

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

Your Ref 145358/FO/2026

Our Ref CRTR-PLAN-2026-46378

Tuesday 24 March 2026

Dear Sam Elliott,

Proposal: Erection of a three-storey entertainment venue (Sui Generis), with associated infrastructure, access, servicing, management, and public realm improvement

Location: Land Bounded By, Metrolink Line To The North, Alan Turing Way To The East,, Gibbon Street To The South, And Loverose Street To The West, Manchester

Waterway: Ashton Canal

Thank you for your consultation.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

Based on the information available our substantive response (as required by the Town & Country Planning (Development Management Procedure) (England) Order 2015 (as amended)) is that the Trust has **no comment** to make on the proposal.

Please do not hesitate to contact me with any queries you may have.

Yours sincerely,

Tim Bettany-Simmons MRTPI
Senior Planner – Major Projects & Infrastructure



<https://canalrivertrust.org.uk/specialist-teams/planning-and-design>

Canal & River Trust Spatial Planning Team

E: planning@canalrivertrust.org.uk **W:** canalrivertrust.org.uk **T:** 0303 040 4040

Application details:	145358/FO/2026 Erection of a three-storey entertainment venue (Sui Generis), with associated infrastructure, access, servicing, management, and public realm improvement. Land Bounded By Metrolink Line To The North, Alan Turing Way To The East, Gibbon Street To The South, And Loverose Street To The West Manchester
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LLFA Comments 25/03/2026

The following Information has been considered:

Planning Portal uploads:	09/03/2026
Further submission emails:	
Pre-Application Advice:	

Any LLFA Comments to LPA
<p><u>Condition:</u> Prior to the commencement of the development hereby approved, a surface water drainage scheme for the development site, based on sustainable drainage principles, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:</p> <ul style="list-style-type: none"> • Construction details of flow control and SuDS components. <p>The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.</p> <p><i>Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14</i></p>



200 Lichfield Lane
Mansfield
Nottinghamshire
NG18 4RG

W: www.gov.uk/coalauthority

For the attention of: Sam Elliott – Case Officer

Manchester City Council

[By email: [REDACTED]]

25 March 2026

Dear Sam

Re: 145358/FO/2026

Erection of a three-storey entertainment venue (Sui Generis), with associated infrastructure, access, servicing, management, and public realm improvement; The Site is bound by The Metrolink Line to the North, Alan Turing Way to the East, Gibbon Street to the South and Loverose Street to the West

Thank you for your notification of 13 March 2026 seeking the views of the Coal Authority on the above.

The Coal Authority (now trading as the Mining Remediation Authority) is a non-departmental public body sponsored by the Department for Energy Security and Net Zero. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.

The Coal Authority response: **Material Consideration**

I have reviewed the proposals and confirm that the application site falls within the Coal Authority's defined Development High Risk Area. Therefore within the application site and surrounding area there are recorded coal mining features present at surface or shallow depths. The risk these features may pose should be considered as part of the planning process.

The Coal Authority records indicate that the site lies within influencing distance of two off-site mine entries: CA shaft ref - 386398-012 & 386398-013. Based on our records, the exact position of these mine entries remains unknown; therefore there could be some deviation, by several metres from their current plotted position. The information that we hold for these features is as follows:

- 386398-012 - This shaft was pressure grouted in October 2001 to a depth of 40m with 31 tonnes of grout, the works having being carried out by Contractors acting for AMEC Capital Projects Ltd. In November 2010 a series of probe holes were drilled into and around the shaft and shaft capping to validate the previous works. Further grouting works were undertaken on the 6th December 2010 upwards from a depth of 54m bgl, in 2m stages, utilizing a total of 29 tonnes of a 10:1 pfa/cement grout mix. These works were undertaken under the supervision of BWB Consulting Ltd, Nottingham.
- 386398-013 – In October 2010 this shaft was searched for but not found.

The Coal Authority is of the opinion that building over the top of, or in close proximity to, mine entries should be avoided wherever possible, even after they have been capped, in line with our adopted policy: [Building on or within the influencing distance of mine entries - GOV.UK](#) We are pleased to note that the recorded zones of influence of these features only extend into the Service delivery access, therefore as the building lies outside these areas, the applicant has afforded due consideration to our adopted policy and we would have no objections to the proposed layout (Drawing No. 02011 Rev P01 – Proposed Site Layout and Boundary Site Plans).

In addition to the above, the application site lies within an area of probable historic unrecorded shallow coal mining and a coal seam of workable thickness infers to outcrop at or close to the surface of the north eastern part of the site that may have been historically worked from the surface, to shallow depths beneath the site. These coal mining features could affect public safety and surface stability for the proposed development.

The planning application is accompanied by a Coal Mining Risk Assessment Report (4490-02A, March 2026) produced by IGE Consulting Ltd for the proposed development. The Report has been informed by an extensive range of sources of historical, geological and coal mining information together with previous ground investigations and treatment reports carried out within the site and surrounding area.

Having carried out a comprehensive review of the available information, the report authors have been able to discount the risk from the two off-site mine entries and are satisfied, as per guidance within CIRIA C758D – Abandoned mine workings manual, these are not anticipated to influencing the proposed development. We acknowledge the professional opinions made.

With regards to unrecorded shallow coal mining, the report states that whilst it would appear that shallow coal mine workings (Bradford Three Quarters coal seam) within influencing distance of the surface have been drilled, evidence of workings is noted within drill holes F15 and F21. Accordingly, recommendations have been made that *“further investigative works are undertaken immediately west of the previously grouted area to confirm whether additional zones of broken ground, of similar thickness to those recorded in boreholes F15 and F21, are present. The findings will determine whether supplementary grouting is required in this localised area”* (Section 3.9)

The intrusive site investigations should be designed and undertaken by competent persons to ensure that these are appropriate to assess the ground conditions on the site to establish the coal-mining legacy present and the risks it may pose to the development and inform any mitigation measures that may be necessary.

The applicant should be aware that Permission is required from the Coal Authority Permit and Licensing Team before undertaking any activity, such as ground investigation and ground works, which may disturb coal property. Please note that any comments that the Coal Authority may have made in a Planning context are without prejudice to the outcomes of a Permit application.

Mine Gas

Wherever coal resources or coal mine features exist at shallow depth or at the surface, there is the potential for mine gases to exist. These risks should always be considered by the LPA. The Planning & Development team at the Coal Authority, in its role of statutory consultee in the planning process, only comments on gas issues if our data indicates that

gas emissions have been recorded on the site. However, the absence of such a comment should not be interpreted to imply that there are no gas risks present. Whether or not specific emissions have been noted by the Coal Authority, local planning authorities should seek their own technical advice on the gas hazards that may exist, and appropriate measures to be implemented, from technically competent personnel.

Sustainable Drainage

It should be noted that where SUDs are proposed as part of the development scheme consideration will need to be given to the implications of this in relation to the stability and public safety risks posed by coal mining legacy. The developer should seek their own advice from a technically competent person to ensure that a proper assessment has been made of the potential interaction between hydrology, the proposed drainage system and ground stability, including the implications this may have for any mine workings which may be present beneath the site.

The Coal Authority Recommendation to the LPA

In light of the above, the Coal Authority recommends the imposition of the following conditions:

1. No development shall commence until;
 - a) a scheme of intrusive site investigations has been carried out on site (as detailed within Section 4 of the Coal Mining Risk Assessment Report (4490-02A, March 2026) produced by IGE Consulting Ltd) to establish any residual risk posed to the development by past coal mining activity, and;
 - b) any further remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is made safe and stable for the development proposed.

The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

2. Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any

remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

This is our recommendation for condition wording. Whilst we appreciate that you may wish to make some amendment to the choice of words, we would respectfully request that the specific parameters to be satisfied are not altered by any changes that may be made.

The Coal Authority has **no objection** to the proposed development (**Drawing No. 02011 Rev P01 – Proposed Site Layout and Boundary Site Plans**). **subject to the imposition of the conditions** to secure the above.

The following statement provides the justification why the Coal Authority considers that a pre-commencement condition is required in this instance:

The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 187, 196 & 197 of the National Planning Policy Framework.

It is also requested that the following Informative Notes are included on any planning permission granted:

Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant land stability and public safety risks. As a general precautionary principle, the Mining Remediation Authority considers that the building over or within the influencing distance of a mine entry should be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure a suitable engineering design which takes account of all relevant safety and environmental risk factors, including mine gas and mine-water. Your attention is drawn to the Mining Remediation Authority Policy in relation to new development and mine entries available at:

[Building on or within the influencing distance of mine entries - GOV.UK](https://www.gov.uk/guidance/building-on-or-within-the-influencing-distance-of-mine-entries)

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Mining Remediation Authority Permit. Such activities could include site investigation boreholes, excavations for foundations, piling activities, other ground

works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Application forms for Mining Remediation Authority permission and further guidance can be obtained from The Mining Remediation Authority's website at: www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property
[What is a permit and how to get one? - GOV.UK \(www.gov.uk\)](http://www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property)

In areas where shallow coal seams are present caution should be taken when carrying out any on site burning or heat focused activities.

If any future development has the potential to encounter coal seams which require excavating, for example excavation of building foundations, service trenches, development platforms, earthworks, non-coal mineral operations, an Incidental Coal Agreement will be required. Further information regarding Incidental Coal Agreements can be found here - <https://www.gov.uk/government/publications/incidental-coal-agreement/guidance-notes-for-applicants-for-incidental-coal-agreements>

Please do not hesitate to contact me if you would like to discuss this matter further.

Yours sincerely

D Roberts

Deb Roberts M.Sc. MRTPI

Planning & Development Manager

Disclaimer

The above consultation response is provided by the Coal Authority as a statutory consultee and is based upon the latest available data and the electronic consultation records held by the Coal Authority since 1 April 2013. The comments made are also based on the information provided to the Coal Authority by the Local Planning Authority and/or information that has been published on the Council's website for consultation purposed in relation to this specific planning application. The views and conclusions contained in this response may be subject to review and amendment by the Coal Authority if additional or new data/information (such as a revised Coal Mining Risk Assessment) is provided by the Local Planning Authority or the applicant for consultation purposes.

In formulating this response the Coal Authority has taken full account of the professional conclusions reached by the competent person who has prepared the Coal Mining Risk Assessment or other similar report. In the event that any future claim for liability arises in relation to this development the Coal Authority will take full account of the views, conclusions and mitigation previously expressed by the professional advisors for this development in relation to ground conditions and the acceptability of development.

Manchester City Council - Development
Control

Reference: PA-0000559/01
Customer reference: 145358/FO/2026
25 March 2026

Erection of a three-storey entertainment venue (Sui Generis), with associated infrastructure, access, servicing, management, and public realm improvement.

Land Bounded By Metrolink Line To The North, Alan Turing Way To The East, Gibbon Street To The South, And Loverose Street To The West Manchester

Dear Sam Elliott,

Thank you for contacting us on the above application. This is our response to your consultation 145358/FO/2026.

We have no objection in principle to the proposed development but wish to make the following comments

Environment Agency Position

The current or previous use(s) of the development site relating to mills and railway land suggest that the land may be affected by contamination. Land contamination can harm human health, soils, ecosystems, property, drinking waters supplies, groundwater and surface water.

Land contamination is a material planning consideration. The planning decision should ensure that the site is suitable for its proposed use, considering any risks from contamination and any proposed land remediation. The planning application should therefore be supported by adequate site investigation information, prepared by a competent person. After remediation is carried out, as a minimum, the land should not be capable of being determined as contaminated land under [Part IIA of the Environmental Protection Act 1990](#). This approach is supported by paragraph 196 of the National Planning Policy Framework.

The current or previous use(s) of the site may present an unacceptable risk of contamination that could be mobilised during site works and construction, potentially leading to pollution of controlled waters. Controlled waters are particularly

sensitive in this location because the proposed development site is located upon a Secondary aquifer A.

The proposed development will be acceptable, if a planning condition is included requiring the submission and validation of a detailed land contamination management strategy for unsuspected contamination during the enabling, construction and/or development works. By cleaning up land contamination, it will be helping to protect and improve the groundwater quality that supports existing drinking water supply, future supply of drinking water and other environmental uses.

Without this condition we would object to the proposal in line with paragraph 187 of the National Planning Policy Framework because it cannot be guaranteed that the development will contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate or will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

Condition

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until further investigation and a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraphs 187 and 196 of the National Planning Policy Framework, and is supported by Policy EN17 (Water Quality) of the Manchester City Council Local Plan (adopted 11 July 2012).

Advice to LPA

Where a site is affected by contamination responsibility for securing a safe development rests with the developer and/or landowner. Developers should:

- Follow the risk management framework provided in [Land Contamination: Risk Management](#), when dealing with land affected by contamination

- Consider using the [National Quality Mark Scheme for Land Contamination Management](#) which involves the use of competent persons to ensure that land contamination risks are appropriately managed
- Refer to the [contaminated land](#) pages on gov.uk for more information

If you have any questions regarding our response, please contact

[REDACTED]

Please note that this response is based on the information provided at this time and if this changes in the future, we would need to consider our position again. If you have any further questions, please do not hesitate to contact me.

Yours faithfully,

Chris Nugent
Planning Specialist

[REDACTED]



GMAAS
Greater Manchester Archaeological Advisory Service

Greater Manchester Archaeological Advisory Service
School of Science, Engineering & Environment
Room LG20
Peel Building
University of Salford
Salford M5 4WX

Sam Elliott
Planner
Planning Building Control and Licensing - Growth and Development
Manchester City Council

Date: 27th March 2026

Dear Sam

Archaeological Consultation 145358/FO/2026 - Erection of a three-storey entertainment venue (Sui Generis), with associated infrastructure, access, servicing, management, and public realm improvement - Land Bounded by Metrolink Line to the North, Alan Turing Way to the East, Gibbon Street to the South, and Loverose Street to the West, Manchester

Thank you for consulting GMAAS on the above planning application.

The application site is of some archaeological and historical interest. A plan produced in 1761 shows a detached hall encompassed by a moat immediately to the north of the application site. The origin of this hall is obscure as there is no mention of the site in surveys of the land carried out in 1282 and 1322 by the lords of Manchester. It was possibly constructed between the 1330s and 1350s when the Bradford estate was owned by John de Salford of Wakerley (Worsley) and his wife Alice. The Lord of Manchester granted the manor to Thomas de Booth of Barton in 1357, who bought out the Wakerley family in the early 1360s and documents of the time refer to the Bradford estate as including a 'messuage' or dwelling, which may have been the moated site. The site may also be alluded to in 1514 when John de Booth was killed in battle; he was recorded as having held property that included the manor of Bradford Hall.

An archaeological evaluation carried out in 2002 in advance of excavations associated with construction of a Metrolink tunnel portal immediately to the north of the application site revealed some evidence for the medieval moat that surrounded Bradford Old Hall and an associated sandstone revetting wall. Further excavation revealed the remains of what is presumed to be the inner face of the eastern arm of the moat revetment. Another archaeological evaluation of the wider area, including the application site, was undertaken in 2010, with one of the trenches targeted across the moat associated with Bradford Old Hall. The trench was 50m long, and structural remains were exposed along its entire length. All of these appeared to be of a 19th-century or later date, although it was concluded that the physical evidence for the moat may well survive beneath these exposed structures but was not verified during the evaluation.

Late 19th-century Ordnance Survey mapping shows that the western side of the application site was occupied in part by the famous Bradford Iron Works, and the eastern part contained blocks of workers' housing, with the two areas being separated by an arm of the Ashton Canal that served Bradford Colliery to the south. The houses in the eastern part of the site had been cleared by 1920 to enable an expansion of the Bradford Iron Works. An archaeological excavation in 2010 examined the eastern part of the site and confirmed that extensive foundations of the former iron works, together with some traces of the earlier housing, survived at a shallow depth below the modern ground surface.



GMAAS, The University of Salford, Peel Building



AGMA
ASSOCIATION OF
GREATER MANCHESTER
AUTHORITIES

It may be anticipated that the structural remains of the Bradford Iron Works uncovered in the eastern part of the application site in 2010 will extend into the western part, and that any such remains will be damaged or removed during the construction works required to deliver the proposed scheme. Any such remains that do survive below ground could be of archaeological interest and warrant further investigation in advance of their ultimate loss to development.

GMAAS therefore recommends that any ground-breaking works required to deliver the proposed scheme is monitored by an archaeologist to ensure that any below-ground remains that come to light can be recorded. GMAAS would be content to see the archaeological watching brief conditioned on the planning consent. The condition should be worded as follows:

'No development works (excluding demolition) shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Project Design that has been submitted to and approved in writing by the local planning authority. The Project Design shall cover the following:

- 1. A phased programme and methodology of investigation and recording to include:
- archaeological monitoring and recording during development ground works.***
- 2. A programme for post-investigation assessment to include:
- production of a final report on the results of the investigations and their significance.***
- 3. Deposition of the final report with the Greater Manchester Historic Environment Record.***
- 4. Dissemination of the results of the archaeological investigations commensurate with their significance.***
- 5. Provision for archive deposition of the report and records of the site investigation.***
- 6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved Project Design.***

Reason: In accordance with NPPF Policy 218: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible, pursuant to policy DM1 of the Core Strategy for the City of Manchester.'

All archaeological work should be undertaken by a suitably qualified and experienced archaeological contractor, funded by the applicant. GMAAS will approve the Project Design and monitor the archaeological works on behalf of Manchester City Council.

Yours sincerely

[Redacted signature]

Ian Miller
Heritage Management Director (Archaeology)

[Redacted contact information]



To	Head of Planning	FAO: Sam Elliott
From	Head of Compliance, Enforcement and Community Safety	
Contact Officer:	Laura Miller	Our Ref: PR202603-1738192
Date:	27 March 2026	Telephone: 31742

Consultation on Planning Application

Application No: 145358/FO/2026

Description: Erection of a three-storey entertainment venue (Sui Generis), with associated infrastructure, access, servicing, management, and public realm improvement

Location: Land Bounded By Metrolink Line To The North, Alan Turing Way To The East, Gibbon Street To The South, And Loverose Street To The West Manchester

I write in response to your memorandum of the 13 March 2026 regarding the above application and to inform you that I have considered the application and recommend that the following conditions are attached to any approval.

FUMES*

a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Prior to commencement of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties.

**The applicant will need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval. The strategy should include risk assessments for odour and noise and be based on appropriate guidance such as that published by EMAQ titled 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems' dated May 2022. Details should also be provided in relation to replacement air. For new kitchen extract systems calculated to have a 'high' or 'very high' impact risk score, 'very high levels of control' in accordance with the EMAQ guidance are required to minimise emissions of PM2.5 as far as is reasonably practicable in accordance with [Defra Interim Planning Guidance - PM2.5](#).*

CONSTRUCTION MANAGEMENT PLAN

Prior to the commencement of development, a construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum:

- Measures to control noise and vibration;
- Dust suppression measures;
- Compound locations where relevant;
- Details of an emergency contact telephone number;
- A community consultation plan; and
- Sheeting of construction vehicles.

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

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

**The applicant should refer to our noise from building sites [webpage](#) for further information/guidance and also [IAQM/EPUK Construction Guidance](#) on controlling emissions. [Currently January 2024, Version 2.2]*

No construction noise assessment has been undertaken to date, this is required to determine the noise levels that will be monitored to as stated in the construction management plan.

CONSTRUCTION HOURS

Construction works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

HOURS1

The premises shall not be open outside the following hours unless otherwise agreed in writing by the City Council as local planning authority:-

To be agreed

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.

HOURS2

Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.

This can be amended to reflect hours agreed for the Etihad Campus for previous developments

LIGHT1

a) Before the use hereby approved commences external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties.

NSE1

a) The premises shall be acoustically insulated and treated to limit the breakout of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full prior to the first use of the development or as otherwise agreed in writing by the City Council as local planning authority.

Where applicable (entertainment/music): Where entertainment noise is proposed the L_{Aeq} (entertainment noise) shall be controlled to 5dB below the L_{A90} (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB ($L_{eq,5min}$), respectively.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to occupation of the development to ensure compliance with the internal noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

The submitted acoustic report (Hoare Lee, 24 February 2026). The detailed design of the building construction is still to be finalised, this will include any acoustic lobbies at access and egress points of the premises, acoustic treatment of the building structure, sound limiters linked to sound amplification equipment and specified maximum internal noise levels. An addendum report is required for part a) of this condition once these details have been confirmed.

NSE6

a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to operation of the scheme to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site.

The submitted acoustic report (Hoare Lee, 24 February 2026) contains proposed limits for external plant. The specific plant is still to be agreed, therefore an addendum report is required for part a) of this condition

REF*

The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health.

**** The Waste Management Strategy submitted with the application is acceptable.***

AIR QUALITY 1*

a) Prior to commencement of the development, an air quality impact assessment with mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

The submitted Air Quality Assessment (Hoare Lea, 5 March 2026) is accepted, the recommended dust control measures during construction have been included in the CMP. This condition has therefore been addressed in the submission as no build phase mitigation measures are required.

CLAND01

a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out prior to

occupation in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to [INSERT] of the Unitary Development Plan for the City of Manchester.

***See separate memo for comments**

Information for Developers guidance documents can be downloaded using the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

Should you wish to discuss this matter further please contact Laura Miller

Samantha Stabler
Head of Compliance, Enforcement and Community Safety



To	Head of Planning	FAO: Sam Elliott
From	Strategic Lead Compliance & Enforcement	
Date	27 March 2026	
Telephone	0161 234 1742	

Consultation on Planning Application

Application No: 145358/FO/2026
Location: Land Bounded By Metrolink Line To The North, Alan Turing Way To The East, Gibbon Street To The South, And Loverose Street To The West Manchester
Proposal: Erection of a three-storey entertainment venue (Sui Generis), with associated infrastructure, access, servicing, management, and public realm improvement.

My officer, Laura Miller, writes in response to your memo of 13 March 2026 regarding the above planning application. The Contaminated Land Section has received a copy of the following report:

- Phase 1 Geo-Environmental Report, MCFC Project Taverna, Calibre, Reference: 0165-CAL-ZZ-ZZ-RP-G-3000, Dated: 4 March 2026.

The Contaminated Land Section has reviewed the above information in order to assess the following points:

1. The adequacy of the desk study information available for this site.
2. The adequacy of the site investigation.
3. The adequacy of the final risk assessment.
4. The acceptability of the proposed remediation strategy.
5. Whether the information submitted is sufficient to discharge the relevant contamination and/or gas condition from the planning approval.

The site is located at 386925E, 398736N. It is currently being used as a temporary site compound for the Etihad Stadium North Stand Development. Adjacent land use includes a Metrolink line, Co-op Live Arena, a football stadium, commercial uses and residential apartments. Previous land uses on and adjacent to the site have included Mills, the Bradford Colliery, iron works, a chimney, a canal arm, a lead mill, a goods station and a rubber works. The site lies within 250 metres of one former landfill site (Bradford Gas

Works). The site is in close proximity to the Ashton Canal (18m north) and lies above the Pennine Upper Coal Measures Secondary A aquifer.

A coal mining risk assessment has been undertaken and this will be commented on by the Mining Remediation Authority as the site is located in a development high risk area.

1. The adequacy of the desk study information available for this site

The report includes a description of the site including its past historical uses. An appraisal of the site environmental setting is presented including its geology, hydrogeology and hydrological regime, mining activities, waste management issues, and identification of additional environmental sources, pathways and receptors. This information has been used to compile a clear site conceptual model, which identifies potential sources, pathways and receptors and likely pollution linkages.

The desk study information was found to be **adequate** and recommends that a site investigation is undertaken with gas monitoring (four visits over two months) for ground gas and mine gas.

2. The adequacy of the site investigation

Not submitted to date

3. The adequacy of the final risk assessment

Not submitted to date.

4. The acceptability of the proposed remediation strategy

Not submitted to date.

5. Whether the information submitted is sufficient to discharge the relevant site investigation and/or gas condition of the planning approval

Before this Section can recommend discharge of conditions from this application, the following information needs to be submitted to the Council for approval:

- (i) Submission of Site Investigation Proposals
- (ii) Submission of a Site Investigation and Risk Assessment Report
- (iii) Submission of a Remediation Strategy
- (iv) After completion of site works, a verification report is required to validate that the work undertaken conforms to the remediation proposals received and agreed by this Section.

Please do not hesitate to contact **Laura Miller** if you require any clarification of the above.

Samantha Stabler
Head of Compliance, Enforcement and Community Safety

Your ref: 145358/FO/2026
Our ref: MAN/26/089

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

10th April 2026

Location: The Site Is Bound By The Metrolink Line To The North, Alan Turing Way To The East, Gibbon Street To The South, And Loverose Street To The West

Development: Erection of a three-storey entertainment venue (Sui Generis), with associated infrastructure, access, servicing, management, and public realm improvement.

Dear Sam Elliott

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process, as set out in the footnote below.

Background

The application seeks approval for the construction of a events space comprising a circa 600-seat venue on an unoccupied site on Etihad Campus.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so. ²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.



Development Impact

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Statement (TS) issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Baseline Conditions

It is noted that both MCFC and Co-op arena are next to the site, however, the baseline conditions do not provide any information regarding events and how they are currently managed – and what the impact of events at both MCFC and Co-Op arena have on the local transport network before, after and during events – at different times during the day and week. This information is required to understand the impact of the extra 600 travellers on the transport network.

Details of changes off Gibbon Street are provided but no details of any changes to the traffic signals at Gibbon Street/Alan Turing Way are provided. The lack of any changes at the junction is important because the existing vehicle detection system for Gibbon Street is 'call' only and there are no loops for extending the green time off Gibbon Street. As such, any situations when the orange car park needs to be cleared needs the involvement of either specially programmed traffic signal timings or manual control by a steward – neither are satisfactory because they rely upon all events to be prepared for and cannot be ad hoc events. This could lead to excessive delays from the car park.

Further details of how the existing car parks are currently used for events should be provided, to justify that the additional demand can be catered for.

As stated in the TS, there are no pedestrian facilities across the exit/entrance of Gibbon Street, which should be provided to enhance pedestrian connectivity to the site.

II. Collision Investigation

Analysis of road incidents has been undertaken for a recent 5-year period. The analysis shows that a significant number of incidents have occurred at the two neighbouring junctions to the development site. However, the analysis concludes that the existing highway conditions are not considered to be unusual for the location and the development is unlikely to cause a significant impact to the pre-existing conditions.



I. Trip Generation

Two sources of mode share data have been provided, one for a similar development in London and the other for the neighbouring Co-op arena. The mode share of the Co-op arena is more likely to be reflective of the expected trip patterns for this development. From observation of various events at the campus, it is visible that different events have very different modal splits and hence different impacts on the transport network. TfGM would request that a range of modal splits be provided to understand the impacts the new venue could potentially have.

It is unclear why there are minor differences between seat capacities, with both 600 and 588 quoted, however, the difference for trip generation is likely to be negligible.

It is noted in the TS that these trips are outside of the typical highway peaks, with midweek performances not expected to start until 19:30. Whilst this is noted, the total trip generation to the site will require updated traffic management plans for the Etihad Campus, as the performances are likely to clash with other events at MCFC and Co-op live.

I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact the Landuse team via the details below.

Yours faithfully

Landuse Team
Highways Department
Transport for Greater Manchester

[Redacted signature]



Every journey. Every day.



Memorandum

To Sam Elliott

From Laura Wareing

Date 10 April 2026

Subject **145358/FO/2026**

Erection of a three-storey entertainment venue (Sui Generis), with associated infrastructure, access, servicing, management, and public realm improvement.

We have reviewed the above application in relation to highways and our comments are as follows:

CONTEXT

The site is located within the Etihad Campus. The Etihad Stadium and north stand expansion is located to the west, unadopted access road to the south, Alan Turning Way to the east and Metrolink way to the north.

The site is currently used as a temporary construction compound for the North Stand Expansion at Etihad Stadium (136763/FO/2023).

TfGM have been consulted and their response is included herein.

HIGHWAYS RESPONSE

TRIP GENERATION AND JUNCTION CAPACITY:

Baseline Conditions:

It is noted that both MCFC and Co-op arena are next to the site, however, the baseline conditions do not provide any information regarding events and how they are currently managed - and what the impact of events at both MCFC and Co-Op arena have on the local transport network before, after and during events - at different times during the day and week. This information is required to understand the impact of the extra 600 travellers on the transport network.

Further details of how the existing car parks are currently used for events should be provided, to justify that the additional demand can be catered for.

As stated in the TS, there are no pedestrian facilities across the exit/entrance of Gibbon Street, which should be provided to enhance pedestrian connectivity to the site.

Trip Generation:

Two sources of mode share data have been provided, one for a similar development in London and the other for the neighbouring Co-op arena. The mode share of the Co-op arena is more likely to be reflective of the expected trip patterns for this development. From observation of various events at the campus, it is visible that different events have very different modal splits and hence different impacts on the transport network. TfGM would request that a range of modal splits be provided to understand the impacts the new venue could potentially have.

It is unclear why there are minor differences between seat capacities, with both 600 and 588 quoted, however, the difference for trip generation is likely to be negligible.

It is noted in the TS that these trips are outside of the typical highway peaks, with midweek performances not expected to start until 19:30. Whilst this is noted, the total trip generation to the site will require updated traffic management plans for the Etihad Campus, as the performances are likely to clash with other events at MCFC and Co-op live.

HIGHWAYS SAFETY:

The assessment study area presented within the TS is considered acceptable to Highways.

It is requested that accident data be provided which include the most up to date information (2025 and if possible 2026).

Based on the information submitted in the TS, Highways accept that the assessments do not identify any existing safety issues.

SITE ACCESSIBILITY:

The site is well accessed by sustainable modes.

Regular bus services and Metrolink services are available within walking distance of the site.

The Citylink Path and the Ashton Canal Towpath provide pedestrian connectivity between the site and the city centre. The Citylink Path comprises a segregated route between the Etihad Campus and the Holt Town Metrolink stop and benefits from dedicated lighting, CCTV coverage, wayfinding signage, and identifiable landmarks.

The Ashton Canal Towpath is likewise segregated from vehicular traffic and offers an alternative, less direct route to the city centre, as well as eastbound connectivity towards Ashton under Lyne.

Both routes are available for use by pedestrians and cyclists.

PARKING AND ACCESS:

Pedestrian Access:

Pedestrian access to the site can be taken from Gibbon Street (south) or Alan Turing Way (east).

Pedestrian access/egress will be via the main entrance on the western façade, facing Medlock Square. A comprehensive access control system will be in place. It is requested that the Access Control System is conditioned.

The TS identifies that pedestrian access through the site from the Etihad Campus is currently constrained due to ongoing construction works associated with the North Stand. Upon completion, these works will deliver an enhanced public realm, incorporating pedestrian routes around the stadium, footways, and landscaping, providing a direct link to Gibbon Street.

It is therefore requested that the applicant for the proposed development engages with the Etihad Campus to ensure a coordinated and cohesive approach to development.

Vehicular Access:

Vehicular access can be taken from Gibbon Street. Please see section on Gibbon Street below.

Plan 3679.3-PLA-XX-XX-DR-L-0001 S2 Rev P05 - Landscape General Arrangement confirms that the existing access to the orange car park will be retained as per the proposals under 136763/FO/2023.

Vehicle Parking:

The TS confirms that the proposed development will be car-free.

The TS further confirms that parking provision is available elsewhere within the Etihad Campus. In accordance with the Etihad Campus Parking Strategy, car parking associated with the development will be accommodated within the Orange Car Park, located to the south of the site. This facility also provides the closest designated accessible parking spaces.

If not already included, it is requested that the proposed development be incorporated within the Etihad Campus Parking Strategy.

Cycle Parking:

The TS confirms that no new cycle parking facilities will be provided as part of the proposals. It is noted that there are more than 300 cycle parking spaces within the Etihad Campus and access to cycle hire facilities.

Whilst the above is noted it is requested that secure and sheltered cycle parking for staff is provided within the red line boundary of the site.

GIBBON STREET:

Application 136763/FO/2023:

Under planning application 136763/FO/2023, Gibbon Street will be redesigned to include the following measures:

- o A vehicular turning circle around an intercom island

- o An integrated traffic light system
- o A taxi waiting area (lay-by accommodating up to seven vehicles)
- o 2-metre-wide footways
- o Soft landscaping and planting
- o Dropped kerbs and tactile paving across the existing car park access
- o Bollards installed between the access road and the hotel drop-off/pick-up area to control vehicle access/egress

Under application 143447/NMC/2025, an Access Strategy was submitted to support site access to the new hotel. This strategy sets out the access arrangements for both non-event and event days. It is noted that, on event days, access to the hotel will be restricted in order to prioritise pedestrian safety. However, the access road will remain open for taxi drop-off and pick-up, with the intercom island providing a turning facility.

Proposed:

The current application proposes the closure of the existing vehicular access, with the area to be reconfigured as a pedestrian access and public realm space incorporating planting. As a result, the vehicular access would no longer be required and the existing area of highway would be redeveloped as footway.

In light of this, the applicant should engage with the adjacent applicant to ensure that works are delivered in a coordinated and cohesive manner, and that materials are complementary. It must also be ensured that this application does not compromise the approved proposals for the taxi waiting area or turning facilities.

Confirmation is requested on the proposed access arrangements to the proposed development during non-event and event days and how these will align with the Access Strategy approved under 143447/NMC/2025.

Additionally, no details of any changes to the traffic signals at Gibbon Street/Alan Turing Way are provided. The lack of any changes at the junction is important because the existing vehicle detection system for Gibbon Street is 'call' only and there are no loops for extending the green time off Gibbon Street. As such, any situations when the orange car park needs to be cleared needs the involvement of either specially programmed traffic signal timings or manual control by a steward - neither are satisfactory because they rely upon all events to be prepared for and cannot be ad hoc events. This could lead to excessive delays from the car park.

TAXI PICK-UP/DROP OFF:

The TS states that the proposed development will utilise the taxi drop-off and pick-up arrangements approved under application 143447/NMC/2025. It is noted that security staff will be in place to ensure that taxis and other vehicles undertake swift drop-off and pick-up only, with no dwelling on the access road.

Confirmation is requested as to whether these arrangements form part of the wider Etihad Campus access and management arrangements. Highways would have concerns should a separate or standalone arrangement be proposed, particularly on days when events are taking place at both the stadium and the adjacent arena.

It is essential that a robust management strategy is implemented to control the volume and operation of taxi movements when the proposed development is operational alongside the stadium and arena, in order to avoid conflict and maintain highway and pedestrian safety.

BOUNDARY TREATMENTS:

The applicant is advised that all gated accesses must be designed to open inward, ensuring that they do not obstruct or encroach onto the adopted footway or highway.

Plan "3679.3-PLA-XX-XX-DR-L-0001 S2 Rev P05 - Landscape General Arrangement" indicates that the existing vehicular access will be reinstated as footway, with areas of planting and tree provision introduced. The plan also demonstrates that the proposed footway layout will connect with the access proposals approved under application 143447/NMC/2025.

The applicant should engage with the adjacent site bringing forward the Gibbon Street works to ensure that the overall design and delivery of the works results in a cohesive and coordinated arrangement. The applicant must also ensure that any areas of highway or footway damaged during construction are fully reinstated and made good to an appropriate standard.

Areas of soft landscaping and tree planting are proposed as part of the development. Responsibility for the ongoing management and maintenance of these areas should rest with the applicant. A suitably worded planning condition should be secured to ensure the long-term maintenance of the proposed soft landscaping.

SERVICING AND WASTE MANAGEMENT STRATEGY:

An Operational Waste Management Strategy (OWMS) has been submitted (38817-HML-XX-XX-RP-U-950001 Issue P02 3 March 2026).

The OWMS confirms that the waste strategy for the proposed development will integrate with the existing waste management arrangements already established at the Etihad Campus and Co op Live.

Waste will be stored in a dedicated external waste storage area located adjacent to the venue's back of house facilities.

According to the OWMS, a private contractor will be responsible for waste collection.

Following each event, waste will be removed from the venue and transferred to the external waste store. From there, facilities management will undertake daily collections and transport waste using EV bin tugs to the central waste compound for onward disposal. The OWMS confirms that collections from the central compound will take place via Gate 15.

Facility management has confirmed that the central waste compound is currently emptied 6-7 times per month, and that the additional waste generated by the proposed development can be accommodated within the existing infrastructure without requiring further capacity enhancements.

A swept path analysis has also been undertaken, demonstrating that refuse collection vehicles can safely access, manoeuvre within, and exit the site, including servicing the external bin store.

Servicing Plan:

The TS confirms that a Service Management Strategy will be in place.

A Delivery and Servicing document has been developed.

All deliveries pre-book and scheduled to ensure efficiency. It is requested that the operator also engage with adjacent sites to understand their main servicing/waste collection times.

The applicant confirms that delivery times are regulated during Etihad Stadium events and as part the Campus Event Operational Management Plan. Noted that no routine deliveries will be permitted on match days. This is welcomed by Highways.

Pre-agreed routes will be in place and deliveries will take place at a service bay located at the rear of the building.

Service and delivery vehicles will load/unload within the service road/area to the north of the site and use the proposed hammerhead to manoeuvre.

A Waste Management Strategy and Service Management Strategy should be in place and be conditioned.

EVENT MANAGEMENT PLAN:

A Draft Event Management Plan (EMP) has been submitted.

The Draft EMP confirms that noise management will be in place. This is welcomed by Highways.

The Draft EMP confirms that the development site will operate staggered dispersal times to minimise crowding. Additionally, the development will coordinate with the Etihad Campus Event Operations Management Plan. This is welcomed by Highways.

The Draft EMP confirms that taxi arrivals and departures will be managed to avoid disruption to traffic, with designated drop off and pick up points proposed. While this approach is acceptable in principle, the applicant is requested to provide further clarification on the specific taxi arrival and departure arrangements.

It is noted that under application 136763/FO/2023, Gibbon Street (to the south of the development site) is proposed to be used as a taxi drop off and pick up area, utilising the central island, with a taxi waiting area also provided. Should the current proposals also seek to utilise this location, the applicant will be required to coordinate with the stadium and arena to ensure that Gibbon Street does not become congested with taxis, resulting in queuing back onto Alan Turing Way.

It is requested that a full Events Management Plan be conditioned.

The full EMP should include:

- o Identification of event types, anticipated attendance levels, and operating hours
- o Assessment of the potential for coinciding events with the adjacent stadium and arena
- o Protocols for advance liaison, coordination, and information sharing between venue operators
- o Details of the overall crowd management strategy
- o Arrangements for guest arrival and departure, including dispersal methods

- o Deployment of marshals during large events (including prayer events), both on site and off site
 - o Identification of pedestrian access arrangements
 - o Identification of key pedestrian routes to and from public transport nodes
 - o Measures to manage pedestrian flows during peak ingress and egress periods
 - o Monitoring and management of locations where pedestrian-vehicle conflict may arise
 - o Identification of queuing locations and how queuing will be managed during concurrent stadium and arena operations
 - o Queuing should not encroach onto the adopted highway or create conflict with pedestrians and cyclists
 - o Temporary and/or permanent wayfinding, stewarding, and appropriate signage on event days
 - o A clear approach to on site and off site parking provision (where applicable)
 - o Measures to prevent illegal or unmanaged parking on surrounding streets
 - o Details of enforcement arrangements, where required
 - o Defined taxi and private hire drop off and pick up locations
 - o Management of taxi waiting and holding areas to prevent overspill onto the public highway
 - o Provision of segregated areas for taxis and minibuses
 - o Measures to minimise congestion on key surrounding routes and junctions
 - o Identification of sensitive areas where queuing or congestion could affect the wider highway network
 - o Contingency plans to respond to unexpected congestion or incidents
- The full EMP should be used in conjunction with the Crowd Management Plan and Egress & Dispersal Management Plan.

It is recommended that the Event Management Plan is conditioned and attached to any planning permission that may be granted.

CROWD MANAGEMENT PLAN:

A Crowd Movement Impact Assessment has been undertaken, as events at the proposed development are expected to coincide with events at the Etihad Stadium and Co-op Live. The assessment considers whether the proposed development would affect pedestrian circulation capacity on event days.

The assessment concludes that the proposed development is unlikely to result in any significant impact on the local pedestrian network, even when events coincide with those at nearby venues such as the Co op Live Arena and the Etihad Stadium. However, in scenarios where the stadium, arena, and proposed development are all egressing simultaneously, additional management measures will be implemented. These include monitoring congestion levels along CityLink, overseeing pedestrian movements at the junction of Joe Mercer Way and Sport City Way, and monitoring the south side of Alan Turing Way.

It is requested that these measures are incorporated into a campus wide strategy and form part of an overarching campus wide event management strategy. This strategy should be reviewed on a regular basis to ensure its effectiveness and to identify whether any amendments are required to improve performance.

It is recommended that the Crowd Management Plan is conditioned and attached to any planning permission that may be granted.

TRAVEL PLAN:

A Framework Travel Plan has been prepared.

It is requested that a full Travel Plan is completed within six months of the occupation of the site.

The Framework Travel Plan details objectives, targets and indicators, management strategy, measures to encourage sustainable travel, marketing strategy and monitoring and review. This is acceptable to Highways. These should also be included in the Full Travel Plan.

A Travel Plan Co-ordinator will be appointment.

Initial travel surveys will be undertaken within 3 months of occupation. Following this, surveys will be undertaken annually.

The development, submission, implementation and monitoring of a full Travel Plan should be included in the conditions of any planning consent.

HOSTILE VEHICLE MITIGATION

Plan 'A3421 PRP ZZ ZZ DR A 02011 Rev P01 - Proposed Site Layout and Boundary Site Plans' identifies the highways vehicle mitigation works associated with the Etihad Stadium (North Stand), planning ref. 143447/NMC/2025. The plan indicates that these works will be adjusted to align with the proposals submitted as part of this application. It is requested that the applicant engage with the neighbouring site and relevant stakeholders to ensure the proposed amendments are appropriate.

It is envisaged GMP will be consulted and that they will comment in relation to proposals from a hostile vehicle mitigation perspective.

CONSTRUCTION MANAGEMENT:

An Outline Construction Management Plan has been submitted.

The CMP should confirm what pedestrian and cycle management measures are proposed, and confirm that appropriate control measures will be in place. Any road/lane closures, suspensions and impacts to the adopted highway / local highway network should be discussed with MCC. These cannot be agreed until discussions have taken place with MCC's Event and Network Management Team and the necessary licences have been obtained from MCC's Highway Licensing Team. The applicant is requested to engage directly with MCC's Event and Network Management Team to agree the detail of these measures.

It is requested that the applicant engage directly with the team (via highwaynetworkmanagement@manchester.gov.uk) to arrange a site meeting and agreed a finalised Traffic Management Plan. This should include discussion on any temporary traffic management. A section 50 is required for any temporary access arrangement. This can be obtained by contacting MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk.

A full Construction Management Plan should be developed. This should include:

- o The duration/phasing of construction works and associated vehicle trips;
- o Confirmation of display of an emergency contact number;
- o Contact details of the site manager/responsible person to discuss issues/amendments that arise;
- o Wheel Washing, dust suppression measures and schedule for maintenance of drains and gulleys;
- o Requirements for any tower crane, including arrangements for delivery, assembly and removal
- o Routing of construction traffic and associated swept-path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas;
- o Impact on adjacent TROs including loading bays, bus stops/shelters (to be agreed with TfGM), taxi bays etc.
- o Traffic Management measures for vehicles, pedestrians and cyclists;
- o Details/mitigation of any impacts on street furniture, crossing points, highway layout, lines etc.
- o Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway.
- o The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality; and
- o Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The following informatives should also be included in any subsequent permission:

- o The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, skips and temporary points of access (Section 50) with MCC's Highways Licensing Team via Email to:
- o The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.

SUGGESTED CONDITIONS:

Staff Cycle Parking

Maintenance Plan (landscaping)

Works to Gibbon Street - if impact on the adopted highway

Potential works to Gibbon Street / Alan Turing Way Signals

Pedestrian facilities across the exit/entrance of Gibbon Street, to enhance pedestrian connectivity to the site.

Travel Plan

Servicing And Waste Management Strategy

Event Management Plan

Crowd Management Plan

CMP

Highways Reference: 18297/FO/2026

Sam Elliott

From: [REDACTED]
Sent: 17 March 2026 11:53
To: Sam Elliott
Subject: CONSULTATION RESPONSE: 145358/FO/2026

Follow Up Flag: Follow up
Flag Status: Completed

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Application Number: 145358/FO/2026

Our Ref.: MAN 2026-125

Proposal: Erection of a three-storey entertainment venue (Sui Generis), with associated infrastructure, access, servicing, management, and public realm improvement.

Location: Land Bounded By Metrolink Line To The North, Alan Turing Way To The East, Gibbon Street To The South, And Loverose Street To The West

Dear Sam,

Thank you for consulting with the aerodrome safeguarding authority for Manchester Airport, we have no objection to this development subject to the below informatives:

-The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

-Due to the location of the proposals within proximity to flight paths associated with Manchester Airport. Care should be taken to prevent excessive dust and smoke emissions resultant from construction works. Dust and smoke can present a visual hazard to pilots and air traffic control, and if ingested can cause aircraft damage.

It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Kind regards,



Disclaimer

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Our main operating entities are MAG Airport Limited, a private limited company, registered in England under Company Number 11748654, with the Registered Office at 6th Floor, Olympic House, Manchester Airport, Manchester, United Kingdom, M90 1QX; Manchester Airport PLC, a public limited company, registered in England under Company Number 01960988, with the Registered Office at Manchester, Professional Services Limited, PO BOX 532, Town Hall, Manchester, M60 2LA; Stansted Airport Limited, is a private limited company, registered in England under Company Number 01990920, with the Registered Office at Enterprise House, Stansted Airport, Bassingbourn Road, Essex CM24 1QW; East Midlands International Airport Limited, a private limited company, registered in England under Company Number 02078271, with the Registered Office at East Midlands Airport, Pathfinder House, Castle Donington, Derby, East Midlands, DE74 2SA; Manchester Airport Group US Holdings Inc, 101 N Wacker Dr STE 101A, Chicago, IL 60606.

Sam Elliott

From: Ian Mulligan
Sent: 25 March 2026 13:48
To: Sam Elliott
Subject: Fw: Planning application 145358/FO/2026 consultation - The Site Is Bound By The Metrolink Line To The North, Alan Turing Way To The East, Gibbon Street To The South, And Loverose Street To The West.
Attachments: ufm13_Standard_consultation.pdf
Follow Up Flag: Follow up
Flag Status: Completed

Good afternoon Sam

Thank you for forwarding this consultation to the Work & Skills team. We are content to discharge planning reference **145358/FO/2026** based on the information provided.

Could you please ensure that a **local labour condition covering both the construction phase and end use** is attached to this project.

If you require any further information or clarification, please do not hesitate to get in touch.

Kind Regards

Ian

Ian Mulligan
Work & Skills Officer
Work & Skills Team | Growth and Development | Manchester City Council


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<<https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.manchester.gov.uk%2Fprivacy&data=05%7C02%7CWork.Skills.Admin%40manchester.gov.uk%7Ca7a42275cecf4bef37ab08de80e8af24%7Cb0ce7d5e81cd47fb94f7276c626b7b09%7C0%7C0%7C639089934043865481%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIjXaW4zMlslkFOljoITWFlbCIsldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=1lw%2F6QMfy6ksvol5SHZaW9L5b2gmiyf1pLK6n%2B8VS0w%3D&reserved=0>> for further information.

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Sam Elliott

From: David Dutton [REDACTED]
Sent: 25 March 2026 16:16
To: Sam Elliott
Subject: Planning application 145358/FO/2026 Land bound by metrolink, Alan Turing Way and Gibbon St

Follow Up Flag: Follow up
Flag Status: Completed

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Hi Sam

Thank you for consulting the GMEU.

Summary

There appear to be negligible ecological issues associated with this development proposal.

Proximity to Ashton Canal

The development site is separated from the Ashton Canal by the metrolink an effective barrier to any indirect effects to this site of biological importance. No specific information or measures are required beyond standard best practice for construction and environmental management of the site.

Protected Species

The site is sealed surface and artificial made ground used as a site compound for a number of years and prior to that likely a surface overflow car park. No significant vegetation appears to have been present of around 20 years, with the site disconnected from wider habitats by major roads, the metrolink and development. I am satisfied that the site is extremely low risk for any protected species. No further information or measures are required

Nesting Birds and Other Wildlife

The same reasonings apply as for protected species. There is no significant vegetated habitat on the site and whilst trees are present along the boundary with Alan Turing Way (just off site), the risk of indirect disturbance is low. No further information or measures are required.

Invasive Species

Developed sites such as this are low to moderate risk for invasive species though none were recorded during the ecological assessment. I recommend as a precaution an informative along the following lines is applied to any permission.

It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as Japanese knotweed and Himalayan balsam are included within this schedule. If any such species will be disturbed as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence.

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain (BNG)

Section 187 of the NPPF 2024 states that the planning policies and decisions should contribute to and enhance the natural and local environment. 10% BNG is mandatory under Schedule 7A of the Town & Country Planning Act 1990 (as inserted by schedule 14 of the Environment Act 2021).

The development site has negligible habitat or wildlife value. The development proposal includes tree and other soft landscaping. The development will therefore result in an overall enhancement of the natural environment.

The developer has claimed exemption from BNG under the de minimis rule. I have no reason to doubt this ascertainment, google earth imagery confirming a general lack of vegetation back prior to 2020. The statutory biodiversity gain condition does not in my opinion apply to this development and therefore no habitat management and monitoring plan required for any habitats defined as significant by defra.

As no habitats will be lost, I accept that the proposed landscape layout will enhance the site with no reason to object. I would however recommend maximising the biodiversity value of the planting proposals. No mitigation is required for wildlife. As enhancements bird boxes could be provided on the new build or located on the adjacent trees along Alan Turing Way. *The details of any biodiversity enhancement proposals can be provided via condition.*

David Dutton

Ecologist

Planning and Transportation

Planning and Transportation

Place

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Sam Elliott

From: Simon P. McNulty [REDACTED]
Sent: 27 April 2026 13:05
To: Sam Elliott
Subject: RE: Overdue Comments 04/04/2026: 145358/FO/2026

Follow Up Flag: Follow up
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Hi Sam

All noted. I had one thing to check with the project team regarding them commissioning a blast survey. This is confirmed, and they are feeding those recommendations into the design.

I can confirm that the scheme is acceptable from a CT perspective.

Regards

Simon

From: Sam Elliott <[REDACTED]>
Sent: 27 April 2026 11:20
To: Simon P. McNulty [REDACTED]
Subject: RE: Overdue Comments 04/04/2026: 145358/FO/2026

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Hi Simon,

The original consultee response should have been sent out to the standard contacts:

[REDACTED]

We note there were recommendations in Section 3 of the CIS, which presumably arose from the meeting you mention. Applicant has further confirmed in green:

- When providing the additional landscaping drawing specify that there would be no resulting concealed areas/hiding spots, sight lines to circulation areas would not be obscured, and trees are positioned in conjunction with lighting and CCTV. **The plan issued earlier contains these annotations. Due to file size I am not re-attaching here, please let me know if you have any queries on this.**

- Confirm if any long-term event user car parking is 30m from the building to create distance in the event of IEDs. **No – per recommendation there will be no parking within 30m of the building.**
- Confirm that any glazing to pedestrian routes will incorporate laminated glass. **Yes – per recommendation all glazing on the building will be laminated**
- Confirm if any short stay cycle parking would be designed in line with the 3.3.4 criteria. **There are no short-stay cycle parking places proposed in the development**
- There would be a CCTV system for day/night monitoring, where staff can view from internally, and is also linked to the existing Etihad Campus CCTV systems. **Yes – the CCTV system will be linked to the existing campus network and will have the capacity for monitoring 24/7/265.**
- Confirm that the measures in 3.3.6 will be in place. **Yes – all BOH areas are access controlled. The venue will be cashless so there is no plan for cash to be regularly held by staff**
- Confirm that Grippa clips will be in place to secure bags/clothing **It is considered these should not be required as there is suitable cloakroom space upon entering the building and entry to the show is by purchase of a ticket only**
- Confirm that any storage containers would meet the LPS 1175 standard **Please can you provide further details on which standard rating is being referenced? It is understood there are multiple levels to LPS 1175**
- Provide details of a maintenance programme to ensure a lasting secure line against the canal towpath **Please can you provide more details on what is required? The site is bound by the Metrolink to the north, which has a concrete barrier to prevent unauthorised access**
- Summarise what security measures are built into to the design and construction of the building without visibly announcing a concern over crime. **The building will be constructed in line with recommendations set out in the Crime Impact Statement. Security staffing will be present but discreet, and the building is secure by its nature and therefore does not require obvious crime prevention features. Please let me know if further detail is required.**
- Can you also confirm you are engaging with CTSA as per the recommendation of 3.3.10. **Yes, MCFC engaged with them prior to submitting the planning application and have considered their comments. CTSA are involved in MCFC's developments at a wider campus level and have the ability to question/comment on all wider projects regularly.**

I note GMP DfS have recommended a planning condition for the development to achieve Secured by Design accreditation to account for minor changes and tweaks to a scheme resulting from client requirement and/or commercial influences.

Based on the above, and subject to the above condition, can you confirm the scheme is acceptable from a counter terrorism perspective?

Thanks,

Sam

From: Simon P. McNulty [REDACTED]
Sent: 22 April 2026 09:22
To: Sam Elliott <[REDACTED]>
Cc: Catherine Lawless <[REDACTED]>
Subject: RE: Overdue Comments 04/04/2026: 145358/FO/2026

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Morning Sam

You've got the correct person for this enquiry.

When, and to who, did your original request go to?, as we haven't seen it.

In a nutshell, we have no objection to this application.

The longer answer is we have attended meetings with both the project team and our Design for Security to feedback our comments on the protective security required for this proposed venue. This included a blast assessment due to its close proximity to other crowded venues, appropriate hostile vehicle mitigation, access control arrangements, CCTV coverage, and glazing requirement.

Please come back to us directly if you need anymore detail. Thanks

Regards

Simon

From: Sam Elliott [REDACTED]
Sent: 21 April 2026 15:07
To: Simon P. McNulty <[REDACTED]>
Subject: Overdue Comments 04/04/2026: 145358/FO/2026

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Hi,

We are awaiting consultee comments due 04/04/2026 for application 145358/FO/2026 re: Counter Terrorism, can you confirm the officer assigned to this application?

Thank you for your time,

Sam Elliott
Planner
Planning, Building Control and Licensing
Growth and Neighbourhoods
[REDACTED]

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Sam Elliott

From: David Maher <[REDACTED]>
Sent: 28 April 2026 15:53
To: Sam Elliott
Subject: Re: Overdue Comments 04/04/2026: 145358/FO/2026

Follow Up Flag: Follow up
Flag Status: Completed

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Afternoon Sam,
Thank you for your email.

I had noticed the typo but thanks for the clarification.

The scheme is acceptable from a DfS point of view and the remaining two points listed below in Green can be picked up and discussed during RIBA stage 4&5 prior to and in construction, leading to SBD accreditation.

Kind regards

David Maher *Dip Arch*
Design for Security Consultant

for and on behalf of Greater Manchester Police
design**for**security | prevent**and**secure

4th Floor, GMP HQ, Northampton Road, Central Park, Manchester, M40 5BP

[REDACTED] www.designforsecurity.org

From: Sam Elliott [REDACTED]
Sent: 28 April 2026 15:46
To: David Maher <[REDACTED]>
Subject: FW: Overdue Comments 04/04/2026: 145358/FO/2026

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Hi David,

Further point of clarification – the applicant incorrectly stated CCTV would operate 265 days a year – I can confirm this would be 365.

As below, notwithstanding the outstanding matters in green, can you confirm the scheme is acceptable from a DfS perspective and these matters could be addressed when seeking accreditation?

Thanks,

Sam

From: Sam Elliott
Sent: 27 April 2026 10:47
To: David Maher <[REDACTED]>
Subject: RE: Overdue Comments 04/04/2026: 145358/FO/2026

Hi David,

I note that there are a couple of points the applicant is asking for clarification (green):

- Confirm that any storage containers would meet the LPS 1175 standard **Please can you provide further details on which standard rating is being referenced? It is understood there are multiple levels to LPS 1175**
- Provide details of a maintenance programme to ensure a lasting secure line against the canal towpath **Please can you provide more details on what is required? The site is bound by the Metrolink to the north, which has a concrete barrier to prevent unauthorised access**

Though if we are looking for them to achieve accreditation, would these points be covered when they seek accreditation?

I.e are you happy that the CIS and comments from the previous email in green are still satisfactory, and the outstanding points on storage containers and security to the canal tow path (which they have not necessarily provided an answer to), can be addressed when they seek accreditation?

Thanks,

Sam

From: David Maher [REDACTED]
Sent: 27 April 2026 10:36
To: Sam Elliott [REDACTED]
Subject: Re: Overdue Comments 04/04/2026: 145358/FO/2026

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Hi Sam,
Thank you for sending through the request along with the comments from the design team.

I can confirm that the scheme is satisfactory from a DfS perspective.
As projects move from planning through to Stage 4/5 of construction and handover there can be minor changes and tweaks to a scheme resulting from client requirement and/or commercial influences.
To ensure that the proposals retain the recommendation of the CIS report, it would be prudent to include a planning condition for the development to achieve Secured by Design accreditation. Design for Security/GMP will support the design team through this process towards handover of a successful new building and public space within the Etihad campus.

If you require any further information please do not hesitate to contact me.

Kind regards

for and on behalf of Greater Manchester Police
design**for**security | prevent**and**secure

4th Floor, GMP HQ, Northampton Road, Central Park, Manchester, M40 5BP

www.designforsecurity.org

From: Sam Elliott [REDACTED]
Sent: 27 April 2026 09:24
To: David Maher [REDACTED]
Subject: RE: Overdue Comments 04/04/2026: 145358/FO/2026

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Hi David,

We note the below points of clarification from the applicant in relation to Section 3 of the CIS.
Applicant responses in green

- When providing the additional landscaping drawing specify that there would be no resulting concealed areas/hiding spots, sight lines to circulation areas would not be obscured, and trees are positioned in conjunction with lighting and CCTV. **The plan issued earlier contains these annotations. Due to file size I am not re-attaching here, please let me know if you have any queries on this.**
- Confirm if any long-term event user car parking is 30m from the building to create distance in the event of IEDs. **No – per recommendation there will be no parking within 30m of the building.**
- Confirm that any glazing to pedestrian routes will incorporate laminated glass. **Yes – per recommendation all glazing on the building will be laminated**
- Confirm if any short stay cycle parking would be designed in line with the 3.3.4 criteria. **There are no short-stay cycle parking places proposed in the development**
- There would be a CCTV system for day/night monitoring, where staff can view from internally, and is also linked to the existing Etihad Campus CCTV systems. **Yes – the CCTV system will be linked to the existing campus network and will have the capacity for monitoring 24/7/265.**
- Confirm that the measures in 3.3.6 will be in place. **Yes – all BOH areas are access controlled. The venue will be cashless so there is no plan for cash to be regularly held by staff**
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- Can you also confirm you are engaging with CTSA as per the recommendation of 3.3.10. Yes, MCFC engaged with them prior to submitting the planning application and have considered their comments. CTSA are involved in MCFC's developments at a wider campus level and have the ability to question/comment on all wider projects regularly.

Following their clarifications on the recommendations in Section 3, can you confirm the scheme is satisfactory from a DfS perspective?

Thanks,

Sam

From: David Maher [REDACTED]
Sent: 21 April 2026 15:21
To: Sam Elliott <[REDACTED]>
Subject: Re: Overdue Comments 04/04/2026: 145358/FO/2026

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Afternoon Sam,
Thank you for chasing our response.

We have provided a Crime Impact Statement in support of the proposals.
Within the CIS report we have incorporated comments from our colleagues in counter terrorism.

There are no further comments from DfS other than those contained within the CIS report.

Kind regards

David Maher *Dip Arch*
Design for Security Consultant

for and on behalf of Greater Manchester Police
design**for**security | prevent**and**secure

4th Floor, GMP HQ, Northampton Road, Central Park, Manchester, M40 5BP

[REDACTED] | www.designforsecurity.org

From: Sam Elliott [REDACTED]
Sent: 21 April 2026 15:09
To: David Maher [REDACTED]
Subject: FW: Overdue Comments 04/04/2026: 145358/FO/2026

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Hi,

We are awaiting consultee comments from GMP due 04/04/2026 for application 145358/FO/2026, can you confirm if there are any concerns with the application that require amendment/further info by the applicant? Can you also confirm if Counter Terrorism are providing comments separately?

Thank you for your time,

Sam Elliott

Planner

Planning, Building Control and Licensing
Growth and Neighbourhoods



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Sam Elliott

From: Lynda Griffin <[REDACTED]>
Sent: 29 April 2026 17:09
To: Sam Elliott
Subject: RE: Planning Application 145358/FO/2026 Consultation - The Site Is Bound By The Metrolink Line To The North, Alan Turing Way To The East, Gibbon Street To The South, And Loverose Street To The West.
Attachments: TfGM - Basic Asset Protection Agreement Template.pdf

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Hi Sam,

An Asset Protection Agreement is likely to be required to ensure that there is a legal mechanism to pursue claims against any damage to Metrolink assets. As you know the site is adjacent to the tramway which is at a much lower level and whilst there is no actual interface there is a risk that the retaining structures could be damaged during the works.

We normally ask that the developer contacts us to discuss the Agreement at their earliest convenience. I attach a copy of the BAPA template that TfGM use when works are adjacent but not amending our infrastructure. There is also an alternative asset protection agreement that can be used which is administered by our Operator and Maintainer when it is determined that it is a more business as usual activity. We would need to have a better understanding of the working methods etc in order to determine which route we would advise on. Again, early engagement with us is advised.

We will normally not agree to works commencing adjacent to us unless there is an asset protection agreement in place and the CMP has also been agreed. The CMP could be discharged without the APA being in place but we would not allow the works to commence without it.

The contents of the CMP can vary depending on the nature of construction, proximity to Metrolink etc and we would always advise that before this is drafted that they read the contents of Working Safely Near Metrolink [Working safely near Metrolink | Bee Network | Powered by TfGM](#) to determine what the likely impacts will be some points that we have included in the past are set out below but the main premiss is to demonstrate that they can work adjacent to Metrolink without adversely impacting Metrolink infrastructure or operations.

- protection of Metrolink equipment;
- the retention of 24hr unhindered access to Metrolink equipment;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- construction and demolition methods to be used; including the use of lifting equipment or cranes (which must not oversail the tramway or overhead line equipment);
- the erection and maintenance of scaffolding and security hoarding, please note the former may require an electrical isolation of the Metrolink overhead wires; and
- measures to control the emission of dust and dirt during construction and the deposition of detritus on the tramway.

The monitoring regime should be proposed by the developer and agreed with Metrolink, the monitoring should include all structures that could be impacted by vibration and/or movement and also any lengths of track that could be affected. A small amount of track movement can result in derailment.

Given the location of the structures, the monitoring equipment would need to be installed under permit and overnight, when trams are not operating, and this may also require an electrical isolation. The monitoring will need to be a remote system, again due to difficult access arrangements. We normally request that they are installed at least two weeks prior to works commencing in order that base levels can be determined, which will then inform the trigger levels. The trigger levels will be agreed with Metrolink after the baseline readings have been shared.

I trust this gives a little more clarity to the Condition requests. We try not tend to include too much detail because each site can be very different in its requirements and being too prescriptive can lead to more work than is necessary.

Regards

Lynda

Lynda Griffin

Approvals and Consents Manager
Metrolink
Transport for Greater Manchester

[REDACTED]

<https://beenetwork.com>

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From: Sam Elliott [REDACTED]
Sent: 27 April 2026 15:23
To: Lynda Griffin [REDACTED]
Subject: RE: Planning Application 145358/FO/2026 Consultation - The Site Is Bound By The Metrolink Line To The North, Alan Turing Way To The East, Gibbon Street To The South, And Loverose Street To The West.

Hi Lynda,

We are reviewing conditions for the above app and have a couple of queries.

Where C1 states ...if deemed necessary, an appropriate Asset Protection Agreement has been entered into.

Can you clarify this as we need to be clear in the wording of the condition as to what is required and what the triggers are. Would Metrolink determine that the APA is required when the applicant submits

a discharge of condition app and submits the CMP? Or will Metrolink need to determine whether this is required within the scope of this application?

Can you also clarify specifics of the CMP – i.e. what details you will need to see within method statements/risk assessments.

Can you also clarify the specific details you would need to see as part of the monitoring regime in C2?

Thanks,

Sam

From: Lynda Griffin <[REDACTED]>
Sent: 01 April 2026 15:28
To: Sam Elliott <[REDACTED]>
Cc: Alan Lowe <[REDACTED]>; Caroline Udell <[REDACTED]>; Darren Embury <[REDACTED]>;
<[REDACTED]>; <[REDACTED]>; Georgie Whiteley <[REDACTED]>;
Landuse <[REDACTED]>; <[REDACTED]>; Rapid Transit Development
<[REDACTED]>
Subject: RE: Planning Application 145358/FO/2026 Consultation - The Site Is Bound By The Metrolink Line To The North, Alan Turing Way To The East, Gibbon Street To The South, And Loverose Street To The West.

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Sam,

Application number: 145358/FO/2026

Proposal: Erection of a three-storey entertainment venue (Sui Generis), with associated infrastructure, access, servicing, management, and public realm improvement.

Location: The Site Is Bound By The Metrolink Line To The North, Alan Turing Way To The East, Gibbon Street To The South, And Loverose Street To The West.

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

The operational Metrolink line operates immediately adjacent to the site but at a much lower level. The level change is effected by a substantial retaining structure and tunnel and it is imperative that the works for the development do not adversely impact the stability of these structures or the track bed.

In view of the foregoing and the proximity of the development to the operational Metrolink line and structures we would request that the following conditions are applied to any planning permission for this development:

1. Working safely near Metrolink

No development shall take place, until a Metrolink specific Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and approved in writing by Manchester City Council (approval to be in consultation with Transport for Greater Manchester) and, if deemed necessary, an appropriate Asset Protection Agreement has been entered into. The approved Metrolink CMP shall include agreed safe methods of working adjacent to the operational tramway and shall be adhered to throughout the construction period.

Reason: To ensure that the developer understands and complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system. Further details can be found via the Metrolink Website at; [Working safely near Metrolink | Bee Network | Powered by TfGM](#)

2. Monitoring of Metrolink Structure and Track

No works shall be carried out until an appropriate monitoring regime of the adjacent Metrolink Infrastructure has been proposed, agreed and installed. All monitoring to be carried out as agreed with Metrolink and at the cost of the Developer.

Reason: To safeguard Metrolink infrastructure and operations pursuant to policies

Regards

Lynda

Lynda Griffin

Approvals and Consents Manager
Metrolink
Transport for Greater Manchester



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Sam Elliott

From: Laura Wareing
Sent: 08 May 2026 14:12
To: Sam Elliott
Cc: Rebecca Hesketh; Muniza Usmani
Subject: RE: RE: Highways response to 145358/FO/2026

Hi Sam,

As promised please find Highways comments in regard to the Transport Addendum (2).

Please note this includes both TfGM and Highways comments. I have highlighted the 'outstanding' comments in yellow for ease of reference.

FURTHER HIGHWAYS COMMENTS 8th MAY 2026:

Transport Statement Addendum (2) (Reference: 314031-TSA2 / 24 April 2026) has been submitted.

TfGM have been consulted and their response is included herein.

BASELINE:

Local Transport Network:

Thank you for confirming the Transport Statement provides a review of the local transport network. This was noted.

In terms of the impact of the additional 600 travellers on the transport network the Transport Addendum anticipates that this would represent a relatively small proportion of total even related trips. It is noted that planning conditions are in place to reduce the number of days a year where events can take place simultaneously (15 a year).

In respect of Paragraph 2.2.1 of the TSA the response doesn't provide any further, substantive, information beyond the original TS. This does not provide any confidence that the existing operation of Co-op and Etihad have been observed before and after events, or any quantitative data about how trips to and from the Etihad Campus performs. It would be expected that the transport teams at Co-op Arena and MCFC have some statistics that could be used.

Whilst the above is noted, this confirms the importance of the robustness of the traffic management, car park management, Travel Plan, Crowd Management and FULL Events Management Strategy. Thank you for confirming that Project Taverna will form part of the campus wider strategies and committing to other management strategies.

Parking:

The Transport Addendum (2) confirms that the Etihad Campus has a Traffic Management Plan in place to manage traffic and parking across a range of possible event operating modes. It also notes that the Management Plan covers management and mitigation against co-inciding events at the Etihad Stadium, Co-op Live Arena and other small events such as those at Joie Stadium. Noted that exact size and area of parking changes based on each coinciding event day requirements.

The Transport Addendum (2) confirms that the wider Traffic Management Plan will be updated to reflect Project Taverna. This should be conditioned.

Gibbon Street:

The Transport Addendum (2) suggests that no pedestrian crossing improvements are planned across the exit/entrance to Gibbon Street. Noted that works are proposed along Gibbon Street adjacent to the development.

It is requested that the applicant provide a green man signal across the access. This should be incorporated into the works that the Etihad Campus North Stand Expansion is undertaking. It is requested that this is conditioned.

TRIP GENERATION:

Mode Share:

HFAS comments for the original TS regarding trip generation suggested that the mode share data provided was inadequate and included data for a London based development. Whilst an increased number of modal-split data sets for the site of the proposed development have been included, it appears as though trip generation figures have not been updated using this data, and instead are still being generated based on the (London based) data in the original TS. As such, figures for private car and taxi/private hire appear to be a lot lower than they should be. Modal-splits for the local area suggest that car usage is over 50% of the modal-split, but trip generation figures in the addendum suggest that out of the 600 potentially attendees, 360 (60%) will arrive by public transport, and only around 200 will arrive by private vehicles or taxis – some clarification on this would be helpful.

+/-10% shifts from the baseline have been included but if the data being used to generate trips is London based (which it appears to be) this still does not account for the number of trips expected based on co-op live modal-split data.

Traffic Management Plan:

Noted. Thank you.

Confirmed that the trip generation will be managed through the Etihad Campus Parking Strategy and Etihad Campus Traffic Management Strategy, Travel Plan, Crowd Management and Event Management Plan (please see Highways comments in regard to the full Event Management Plan below).

HIGHWAY SAFETY:

Thank you for confirming.

Based on the information submitted in the TS, Highways accept that the assessments do not identify any existing safety issues.

VEHICLE PARKING:

The TS Addendum (2) confirms that parking for Project Taverna will be incorporated as part of the wider Etihad Campus Parking Strategy. This is acceptable to Highways.

Thank you for confirming the access arrangements during non-event and event days. It is requested that this information is included within the Full Event Management Plan.

The Transport Addendum (2) confirms that the re-design of Gibbon Street with taxi pick-up and drop-off forms part of the wider North Stand Development. Additionally, traffic management associated with Project Taverna will form part of the wider Etihad Campus Traffic Management Strategy. This is acceptable to Highways. It is requested that this information is included within the Full Event Management Plan.

In response to: *"The traffic signals at the Gibbon Street junction are operated by the Etihad Campus staff on a match day. At other times, the traffic signals are automatically operated with no manual input. The Orange Car Park is an existing well-utilised car park. Car parking demand from Project Taverna, estimated at 50, is significantly lower than the capacity of the Orange Car Park. Consequently, the level of trips would not require additional changes to the way*

traffic signals are currently operated. Should an increase in vehicular demand take place, the Etihad Campus staff could manually operate the traffic signals to minimise delays from the car park.” from experience of events that use Gibbon Street to exit it cannot be assumed that there will be stewards to control the traffic signals and it cannot be guaranteed that Etihad Campus staff will manually operate the traffic signals, even if that was desirable. TfGM/MCC do not allow untrained staff to control the signals, nor do they allow all the Gibbon Street signals to be manually controlled because of the impact on traffic on Alan Turing Way. The response is insufficient – the explicit condition is that the applicant should fund a vehicle detector that can extend the green time on Gibbon Street for traffic leaving after an event. Note that the 50 vehicles will be likely to leave at the end of events at the same time and under normal green times it would take about 30 minutes to clear the car park – this would be unacceptable to the patrons of events.

TAXI PICK-UP / DROP-OFF:

The Transport Addendum (2) confirms that the taxi drop-off / pick-up arrangements form part of the wider Etihad Campus Traffic Management Strategy and will be managed. This is acceptable to Highways. It is requested that this information is included within the Full Event Management Plan.

CYCLE PARKING:

In regard to cycle parking for staff it is noted that cycle parking is provided across the campus. However, Highways requests that workplaces provide secure and sheltered cycle parking for staff within the red line boundary of the site. The area proposed as potential cycle parking for staff would be acceptable.

For the avoidance of doubt, as per Highways initial comments it is requested that a full Events Management Plan be conditioned.

The full EMP should include:

- Identification of event types, anticipated attendance levels, and operating hours
- Assessment of the potential for coinciding events with the adjacent stadium and arena
- Protocols for advance liaison, coordination, and information sharing between venue operators
- Details of the overall crowd management strategy
- Arrangements for guest arrival and departure, including dispersal methods
- Deployment of marshals during large events (including prayer events), both on-site and off-site
- Identification of pedestrian access arrangements
- Identification of key pedestrian routes to and from public transport nodes
- Measures to manage pedestrian flows during peak ingress and egress periods
- Monitoring and management of locations where pedestrian–vehicle conflict may arise
- Identification of queuing locations and how queuing will be managed during concurrent stadium and arena operations
 - Queuing should not encroach onto the adopted highway or create conflict with pedestrians and cyclists
- Temporary and/or permanent wayfinding, stewarding, and appropriate signage on event days
- A clear approach to on-site and off-site parking provision (where applicable)
- Measures to prevent illegal or unmanaged parking on surrounding streets
- Details of enforcement arrangements, where required
- Defined taxi and private hire drop-off and pick-up locations
- Management of taxi waiting and holding areas to prevent overspill onto the public highway
- Provision of segregated areas for taxis and minibuses
- Measures to minimise congestion on key surrounding routes and junctions
- Identification of sensitive areas where queuing or congestion could affect the wider highway network
- Contingency plans to respond to unexpected congestion or incidents

The full EMP should be used in conjunction with the Crowd Management Plan and Egress & Dispersal Management Plan.

It is recommended that the Event Management Plan is conditioned and attached to any planning permission that may be granted.

Many thanks,

Laura

Laura Wareing (BSc Hons, MSc)
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

[REDACTED]

Web: <http://www.manchester.gov.uk>

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Out of Office:

Annual Leave: Wednesday 20th May – Monday 25th May

From: Laura Wareing
Sent: 08 May 2026 12:33
To: Sam Elliott [REDACTED]
Subject: RE: RE: Highways response to 145358/FO/2026

Hi Sam,

Will raise that now.

Many thanks,

Laura

Laura Wareing (BSc Hons, MSc)
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

Email: [REDACTED]

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



Sam Elliott

From: Laura Wareing
Sent: 29 May 2026 10:32
To: Sam Elliott; Jennifer Atkinson
Cc: Rebecca Hesketh
Subject: RE: 145358/FO/2026 - Project Taverna

Follow Up Flag: Follow up
Flag Status: Flagged

Morning,

Please find MCCs / TfGMs response below.

To summarise:

- The updated response note from Arup has sufficiently addressed previous issues raised by TfGM and MCC.
- The applicant agrees to the requirement for vehicle detection loops on Gibbon Street. The condition should specify that the applicant must provide an order to TfGM for the implementation of these loops prior to the first event.
- The applicant does not agree to fund new pedestrian crossing facilities at this stage but acknowledges that this may need to be revisited as further campus developments proceed.

FURTHER HIGHWAYS COMMENTS 29TH MAY 2026:

A Transport Statement Addendum (3) (reference: 314031-TSA3) has been submitted.

TfGM have been consulted and their response is included herein.

ITEM 1: HIGH LEVEL EVENTS MANAGEMENT STRATEGY:

Thank you for providing a high levels events management strategy.

Highways are satisfied with the details presented.

ITEM 2: MODE SHARE:

Following requests from Highways and TfGM, Addendum (3) now includes an assessment of alternative mode splits, linked to travel patterns to the Co-op Live Arena.

The survey data provided is acceptable to Highways. Thank you.

The Addendum (3) notes that travel patterns from Co-op Live indicate a greater reliance on private cars, taxis, and drop-offs than previously assumed within the TS.

The updated assumptions suggest that approximately 30% of visitors will travel via public transport, with around 60% arriving by car, taxi, or drop-off. This equates to approximately 150 vehicle trips per event (based on a capacity of 600), or around 2 vehicles per minute.

The above methodology is now considered acceptable to Highways.

It is also noted that the development site will operate under robust management arrangements, supported by wider campus-wide management measures.

ITEM 3: EXISTING OPERATION:

The Addendum (3) confirms that traffic and transport operations at the Etihad Campus are managed through a Traffic and Transport Management Plan (TTMP), which governs traffic, parking, and movement during events. It is noted that there are 82 operational modes reflecting different event combinations.

Project Taverna is expected to fall within several of these operational modes, with management measures varying significantly between them. As such, there is no single set of conditions that can be defined as 'existing operations'.

Instead, Project Taverna will be incorporated within the existing framework and will be continuously monitored and adjusted in coordination with key stakeholders. This approach is welcomed by Highways.

Table 2.5 provides car parking capacities and egress times for recent events at selected car parks, with the Orange Car Park identified as the most relevant. The data indicates that the average clearance time is approximately:

- 35–38 minutes for the Blue Car Park, and
- 23–36 minutes for the Orange Car Park.

The TS confirms that the Orange Car Park will be used for Project Taverna. Given the relatively low number of anticipated trips, this is unlikely to have a significant impact on overall operations.

Taking the above into account, Highways are satisfied with the summary provided under Item 3.

ITEM 4: SIGNAL OPERATION AND PEDESTRIAN FACILITIES:

Signal Operation:

The Addendum (3) confirms that the applicant will fund the proposed changes to signal operations. This is welcomed by Highways.

To progress the installation of vehicle detection loops, TfGM UTC should be contacted at gmutc@tfgm.com

The condition should read, "*Prior to commencement of the first event, an order to facilitate the implementation of vehicle detection loops should be provided to TfGM...*" This ensures that the onus is on the applicant to progress the condition rather than TfGM UTC completing the work, as TfGM/UTC have no control on receiving the order from the applicant.

Green Man Signal:

Thank you. This noted and is deemed reasonable.

TfGM states it should still be highlighted that there are no signalised pedestrian facilities. Therefore, if there are operational difficulties/road safety problems post development, then it should be recorded that pedestrian facilities were requested by MCC/TfGM.

Many thanks,

Laura

Laura Wareing (BSc Hons, MSc)
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

Email: [REDACTED]

Web: <http://www.manchester.gov.uk>

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Out of Office: AM Tuesday 4th June, Friday 5th June, Friday 26th June, Monday 6th July

Annual Leave: Friday 28th August – Tuesday 1st September

From: Sam Elliott <[REDACTED]>
Sent: 27 May 2026 10:59
To: Laura Wareing <[REDACTED]>; Rebecca Hesketh <[REDACTED]>
Subject: FW: 145358/FO/2026 - Project Taverna
Importance: High

Hi both,

Please see the attached – are we able to review this as a matter of urgency? Do you have any sense of how long it will take TfGM to work through this?

Thanks,

Sam

From: Grant, Eve <[REDACTED]>
Sent: 27 May 2026 10:35
To: Sam Elliott <[REDACTED]>; Jennifer Atkinson <[REDACTED]>
Cc: Cooper, John <[REDACTED]>; Brown, Rachel <[REDACTED]>; Lam, Matthew <[REDACTED]>
Subject: 145358/FO/2026 - Project Taverna
Importance: High

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Sam / Jen – please see below an update on the outstanding issues for Project Taverna:

1. **Highways** - please see attached the Transport Addendum v.3 prepared by ARUP and associated appendices to respond to the outstanding highways comments.
Please note - the Applicant is happy to accept the requirements for the “D” loops detection to Gibbon Street – however does wish to push back on the need for a new pedestrian crossing as a result of this development (they accept that there will be the need to look at this as other developments on the campus are brought forward).

2. **Design** - We are chasing up the outstanding design information and will forward this on asap.
3. **BREEAM** - The project team has been looking into the BREEAM standard the scheme is expected to achieve. At the time being, an initial BREEAM pre-assessment exercise has been carried out which demonstrates that the scheme is expected to achieve the rating of “Good” (with the potential to achieve “Very Good”) with further design development.
4. **Opening Hours** - The applicant confirms the operating hours of the scheme will be as per hours within the application submission material, included in table below for ease of reference:

Day	Matinee Doors	Matinee Show	Evening Doors	Evening Show	Dispersal From	Close
Mon-Thurs			6:30pm - 7.30pm	6:30pm - 11.30pm	10:30pm	1:00am
Friday	12:00pm - 1:00pm	1:00pm - 4:30pm	6:30pm - 7.30pm	6:30pm – 12:00 am	10:30pm	2:00am
Saturday	12:00pm - 1:00pm	1:00pm - 4:30pm	6:30pm - 7.30pm	6:30pm – 12:30 am	10:30pm	2:00am
Sunday			6:30pm - 7.30pm	6:30pm – 11:30 am	10:30pm	1:00am

5. **Servicing/Delivery Hours** - The applicant would like to align with the other developments within the Etihad Campus i.e. North Stand, Co-op Live Arena, etc. and propose the servicing/deliveries hours condition should be worded as follows:

“Excluding vehicle activity associated with the operation of events at the development, and movement of waste within the Etihad Campus between the development and the existing Etihad Waste Compound, deliveries, servicing and collections including waste collections shall not take place outside the following hours: Monday to Sunday 07:30 to 20:00”

Please can you discuss with EHO and confirm if they are happy with the approach?

As Rachel is off this week – please let me or Matt know if there is anything else still outstanding to allow the application to go to committee on 10 June.

Many thanks

Eve

Eve Grant

Pronouns: she / her / hers

Technical Director | Real Estate | Deloitte LLP

100 Embankment, Cathedral Approach, Manchester, M3 7FB

Please note my working pattern is Monday-Thursday.

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Sam Elliott

From: Laura Miller
Sent: 01 June 2026 13:58
To: Sam Elliott
Subject: Re: 145358/FO/2026 - Land Bounded By Metrolink Line To The North, Alan Turing Way To The East, Gibbon Street To The South, And Loverose Street To The West Manchester

Hi Sam,

In that case the wording is fine for servicing.

Kind Regards

Laura Miller (MRes, MA, BSc(Hons))

Environmental Protection
Environmental Health
Neighbourhoods Directorate
Manchester City Council

email: laura.miller@manchester.gov.uk
website: www.manchester.gov.uk
Telephone: 0161 234 1742
Internal: 31742

Please note that due to working compressed hours Wednesdays are a non-working day for me, I will respond to your email when I return to the office

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From: Sam Elliott [REDACTED]
Sent: 01 June 2026 13:14
To: Laura Miller [REDACTED]
Subject: RE: 145358/FO/2026 - Land Bounded By Metrolink Line To The North, Alan Turing Way To The East, Gibbon Street To The South, And Loverose Street To The West Manchester

Hi Laura,

This was the same wording for the North Stand (136763/FO/2023):

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

Monday to Sunday 07:30 to 20:00

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

Same again for Co-Op Live (126431/FO/2020)

In light of this, can you confirm if this is acceptable for this scheme?

Thanks,

Sam

From: Laura Miller [REDACTED]
Sent: 28 May 2026 09:43
To: Sam Elliott <[REDACTED]>
Cc: Jennifer Atkinson [REDACTED]
[REDACTED] e To The North, Alan Turing Way To The East, Gibbon Street To The South, And Loverose Street To The West Manchester

Hi Sam and Jennifer,

We have no objections to the proposed hours.

Their suggested servicing condition seems a bit vague. I cannot recall what has been agreed previously for the Etihad Campus. The condition should probably reflect the previous agreed hours for servicing for setting up and dismantling after events so it is not open ended.

Kind Regards

Laura Miller (MRes, MA, BSc(Hons))

Environmental Protection
Environmental Health
Neighbourhoods Directorate
Manchester City Council

email: [REDACTED]
website: www.manchester.gov.uk
Telephone: [REDACTED]
Internal: [REDACTED]

Please note that due to working compressed hours Wednesdays are a non-working day for me, I will respond to your email when I return to the office

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From: Sam Elliott [REDACTED]
Sent: 27 May 2026 11:02
To: Laura Miller <[REDACTED]>
Cc: EnvH Licensing <[REDACTED]>
Subject: RE: 145358/FO/2026 - Land Bounded By Metrolink Line To The North, Alan Turing Way To The East, Gibbon Street To The South, And Loverose Street To The West Manchester

Hi Laura,

We've not had much information back on this and will have to condition the various outstanding points. However we have had response on a couple of matters:

1. **Opening Hours** - The applicant confirms the operating hours of the scheme will be as per hours within the application submission material, included in table below for ease of reference:

Day	Matinee Doors	Matinee Show	Evening Doors	Evening Show	Dispersal From	Close
Mon-Thurs			6:30pm - 7.30pm	6:30pm - 11.30pm	10:30pm	1:00am
Friday	12:00pm - 1:00pm	1:00pm - 4:30pm	6:30pm - 7.30pm	6:30pm - 12:00 am	10:30pm	2:00am
Saturday	12:00pm - 1:00pm	1:00pm - 4:30pm	6:30pm - 7.30pm	6:30pm - 12:30 am	10:30pm	2:00am
Sunday			6:30pm - 7.30pm	6:30pm - 11:30 am	10:30pm	1:00am

2. **Servicing/Delivery Hours** - The applicant would like to align with the other developments within the Etihad Campus i.e. North Stand, Co-op Live Arena, etc. and propose the servicing/deliveries hours condition should be worded as follows:

“Excluding vehicle activity associated with the operation of events at the development, and movement of waste within the Etihad Campus between the development and the existing Etihad Waste Compound, deliveries, servicing and collections including waste collections shall not take place outside the following hours: Monday to Sunday 07:30 to 20:00”

Can you confirm the above is acceptable as a matter of urgency?

I am on leave tomorrow and Friday – if you respond in this period can you cc in

[REDACTED]

Thanks,

Sam

From: Laura Miller [REDACTED]
Sent: 27 March 2026 15:56
To: Sam Elliott [REDACTED] >

Subject: 145358/FO/2026 - Land Bounded By Metrolink Line To The North, Alan Turing Way To The East, Gibbon Street To The South, And Loverose Street To The West Manchester

Hi Sam,

Please find our comments attached

Kind Regards

Laura Miller (MRes, MA, BSc(Hons))

Environmental Protection
Environmental Health
Neighbourhoods Directorate
Manchester City Council

email: [REDACTED]

website: www.manchester.gov.uk [REDACTED]
[REDACTED]

Please note that due to working compressed hours Wednesdays are a non-working day for me, I will respond to your email when I return to the office

We are on X, for news and updates follow us [@EnvHealthMcr](#)

Please consider the environment before printing an e-mail

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