS PRINCIPLES

4.2 Building Access

Project Taverna will be a fully accessible building, allowing users level threshold and step-free access into most of the ground floor areas. The main entrance doors will be powered, sliding doors to provide unrestricted covered access to visitors with limited mobility, ensuring dignity and equality. The Front of House (FOH) is a generously sized open-plan space with good lines of sight and visual wayfinding legibility. Access to the upper floors and Back of House (BOH) areas is provided via staircases and 13- and 21-person passenger lifts in the west and east wings respectively. Admission to all audience and staff areas will be controlled by a comprehensive access control system.

The theming of the main immersive event space and set build, along with responsibility for its compliance, will lie with the tenant (MMTP). All areas for dedicated accessible seating and dining will be subject to the tenant’s fit-out design and specific operational arrangements to ensure equitable provision for all users.

All door clear openings, corridor widths, stair designs, and the building controls will be designed in accordance with Approved Document M of the Building Regulations.



Key

-  Main Public Entrance
-  Means of escape exits
-  Lift locations (goods and/or passenger)
-  Fire Escape stair cores

4. ACCESS PRINCIPLES

4.3 Vehicle Access Strategy and Parking

Vehicle Access

As part of the North Stand development, Gibbon Street is being redesigned as an access road. (“Error! Reference source not found.”). The planned improvements include a vehicular turning circle around an intercom island with an integrated traffic light system, a taxi waiting area, 2m-wide pedestrian footpaths, and planted vegetation. A new Hostile Vehicle Mitigation (HVM) line, approximately 100m away from the Gibbon Street/Alan Turing Way junction, is also being introduced. This line is designed to allow up to approximately 20 vehicles to queue at the HVM line without blocking the Alan Turing Way junction.

To facilitate drop-off and pick-up for taxis and private-hire vehicles (PHVs), a layby is being constructed on the northern edge of Gibbon Street, directly in front of the venue. This layby has capacity for up to seven vehicles.

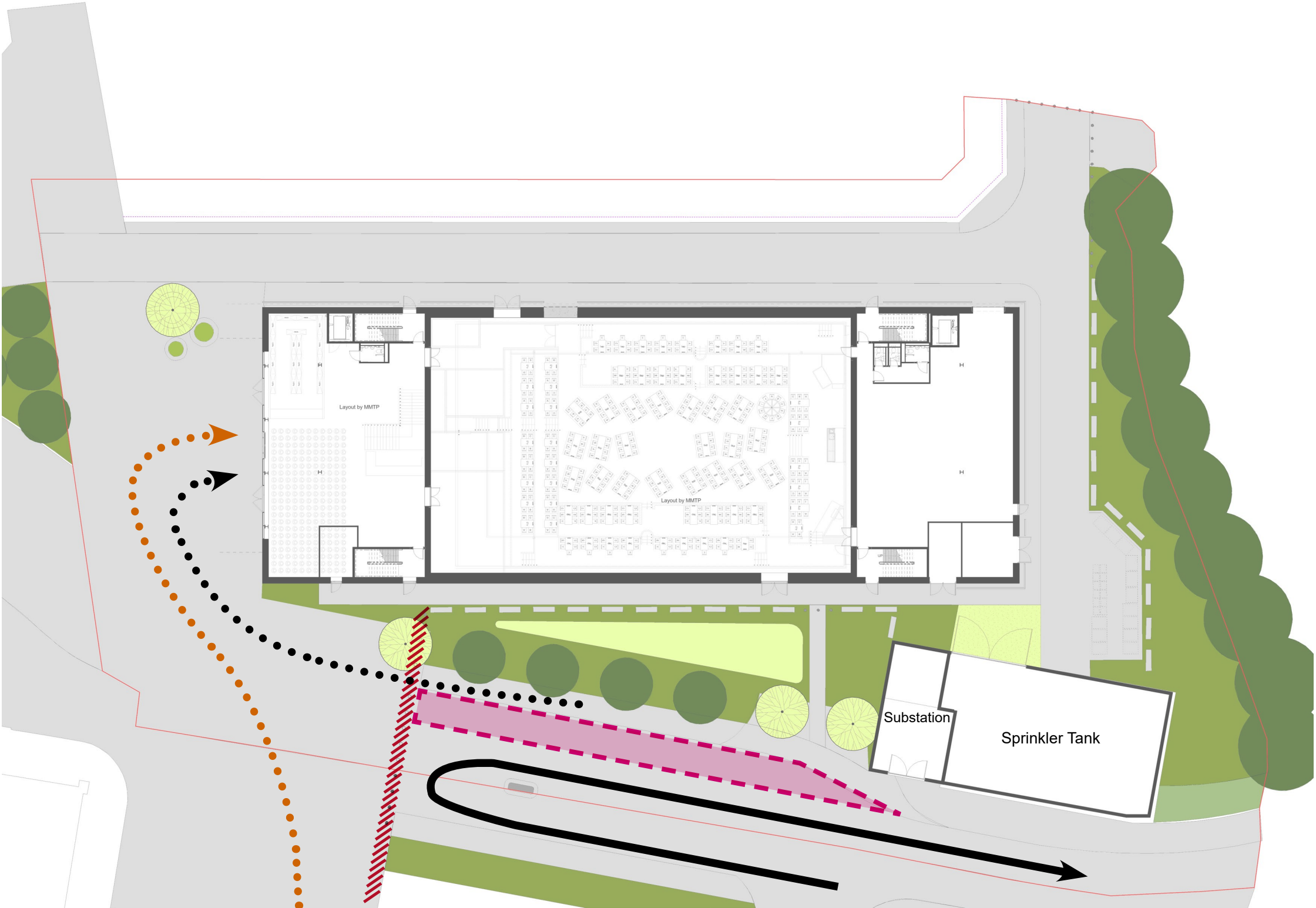
The drop-off facilities do not form part of this proposed development but will also be utilised by visitors to Project Taverna. The layby would allow up to seven taxis/PHVs to pick up and drop off passengers safely at any given time. The front-of-house/visitor entrance will be located at the west wing, accessed by pedestrians via footpaths along Gibbon Street and past the HVM.

Parking

The Etihad Campus has five car park areas: Green, Yellow, Grey, Orange, and Blue. Spaces in these car parks are typically purchased and allocated via an online booking system that activates prior to matches and events at the Etihad Stadium and Co-op Live. Ample parking is available at the site as part of the Etihad Campus parking strategy, and in line with the Regeneration Framework. Car parking provision for Project Taverna will be located in the Orange car park, to the south of the site, including accessible parking.

Key

- Secure HVM line of security
- Pedestrian route from Orange Car Park (South)
- Pedestrian route from vehicle drop-off
- Vehicle drop-off on Gibbon Street
- Layby for Taxi / PHV drop-off

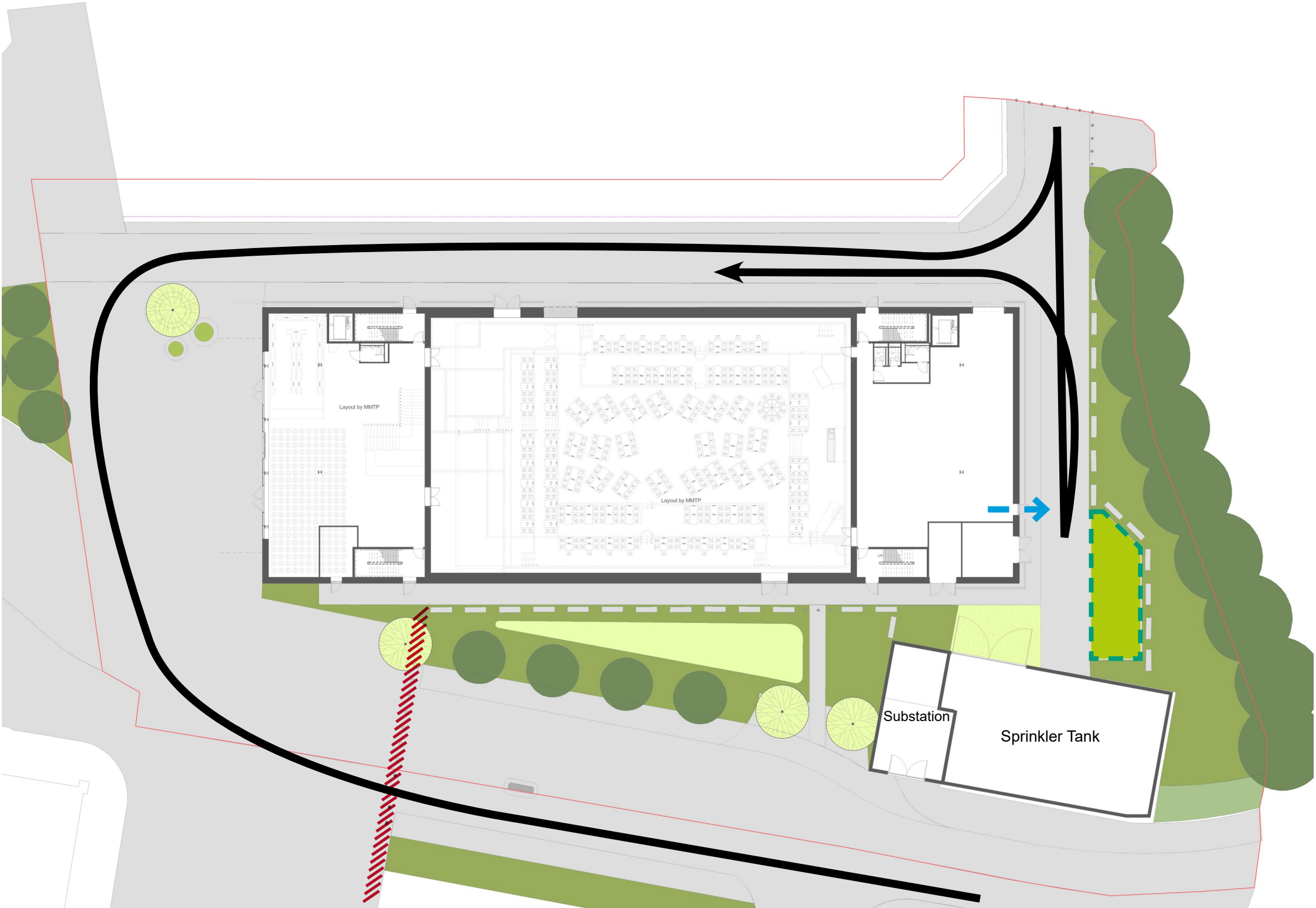


4. ACCESS PRINCIPLES

4.4 Waste management strategy

Service and delivery vehicles are permitted to load and unload within the designated service route to the north of the venue. Turning is then achieved by reversing through a 'hammerhead', positioned to the north-east of the building.

Waste storage and collection is managed to the east side of the building in accordance with the Waste Management Strategy.



- Key**
- Secure HVM line of security
 - Pedestrian route from vehicle drop-off
 - Servicing route of waste collection vehicle
 - External bin store

4. ACCESS PRINCIPLES

4.5 Deliveries strategy

It is expected that one refuse vehicle and one service vehicle will serve the facility daily and these vehicles have been accommodated for in the development plans.

The back of house facilities is proposed on the eastern edge of the building. The large servicing and refuse vehicles will drive through Gibbon Street and the HVM, to travel around the building along the northern side before completing a 3-point manoeuvre to reverse parallel to the eastern side of the building (see image).

Swept path assessment show the possible vehicle manoeuvres within the boundaries of the site and highway characteristics. There are wide footpaths providing safe pedestrian routes when these vehicles are accessing the site.

For deliveries using the 'ring road' to all buildings

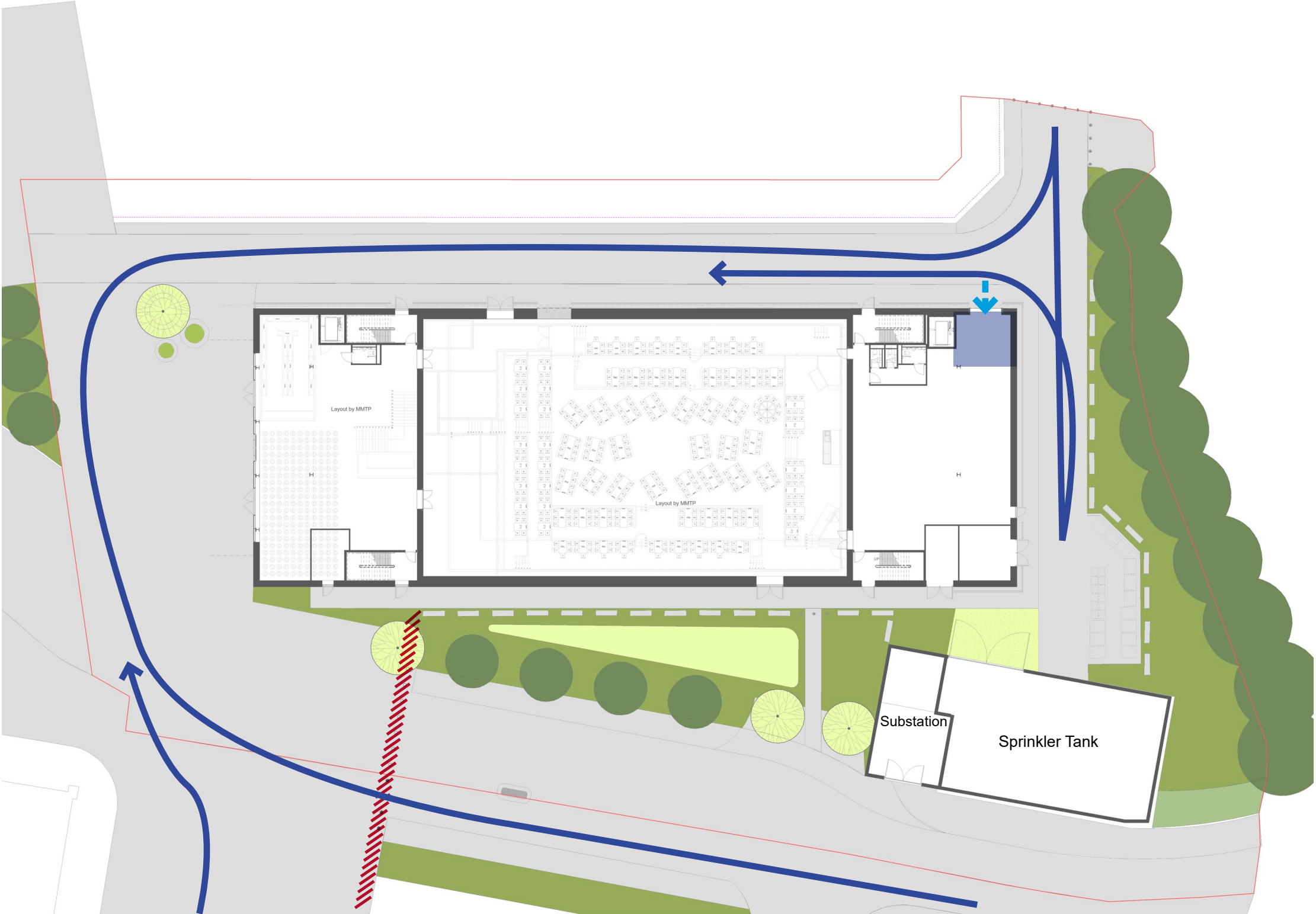
All deliveries need to be scheduled using the MCFC Site Access Process, which forms part of the Entertainment District Deliveries Strategy and applies to all vehicular movements taking place via the Etihad Stadium Ring Road.

Upon arrival, drivers must report to the security lodge in Yellow Car Park on each day they are delivering, via Gate 11.

Access to the venue is by the Etihad Stadium ring road, which in turn is access controlled via dropped bollards located past Gates 3 and 11. Vehicles must collect a Site Access Hangar and drive to Alan Turing Way via Ashton New Road and access the ring road via Gate 3.

Deliveries outside normal working hours should be coordinated with the G4S Security Duty Manager.

To keep the ring road clear, no parking is allowed except for attended drop-off or collection of materials. Drop-off for guests will be on Gibbon Street directly to the south of the building, and deliveries are to be received at the rear of the building. Deliveries to the venue are regulated at times when the Etihad Stadium is in 'event mode' in line with the Campus Event Operations Management Plan.



- Key
-  Deliveries point of access
 -  Servicing routes of delivery vehicles
 -  Deliveries and Loading

4. ACCESS PRINCIPLES

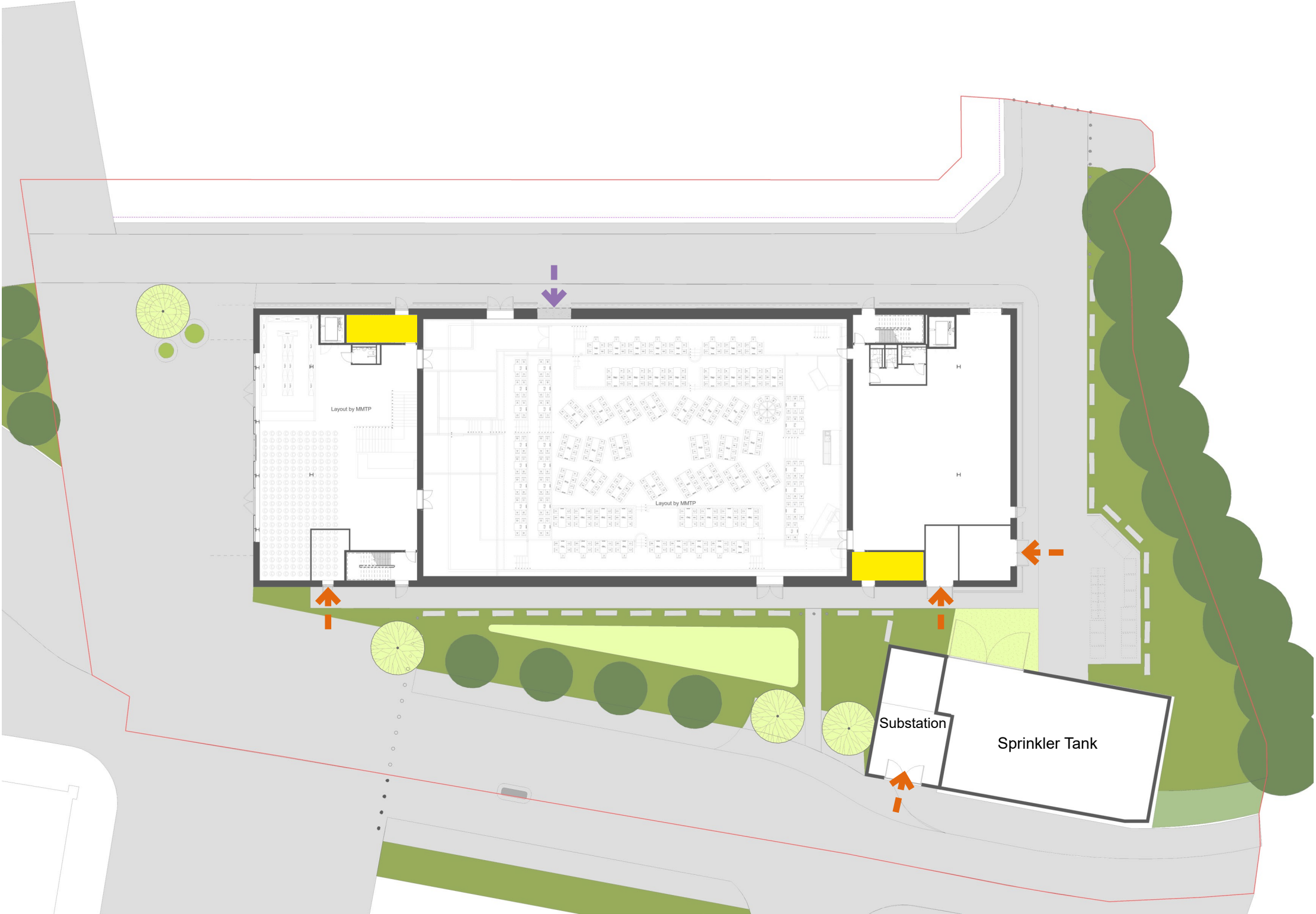
4.6 Building Maintenance Access Strategy

A select number of ancillary plant rooms located on the ground floor require only external access, with no internal connections. These spaces will be accessed by discreet, secure external doors serving the water tank, switch gear, main comms room, and the substation (which is within a standalone compound, extended from the sprinkler tank).

To futureproof the replacement of MMTP equipment and facilitate new installations for future productions, a large roller shutter door has been incorporated into the northern elevation. This provides suitable access for forklift trucks and other bulk items for easy transportation.

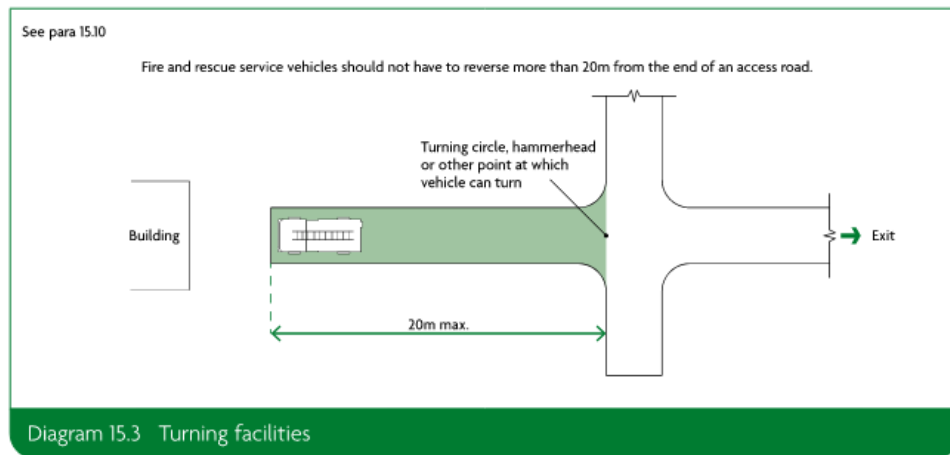
Griffiths Evans has confirmed that their plant replacement strategy does not require roof-mounted plant equipment to be brought through the building; instead, operations will be completed using high-reach equipment, such as MEWPs or cranes.

Regular cyclical maintenance and inspection of rooftop plant equipment will be possible for staff via the stair cores in the northwest and southeast corners of the building. Maintenance operatives will be protected from falling from the rooftop areas by a parapet wall exceeding 3m in height.

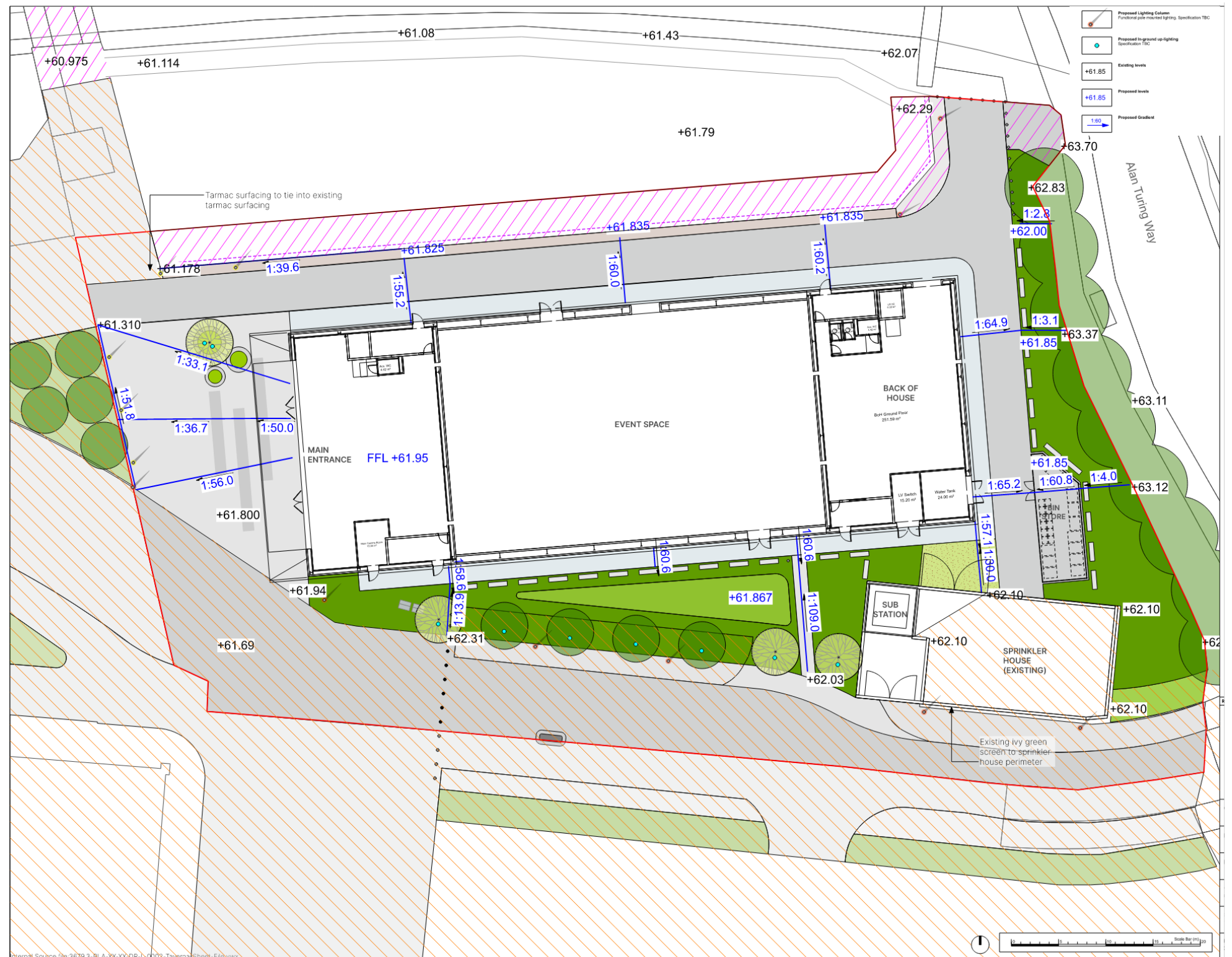


- Key**
- Ancillary plant external access
 - Roller shutter for set replacement
 - Stair cores with direct access to roof

It is proposed to provide fire service access to the site from Gibbon Street, with a vehicular road provided around the perimeter of the building (as shown in the bottom righthand image – ref: 3679.3-PLA-XX-XX-DR-L-0001-Landscape General Arrangement). The suitability of the road is subject to confirmation via vehicle tracking survey.



Appliance type	Minimum width of road between kerbs	Minimum width of gateways	Minimum turning circle between kerbs	Minimum turning circle between walls	Minimum clearance height	Minimum carrying capacity
Pump	3.7m	3.1m	16.8m	19.2m	3.7m	12.5 tonnes



5. SUSTAINABILITY

5.1 Sustainability Strategy

Key Sustainability Drivers

The aim of sustainable development is to seek to simultaneously progress economic, social and environmental goals and policies in ways that develop and maintain a good quality of life for everyone and enable future generations to do the same.

Strategies for sustainable development broad, long-term plans of action aimed at achieving the goals of sustainable development have been developed by national governments, and a range of organisations throughout the world, to set out a blueprint for action. There are also a number of international and national policy drivers for energy efficiency and reduced carbon dioxide (CO2) emissions, which have been introduced to address the implications of climate change.

The remainder of this statement sets out these policy drivers and how the development has responded to each of these under key topic areas that together cover the environmental, social and economic needs of the Proposed Development.

The UK carbon emissions target of achieving net zero by 2050 requires a significant decrease in energy consumption across all sectors. Currently buildings account for 49% of all UK emissions, of which between 40-65% are estimated to be a result of operational energy demand.

Building energy performance

A detailed assessment of the energy performance of the Proposed Development is presented in a standalone Energy Statement produced by Griffiths Evans, submitted as part of the planning application. The key energy and sustainability measures and results described in the Energy Statement are summarised below:

Minimise Energy Demand

Project Taverna will implement passive design measures, these include:

- High Performance Building Fabric - The development will exceed the building envelope thermal performance requirements as set out by the UK Building Regulations 2021. The Proposed Development will also explore the option of completing air permeability testing. DSM input parameters provided by Griffiths Evans are shown in Table 4.1.
- Lighting - LED lighting and lighting control strategies have been included in design.

- Mechanical Systems - High efficiency HVAC with heat recovery will be installed with residual loads met by Air Source Heat Pumps (ASHPs) Systems specified to be as energy efficient as possible.
- Energy Management Systems and Automatic Controls - HVAC, Water plant and lighting will utilise control strategies to optimise for maximum energy efficiency.

Maximise Energy Efficiency

Project Taverna is not located within an area identified in the Heat Networking Zone. Therefore, provision to make a connection to a heat network has been excluded from design proposals.

Utilising an all-electric servicing strategy, all space heating and cooling and DHW will be delivered via air source heat pumps (ASHPs) sourced from the mains electric. The ASHPs will produce significantly less carbon emissions than of a gas boiler and will have significantly less reliance on energy off the grid and will operate at significantly greater efficiencies, remaining consistent with GMCA's net zero design guidance.

The installation of ASHPs will subsequently offset 5.92% of the total regulated energy demand, achieving a total CO2 emissions reduction of 3.5%, over the 2021 baseline total.

To further address CS Policy EN 6, a separate Part L 2010 assessment has been completed, demonstrating a 23.03% reduction in regulated CO2 emissions which have been delivered through low-zero carbon technologies.

Construction Waste

The project contractor appointed for Project Taverna will be required to have a commitment to minimise waste and maximising recycling wherever possible, reducing both landfill disposal and associated costs and to follow a site waste management plan which will be prepared prior to the works commencing.

Segregated skips will be provided on site for contractor waste, with separate containers for timber, metal, and general waste. These will be overseen by the site manager and emptied as necessary. Additionally, 110-litre wheelie bins will be placed within the buildings during construction, maintaining the same separation of waste streams.

Upon completion of the works, a thorough deep clean of the buildings and surrounding external areas will be carried out prior to handover.

All waste generated on site will be removed by a licensed waste contractor. Electrical waste will be disposed of in compliance with the Waste Electrical and Electronic Equipment (WEEE) Regulations 2013. Any resulting waste will be removed from site in accordance with the Hazardous Waste (England and Wales) Regulations 2005, if materials subject to COSHH are used during the project.

Materials

As part of Manchester's growing pursuit of sustainable development, Project Taverna has aimed to reduce the quantity of embodied carbon by selecting materials and structures that are highly recyclable and can be designed and redesigned for disassembly.

Walls

The external façade comprises a decorative aluminium rainscreen cladding fixed to a composite insulated cladding panel with mineral wool core. The proposed system enables which is subject to design development allows the decorative façade to be fixed directly to the composite panels without the need for additional structure . Aluminium is a highly recyclable construction material and is 100% recyclable without degradation. Rainscreen panels typically contain a significant proportion of already recycled content. Alongside the material's natural recyclable properties, Aluminium is a strong, lightweight and versatile material. Aluminium's strength to weight ratio properties reduces the structural load requirements, therefore lowering the embodied carbon. The mechanically fixed rainscreen systems allow for disassembly, removal, reuse and recycling of panels, supporting circular economy principles. Mineral wool core panels provide high levels of thermal insulation, reducing operational energy demand and associated carbon emissions throughout the building's life.

Roof

The building's roof envelope comprises a built-up aluminium standing seam roof (Kalzip type system) over the main event space and a bitumen membrane waterproofing layer laid to falls over the 'flat' roofs to the east and west support spaces. The standing seam roofing system is a mechanically fixed system which enables disassembly and material recovery and reusability. The roof system is primarily built up with aluminium, which is a highly recyclable material, with a significant strength to weight ratio, reducing the low embodied carbon potential of the structure. With Bitumen Waterproofing Layer is a high-

performance membrane that will provide protection against harsh environmental conditions.

Structural Frame

The primary structure will comprise a steel frame system based on a modular grid and designed for permanent installation. Structural steel typically contains high recycled content and is 100% recyclable

without loss of performance. Structural steel used in modular construction also reduces onsite cutting and wastage, which can reduce on-site programme duration if monitored appropriately.

Flood Risk

In response to CS Policy EN 14, Calibre Consulting Engineers Ltd have undertaken an FRA of the proposed development's site boundary to assess the level of flood risk posed to the site from all sources. The FRA confirms that the site is located within Flood Zone 1, defined as having a less than 1 in 1,000-year probability of flooding from river and/or the sea (<0.1%) and is therefore considered a low risk. Furthermore, the risk of flooding from all other sources including surface water and overland flows, sewers, artificial sources and groundwater has also been analysed and deemed to be of 'low' risk.

Sustainable Drainage Systems (SuDS) and Climate Change Adaptation

SuDS will be implemented as part of the proposed development and include a filter drain incorporated along the edge of the proposed vehicle service road at a width of 1m. An area of raingarden to the front of the building of approximately 90m2 will provide interception to the connected areas of drainage channel.

SuDS have been proposed to discharge surface water to show a reduction of 1.4/s compared to the existing site Greenfield runoff rate of 6.4 l/s. The drainage system has been designed to ensure that:

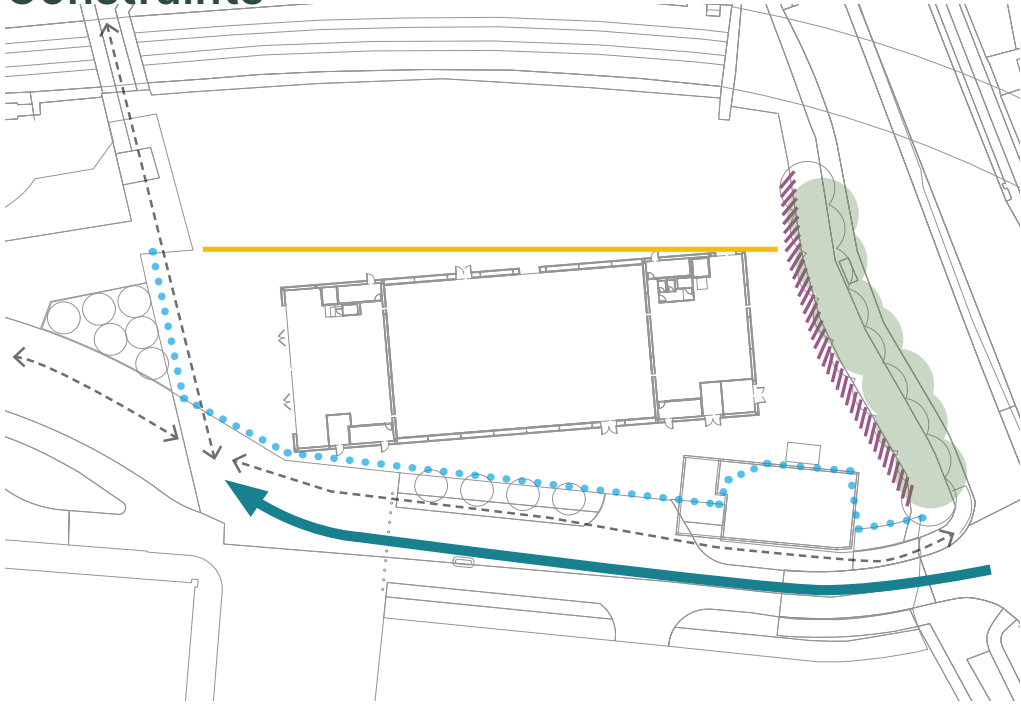
- There is no surcharge in the 1:2-year rainfall event
- No flooding in the 1:30 year event with a 40% climate change allowance
- No flooding in 1:100-year event with a 45% climate change allowance

For further details on the sustainability strategy, refer to Greengage's Environmental Standards Statement included in this application.

6. LANDSCAPE

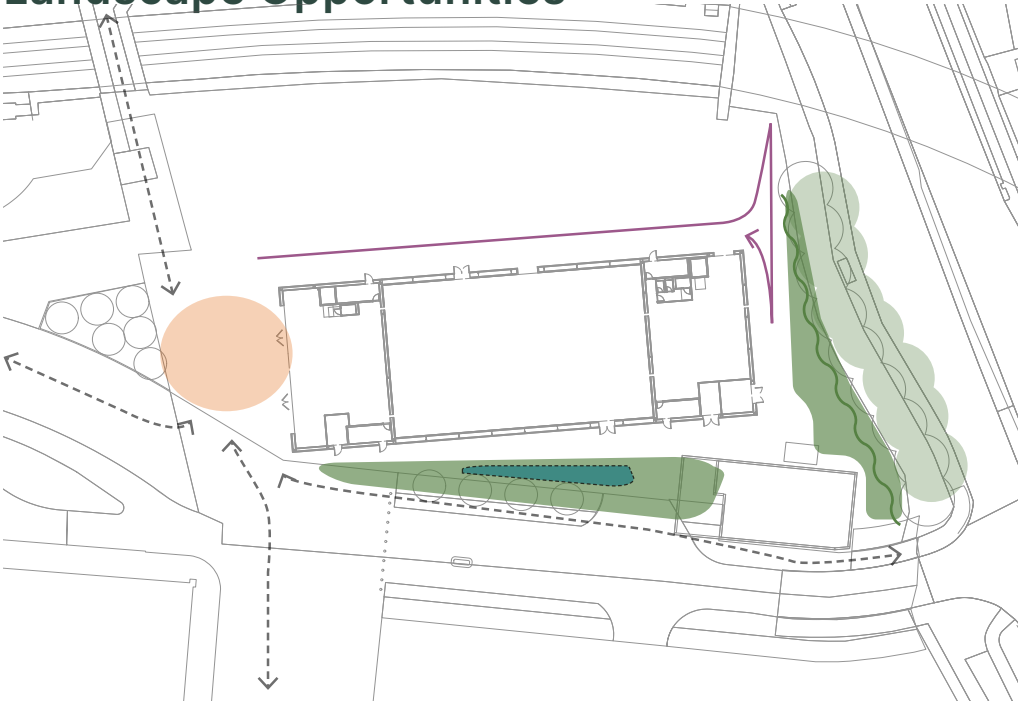
The following pages of the landscape strategy have been provided by Planit to present the landscaping design and rationale. For further information please refer to their supporting planning information.

Constraints



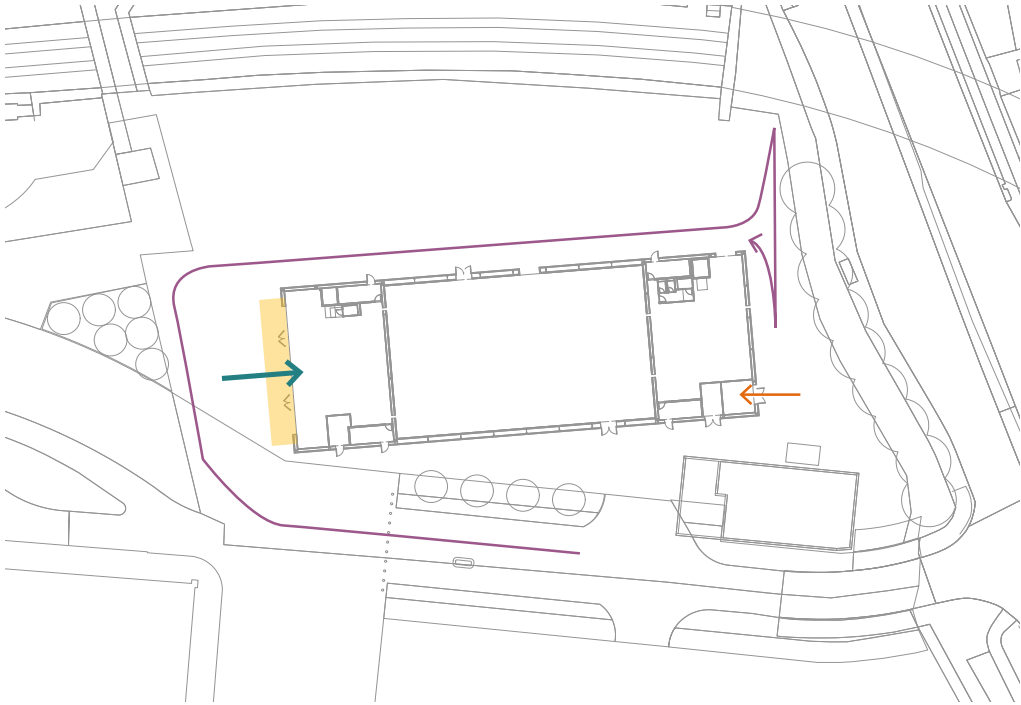
- Boundary to Alan Turing Way
- Site Access - Vehicles
- Existing trees along Alan Turing Way
- Underground Utilities
- Consideration of existing Sisk work

Landscape Opportunities



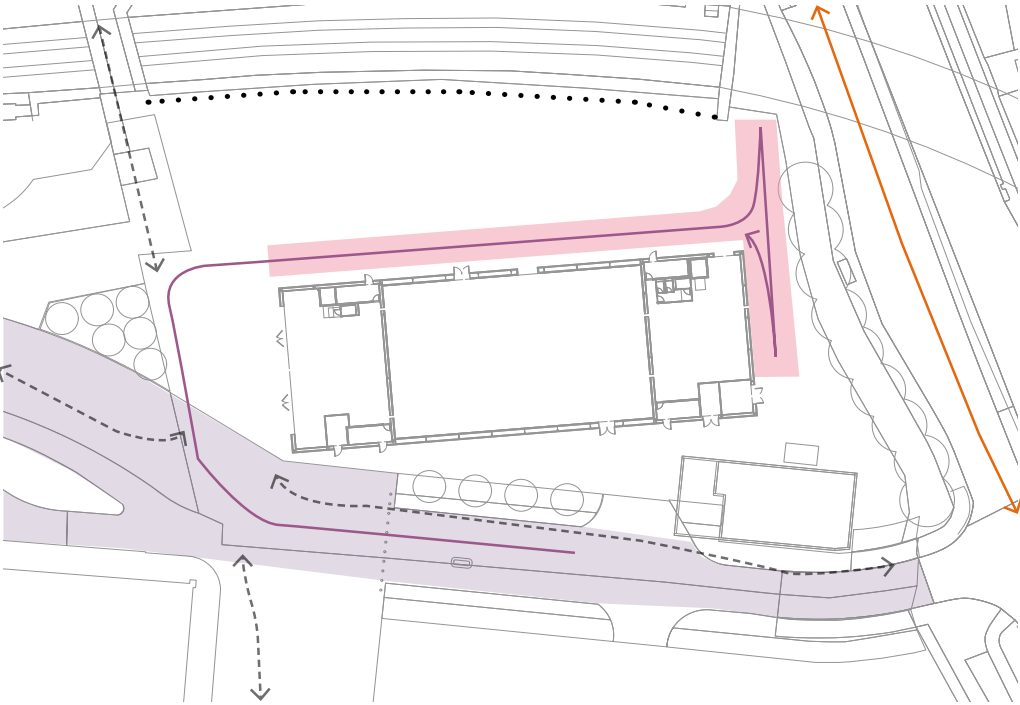
- Proposed greening
- Buffer planting to Alan Turing Way
- Existing trees along Alan Turing Way
- Arrival Space
- Key pedestrian connections
- Opportunity for servicing to be back of house, out of public way
- Rain Garden

Responding to the Architecture



- Public Entrance
- Staff Entrance/ back of house
- Ensure the landscaping proposals meet back of house access requirements
- Active Frontage

Key Connections



- Vehicle route to access road to reach back of house
- Existing road layout
- Proposed access road for back of house, existing sprinkler house and proposed substation
- Pedestrian Route
- Alan Turing Way
- Permissive Route



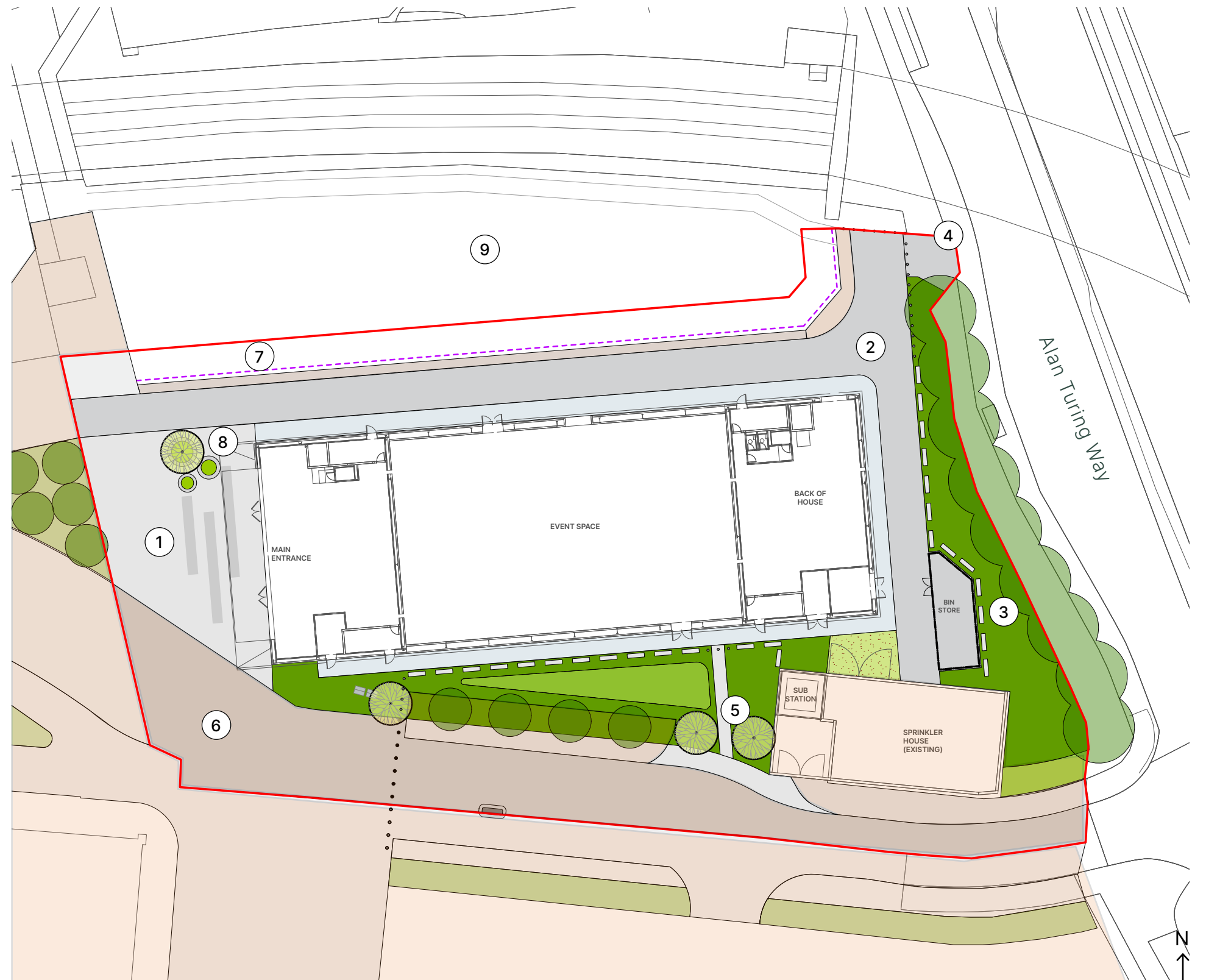
6. LANDSCAPE

Character Areas



Landscape Design

- ① Arrival Plaza with a change in surface material to denote pedestrians are entering the arrival space for the building. Use of the existing trees and planting frames the space and detailed banding within the surface material indicates the 'front door' of the building
- ② Turning head for back of house requirements.
- ③ Buffer planting to enhance the visual connection from Alan Turing Way and complement the existing trees. Planting will be used to help screen the back of house facilities
- ④ HVM consideration adjacent to the fence line along Alan Turing Way
- ⑤ Increased planting along Gibbon Street to compliment the existing pallet. Here there is an opportunity to add in SUDs as part of the drainage strategy
- ⑥ Hatched area is to remain as existing
- ⑦ Secure point to prevent unwanted access along the access road.
- ⑧ Raised concrete planters help to frame the building facade whilst providing a perch point for visitors
- ⑨ Area north of the building in abeyance



6. LANDSCAPE

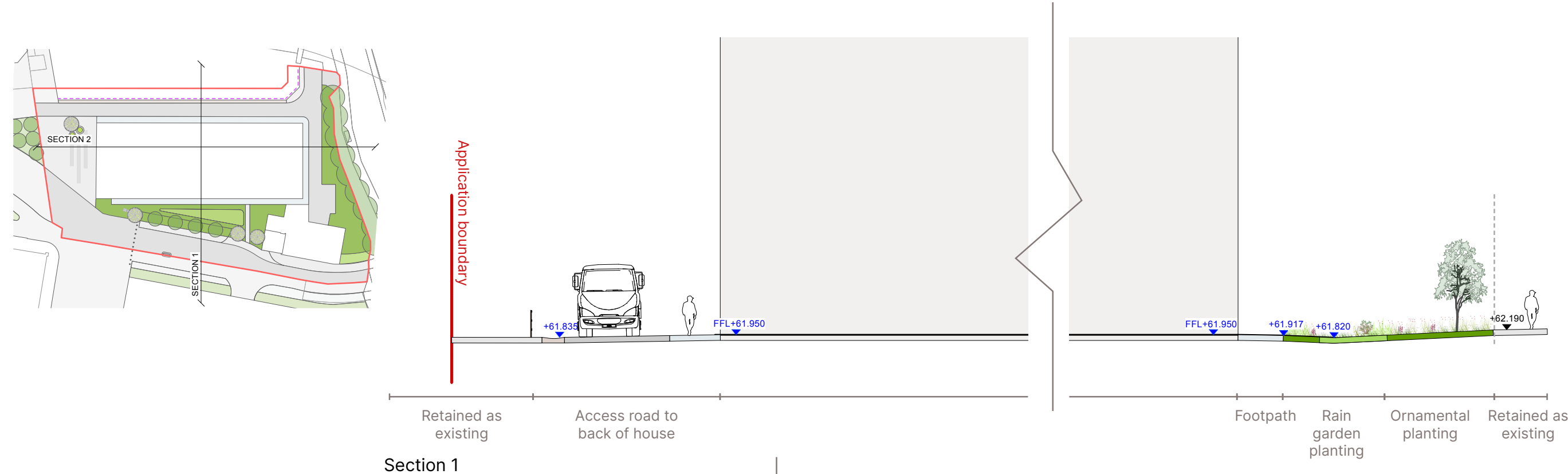
Access and Circulation

The public entrance to the building is situated on the west elevation and this is where all visitors will enter and exit the building. Doors along the north and southern elevation are emergency exits only and the east elevation

- Indicative Muster Point
- Public Entrance/Exit
- Staff Entrance/Exit
- Emergency Exit Only
- Vehicle route to back of house
- HVM Strategy Line



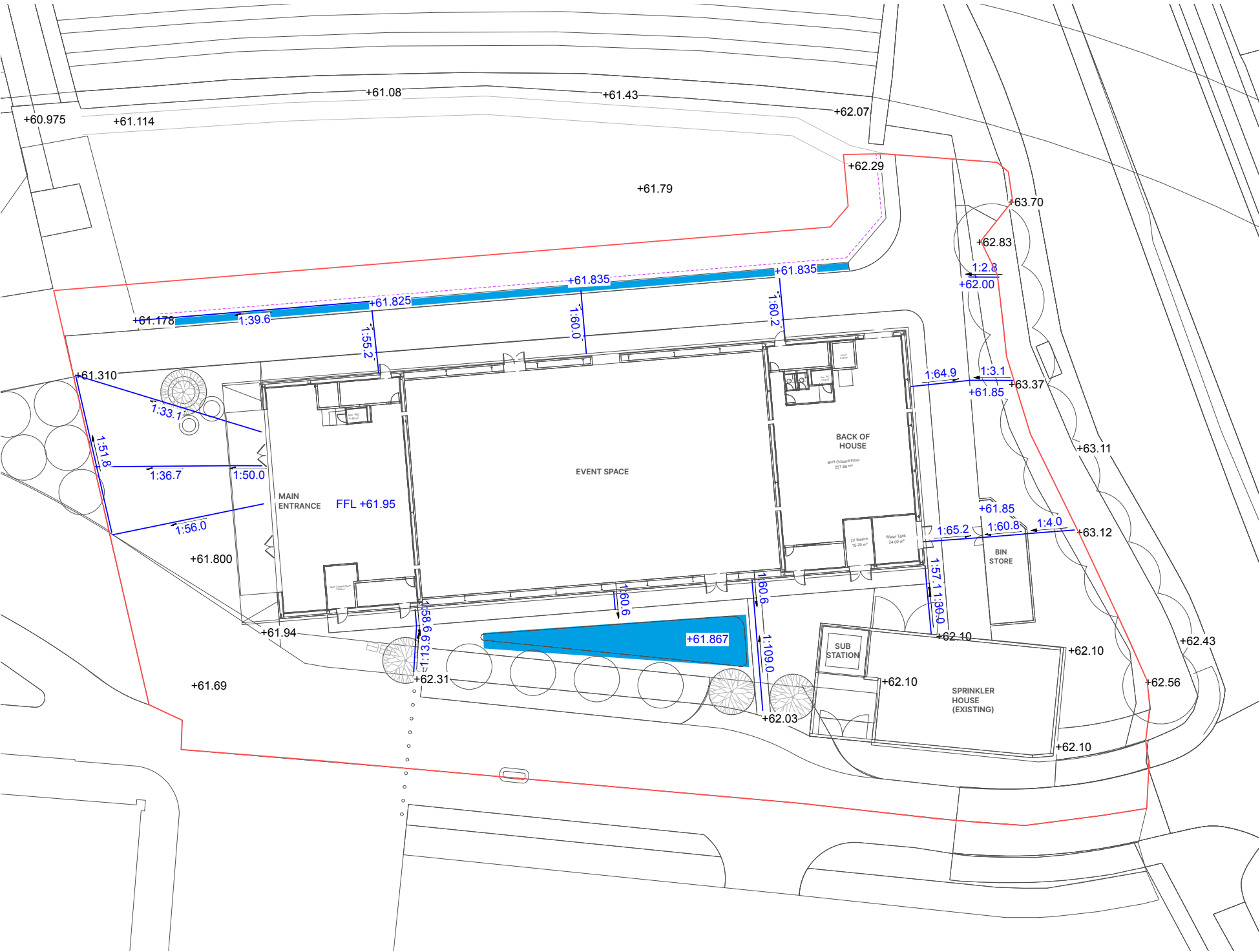
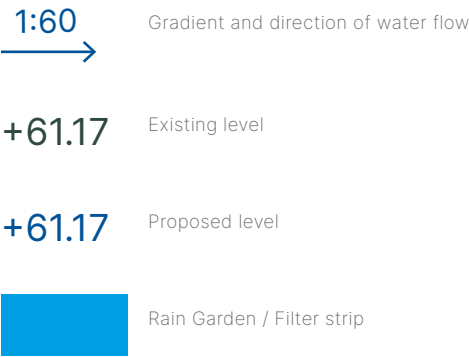
Sections



Levels Strategy

The levels strategy provides a step free design with accessible entrance points. The levels tie into the existing landscape and ensure water drains away from the building.

A rain garden along the southern strip of planting will help with water drainage and filtration. A filter strip along the northern edge of the access road will also help with drainage on the site.



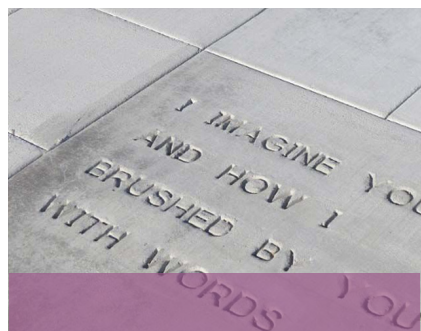
6. LANDSCAPE

Hardworks Strategy - Indicative Paving Materials

Hardworks Palette

The hardworks palette and design needs to be in keeping with the existing and surrounding surface materials. Design language needs to reflect what's proposed on the north stand development but equally have its own identity.

Mirroring the banding pattern on the proposed north stand development, bands of pre cast concrete have been proposed within in-situ concrete. Future opportunity for artwork could be integrated into the pre cast concrete banding.



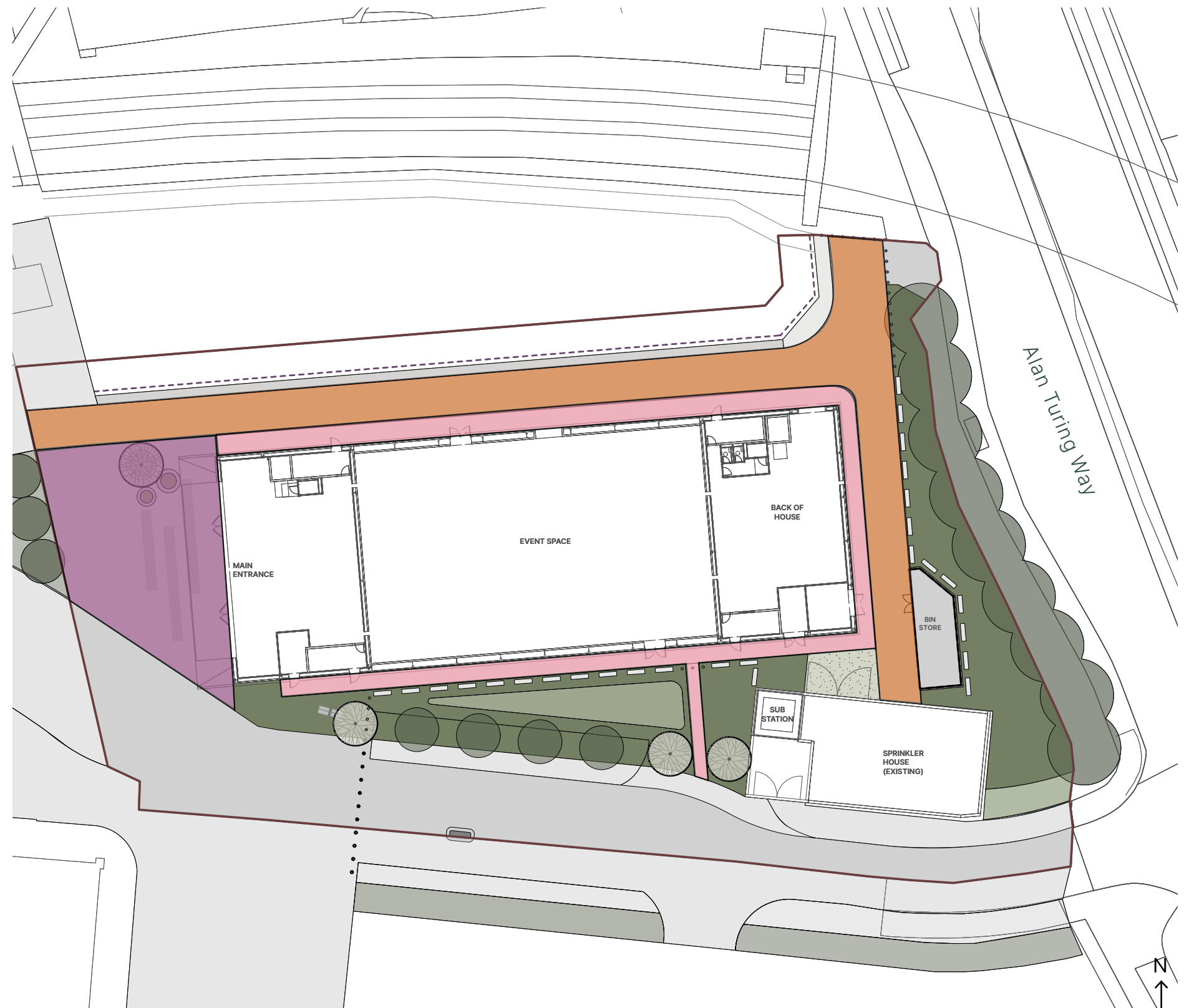
In-situ concrete with precast concrete banding



Concrete block paving



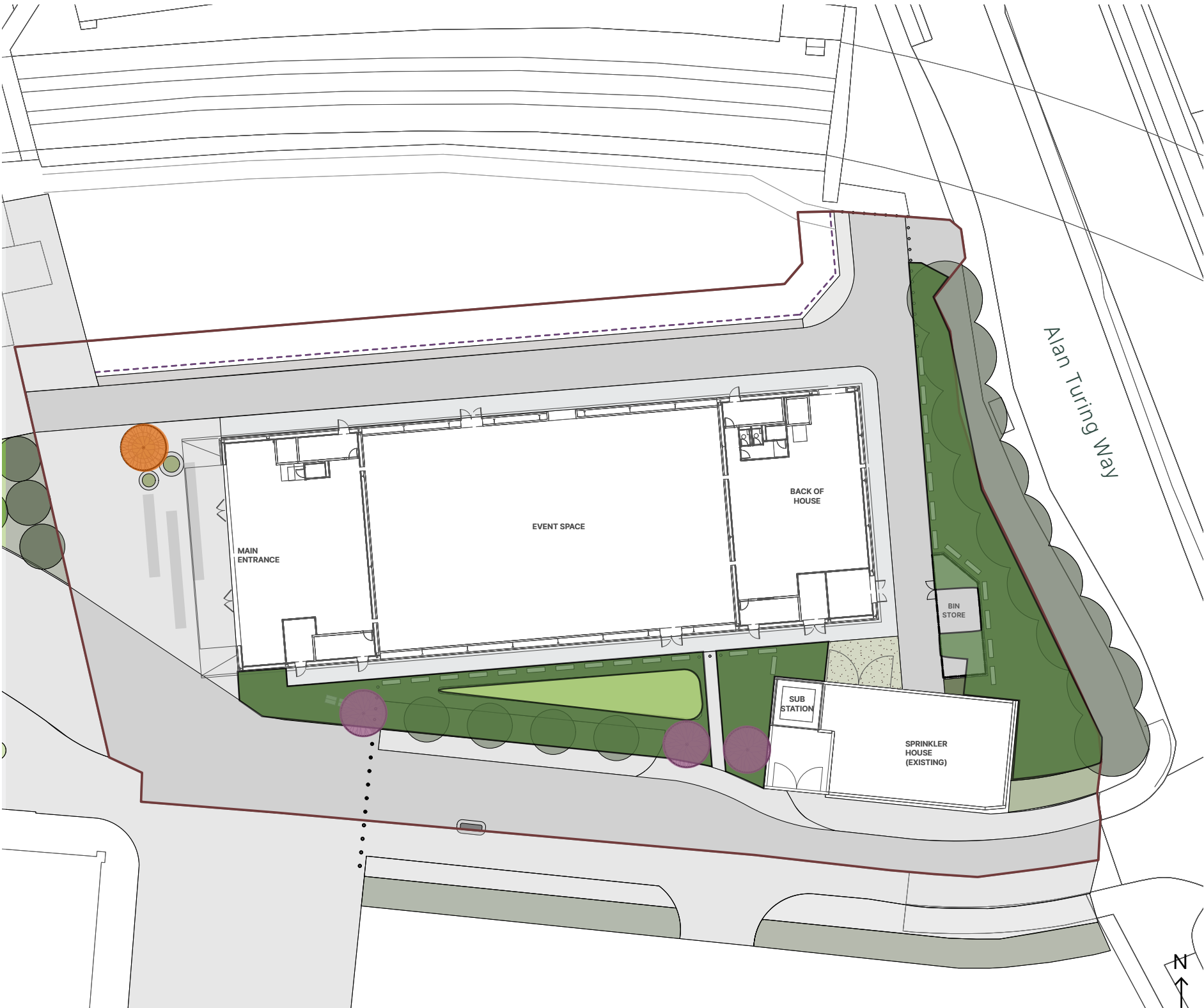
Tarmac access road to match existing surface



Softworks Strategy

The softworks strategy aims to enhance the existing planting along Gibbon Street and elevate the greenery along the gateway to the site and the stadium beyond. Planting alongside the existing Alan Turing Way trees will help improve the visual connection from the road through to the site.

- Ornamental Planting
- Rain Garden Planting
- Osmanthus aquifolium
- Sorbus Aria



6. LANDSCAPE

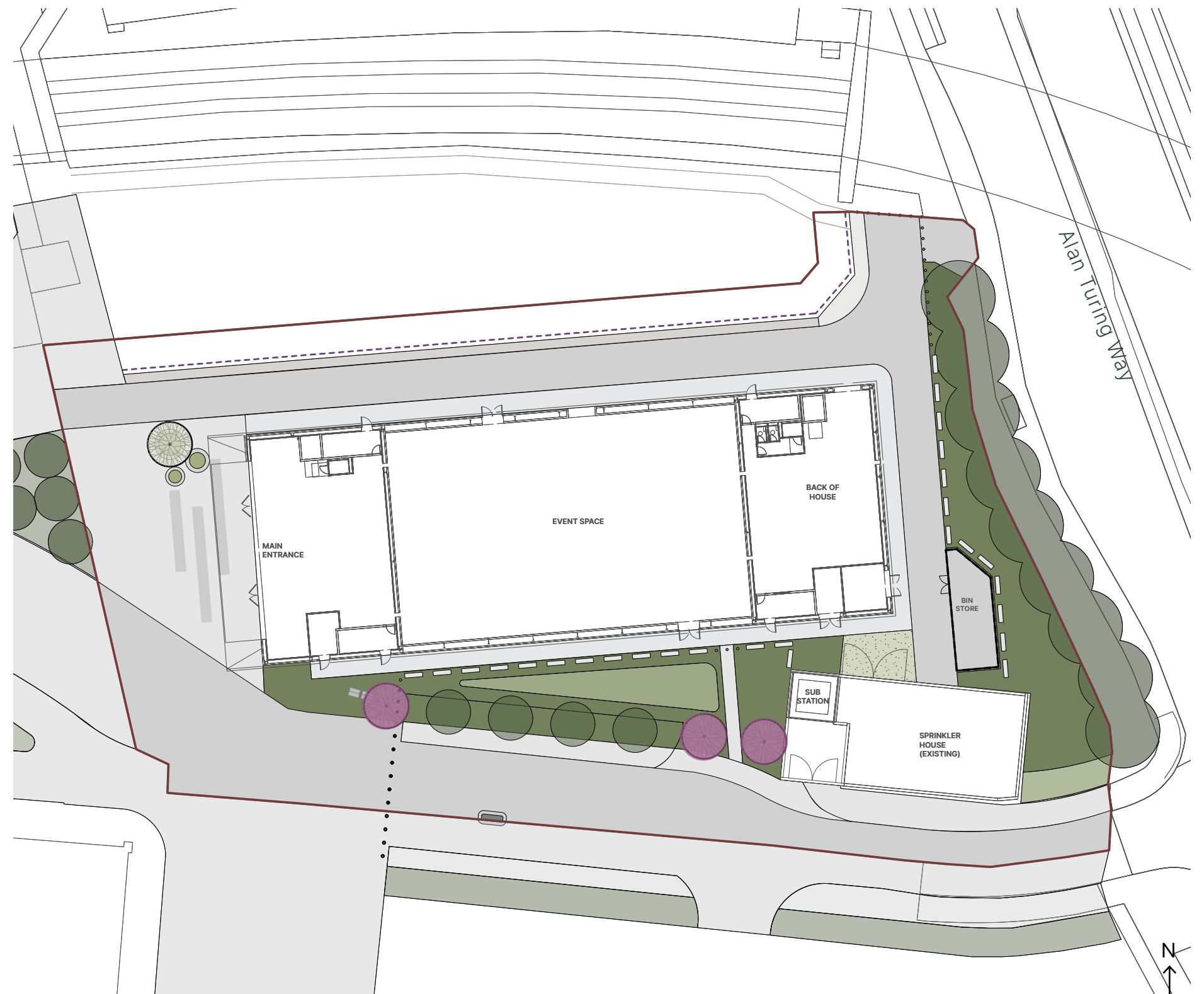
Tree Strategy

To match the overall planting strategy and continue the avenue of existing trees along Gibbon Street

- Native species
- Offers seasonal interest
- Coherent with existing trees



 Sorbus Aria



6. LANDSCAPE

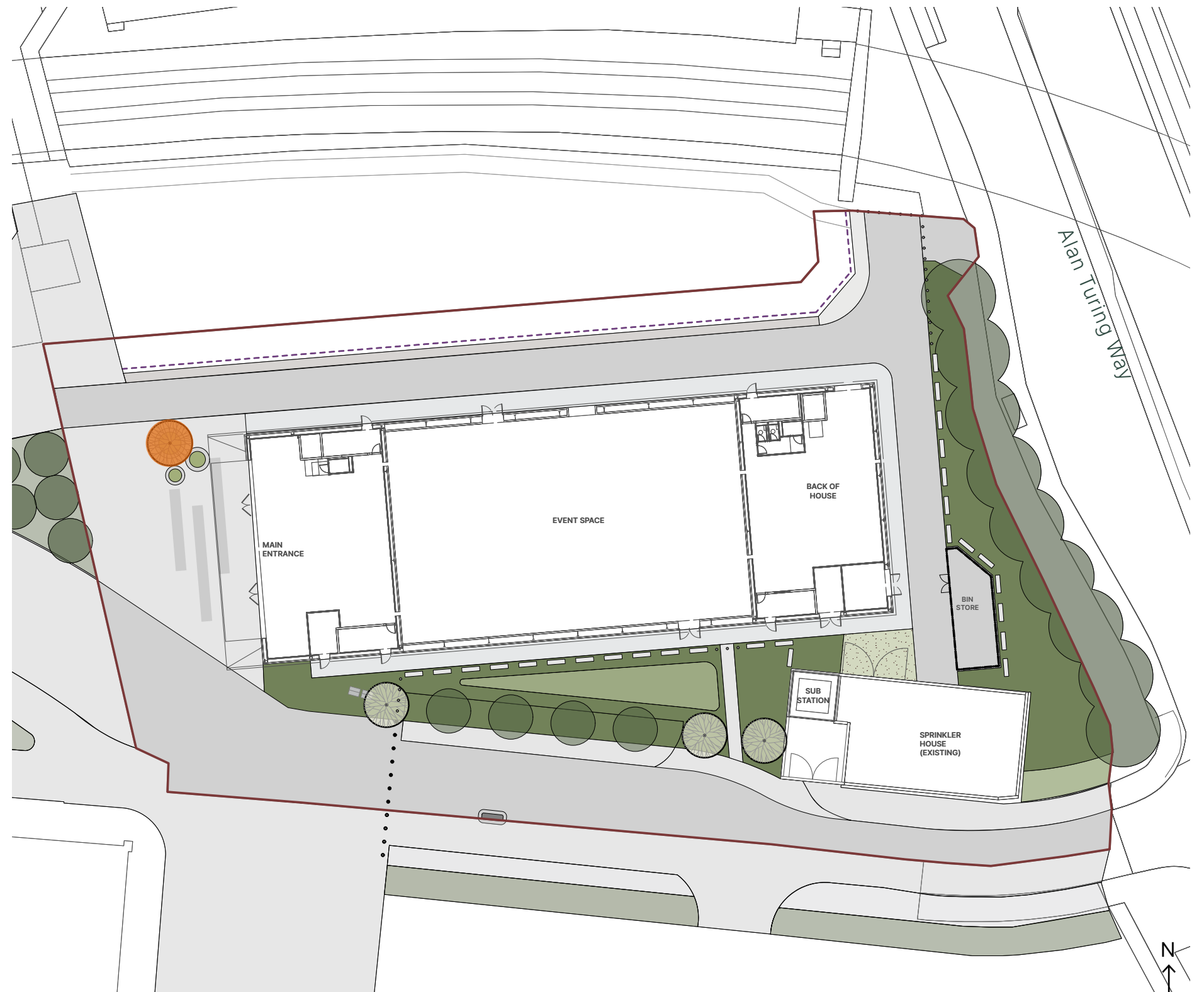
Tree Strategy

Tree strategy at the arrival plaza will have a single potted tree that also provides resting spot in an open space for the visitors. The evergreen species will complement the existing trees as well as framing the view of the building

- Evergreen tree to provide a green feature all year-round
- The species selected will do well in a raised planter



 Osmanthus delavayi



Softworks Strategy - Indicative Planting Palette

The planting strategy must be cohesive with the surrounding environment and tie into existing planting. The current paving management of salt spreading will potential soil contamination so species must be able to thrive in these conditions.

Evergreen species will be preferable to offer something structural all year round and where rain gardens can be achieved, planting in these areas will need to be tolerant of these conditions.

Salt tolerant plant species include:

- *Perovskia atriplicifolia*
- *Perovskia* 'Blue spire'
- *Calamagrostis acutifolia* 'Karl Foerster'
- *Artemisia schmidtiana* 'Silver Mound'
- *Hippophae salicifolia*
- *Panicum virgatum*
- *Aster oolentangiense*
- *Salvia officinalis*
- *Pinus mugo*



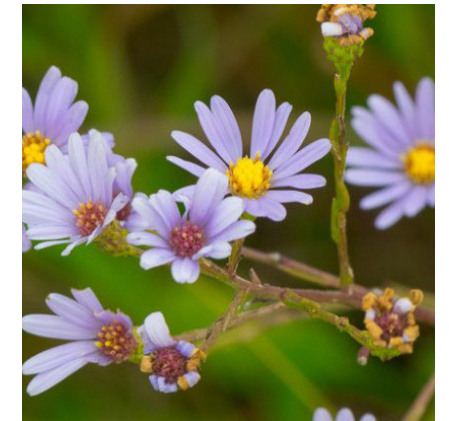
Perovskia atriplicifolia



Calamagrostis acutifolia 'Karl Foerster'



Artemisia schmidtiana 'Silver Mound'



Aster oolentangiense



Salvia officinalis



Pinus mugo



Stachys byzantina



Festuca glauca 'Elijah blue'



Hebe rakaiensis



Deschampsia cespitosa



Veronica umbrosa 'Georgia Blue'



Echinops bannaticus 'Taplow Blue'

6. LANDSCAPE

Precedent images - Arrival Plaza



Open plaza framed with trees and vegetation

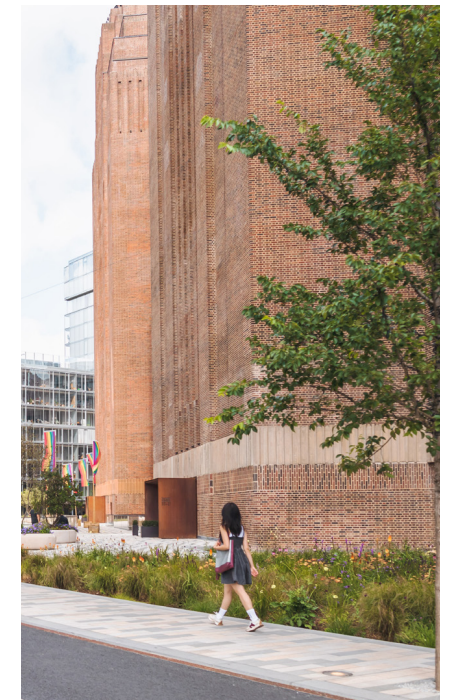


Raised planters working with the scale of the building and providing pause points

Precedent images - Planting



Lush planting with rain garden tolerant species where appropriate



Trees and planting in raised planters allowing people to interact with the vegetation

