



Ms. Jennifer Atkinson
Planning Case Officer
Planning and Regeneration Team
Town Hall Extension
Manchester
M60 2LA

Our Ref: 109874 ASDA Eastlands
Client Ref:
Terry Dale – Associate Director
Direct Dia [REDACTED]
www.systra.co.uk

ASDA Eastlands Supercentre – OVG Arena Transport
Assessment Comments

27th May 2020

Dear Ms. Atkinson,

Ref: 126431/FO/2020 | Erection of a multi-use arena (Use Class D2) (61,082 sqm) with a partially illuminated external facade together with ancillary retail/commercial uses (Classes A1, A3 and A4), with highways, access, servicing, landscaping, public realm and other associated works. Site South of Sportcity Way, East of Joe Mercer Way, West of Alan Turing Way and North of The Ashton Canal at The Etihad Campus Manchester.

SYSTRA Ltd. has been commissioned by ASDA Stores Ltd. to review the Transport Planning information accompanying the above planning application. The purpose of our review is to establish an understanding of the implications and impacts of the proposed development upon the operation of the local road network, and to inform our client of such. Particularly, our client is keen to ensure that the operation of the road network is not detrimentally impacted, resulting in traffic congestion, increased vehicle emissions and road safety issues, particularly for pedestrians, cyclists and those with mobility impairments.

As an adjacent neighbour to the application site, with access achieved also via Alan Turing Way, through Gibbon Street, ASDA consider it important that its views, issues and experiences are considered in the determination of this application. In the interest of collaboration, therefore, and so that any review of transport impacts also includes the operational requirements of its Eastlands store, ASDA has tasked SYSTRA with sharing its findings with Manchester City Council such that a sound planning decision can be made in light of all observations and commentary.

In this regard, and on behalf of ASDA Stores, we would like to express some concerns arising from our review of the accompanying Transport Assessment. Our concerns are summarised below.



100 Wellington Street, Leeds, LS1 1BA, United Kingdom
Telephone [REDACTED]
Registered Office SYSTRA Ltd, 3rd Floor 5 Old Bailey, London, England, EC4M 7BA.
Registered Number 3383212

www.systra.co.uk

Transport Assessment

The Transport Assessment accompanying the planning application is extensive; nonetheless, it is not entirely sound in SYSTRA's view as there are notable gaps in the information provided; this is the case, particularly, in relation to the assessment of traffic impacts.

Bearing in mind that one of the busiest periods for a food retail store typically coincides with the network evening peak period, there is a concentration of traffic movements at the junction of Gibbon Street and Alan Turing Way potentially around the same time as visitors to the proposed venue start to arrive for an evening event. This is likely compounded given the potential for the event to coincide with an evening football match at the Etihad Stadium. In this scenario, some 86,500 person trips could be generated in the period up to 8pm, in addition to trips associated with the operation of both venues and their support staff.

Highways impact and junction assessments

Unsurprisingly, given the above scenario, the Transport Assessment has shown that there is likely to be a material impact on the operation of several junctions in the local area. However, the report does not include any assessment - or provide any results for an assessment - of the operation of the signalised Alan Turing Way / Gibbon Street junction, the principal access to the Eastlands Supercentre.

Employing Classified Turning Counts (CTC) and LINSIG analysis, the Transport Assessment suggests that the following junctions, near the Gibbon Street junction, are likely to be materially, and negatively, impacted by the proposal:

- Alan Turing Way (A6010) / Ashton New Road (A662);
- Alan Turing Way (A6010) / Briscoe Lane; and
- Hulme Hall Lane (A6010) / Oldham Road (A62).

The detrimental impact of the development upon the operation of adjacent junctions, along ASDA's primary customer corridor, is a concern in itself. Notwithstanding this, however, the absence of any assessment of the operation Gibbon Street is a material issue that needs further consideration by the applicant bearing in mind that the junction forms a gateway to the application site and, thus, potentially and directly shares traffic turning movements.

Coincidental events

The Transport Assessment also notes that more than one event can occur at the venue on any given day, these being a matinee event (11,750-person capacity) and a subsequent evening event (23,500-person capacity). This being the case, it is entirely likely that the traffic movements for a matinee event and the follow-on evening event will coincide, generating an extended and uninterrupted period of above average traffic impacts. Again, we would note that, should matinee and evening events occur consecutively, the associated traffic impacts may affect the operation of the Gibbon Street junction, yet there is no consideration of the impacts in the Transport Assessment.

Similarly, as a food retailer, ASDA sees a typical peak trip generation around the weekend midday period. The coincidence of a matinee performance at the venue and an afternoon kick off at the stadium will see a significant increase in person trips on the transport network as visitors exit the venue and spectators arrive for the football match. Clearly, the operation of the stadium is well established, nonetheless, a matinee



event, it is suggested, could generate a further 11,750 person trips within the weekend peak period. Again, no assessment of the operation of the Gibbon Street junction is provided, given such a scenario.

Parking

It is understood that approximately 3,700 on campus parking spaces will be available to the arena when operational. However, the 3,700 spaces are shared with the stadium and the availability of spaces is reduced to just 500 should an event coincide with a football match. Consequently, there is significant potential for antisocial, fly parking. The Transport Assessment discusses this and suggests the implementation or extension of residents parking schemes. Clearly, therefore, there is recognition that antisocial car parking will be an issue.

Further, the applicant has suggested that a car park management plan should be a condition of any planning consent. Whilst this is welcome, it is considered that car parking is a fundamental and material consideration for planning and, as such, a comprehensive review of potential issues and their mitigation should accompany the planning application.

Conclusion

It is not our intention here to provide a technical review of the Transport Assessment. Rather, this representation has highlighted a number of areas of concern to ASDA which have not been addressed in the report, principally these are related to the operation of the access to the Eastlands Store, and which, therefore, require further consideration.

As it stands, it is considered that the Transport Assessment provides the Council with insufficient information to achieve the sound determination of the planning application. Hence, ASDA would be pleased if the Council could pursue the provision of further information for ASDA's consideration and such that the Council can come to a sound and fully informed decision.

Your sincerely

A solid black rectangular box used to redact the signature of Terry Dale.

Terry Dale

Associate Director

