



**Wythenshawe Town Football Club,
Wythenshawe, Manchester**
Transport Statement

On behalf of **Padel and Pickle Limited**

Project Ref 332611422 | Rev: A | Date: December 2024

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1 Introduction

1.1 Background

- 1.1.1 Stantec UK Limited (Stantec) has been appointed by Padel and Pickle Limited to prepare a Transport Statement (TS) in support of a planning application for the redevelopment of the existing secondary football pitch located on the southern half of the Wythenshawe Town Football Club site.
- 1.1.2 Wythenshawe Town Football Club is located on the western edge of Wythenshawe, approximately 3km northwest of Wythenshawe town centre, in south Manchester. The location of the site in a general context is illustrated in **Figure 1.1** with the existing site layout included as **Appendix A**.
- 1.1.3 The proposal is to redevelop the secondary pitch which is located on the southern half of the site to accommodate six padel courts, two multi-use courts, one 5-a-side football pitch and a carpark accommodating 35 parking spaces, including three disabled spaces.
- 1.1.4 This TS considers the transport impacts of the proposals and has been produced in accordance with the requirements of National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).

1.2 Report Structure

- 1.2.1 The remainder of this TS is structured as follows:
- **Section 2:** Description of the baseline context of the site, including existing accesses and the surrounding highway network including a review of the existing highway safety;
 - **Section 3:** Description of the proposed development, including details of the proposed site access and parking provision;
 - **Section 4:** Review of national and local transport related planning policies;
 - **Section 5:** Assessment of the accessibility of the site by sustainable modes of travel, including on foot, by cycle and by public transport;
 - **Section 6:** Assessment of trip generation associated with the proposed development during a weekday morning and evening highway network peak hour period;
 - **Section 7:** Assessment of the proposed parking provision for the site; and
 - **Section 8:** Summary and conclusion.

2 Existing Conditions

2.1 Introduction

- 2.1.1 This section provides a description of the application site and the local highway network, including a review of Personal Injury Collision data in the vicinity of the site.

2.2 Application Site

- 2.2.1 The site is located on the western edge of Wythenshawe, approximately 3km northwest of Wythenshawe town centre, in south Manchester. The location of the site in a general context is illustrated in **Figure 1.1** with the existing layout included as **Appendix A**.
- 2.2.2 Wythenshawe Football Club is bound by Altrincham Road (A560) to the north, a Tesco Extra food store and builders' warehouse to the east, a rail line to the south and existing residential properties to the west.
- 2.2.3 At present the site is occupied by Wythenshawe Town Football Club and extends to an area of 0.81ha. The northern half of the site is occupied by the football ground, club house and associated parking (approximately 21 spaces). The southern half of the site is currently occupied by a secondary pitch, although it is understood the pitch is unused. In addition, a public footpath runs directly through the centre of the site linking Timpson Road to the residential areas located to the west of the site.
- 2.2.4 At present, the main vehicular and pedestrian access to the site is taken from the eastern boundary of the site via Timpson Road.

2.3 Local Highway Network

- 2.3.1 **Figure 2.1** shows the site location in context with the local highway network.
- 2.3.2 Timpson Road is located to the east of the site and is a single two-way carriageway subject to a 30mph speed limit. Timpson Road is a cul-de-sac road, approximately 300m long, which runs west of the Southmoor Road/Timpson Road signalised junction. The road provides access to a number of commercial and industrial units, service access for the Tesco food store and main access to a LIDL food store, as well as the proposed site.
- 2.3.3 Timpson Road has footways on both sides of the carriageway and street lighting is present at regular intervals. Signalised pedestrian crossings and advanced cycle stop lines are present on the southern and western arms of the Southmoor Road/Timpson Road signalised junction. In addition, parking is unrestricted along the majority of Timpson Road.
- 2.3.4 Southmoor Road is located to the east of the site and is a single two-way carriageway which links the Altrincham Road (A560)/Moor Road signalised junction approximately 110m to the north of the signalised junction with Timpson Road and a priority junction with Floats Road approximately 1.1km to the south. The road is subject to a 30mph speed limit and has street lighting at regular intervals along the road.
- 2.3.5 Shared footway/cycleways are present along either side of the carriageway on Southmoor Road. In addition, signalised pedestrian crossings and advanced cycle stop lines are present on all arms of the Altrincham Road (A560)/Moor Road signalised junction. Within the vicinity of the Timpson Road signalised junction, parking restrictions in the form of double yellow lines are present along Southmoor Road.
- 2.3.6 Altrincham Road (A560) is located to the north of the site and is a dual carriageway separated by a central reservation. Within the vicinity of the site Altrincham Road (A560) becomes

Shaftesbury Avenue (A560) approximately 600m to the west of the site where it continues west, terminating onto Church Street (A56). In addition, approximately 2.8km east of the site Altrincham Road (A560) terminates onto Junction 2 of the M56. The road is subject to a 30mph speed limit and has street lighting at regular intervals along the road.

- 2.3.7 A shared footway/cycleway is located along the north of the carriageway on Altrincham Road (A560). A footway is also present along the south of the carriageway, segregated by a grass verge. In addition, two uncontrolled pedestrian refuse crossings are located approximately 160m east and 80m west of the site.

2.4 Highway Safety

- 2.4.1 Personal Injury Collision (PIC) data for the most recent five-year period from 2018 to 2022 has been obtained from the CrashMap database, which is an official database of personal injury collision data in Great Britain.
- 2.4.2 PIC data is recorded by severity of injury, as slight, serious, or fatal. These are statistical definitions regarding the injuries to the casualties of a collision, which mean the following:
- **Slight:** at least one person is slightly injured, but no person is killed or seriously injured. Here a slight injury is one where treatment does not require a hospital stay as an in-patient;
 - **Serious:** at least one person is seriously injured, but no person is killed. Here a serious injury is one where treatment requires a hospital stay as an in-patient; and
 - **Fatal:** where a human casualty sustained injury, which caused death less than 30 days after the collision.
- 2.4.3 The PIC data was reviewed for a study area in the vicinity of the proposed development, including the full extent of Timpson Road, plus a section of Southmoor Road 100m north and south of the junction with Timpson Road. The review identified that one PIC has occurred within the study area over the last five years of available information.
- 2.4.4 The PIC occurred at the Southmoor Road /Timpson Road signalised junction, located approximately 300m east of the site. The PIC involved vehicle users only and resulted in a slight injury.
- 2.4.5 In summary, one PIC has occurred within the study area during the past five years of available information, resulting in one slight injury. In conclusion, it has been demonstrated that there are no inherent road safety issues associated with the existing highway layout in the vicinity of the site.

3 Development Proposals

3.1 Introduction

- 3.1.1 This section describes the proposed development, including overall development proposals, site access and parking provision.

3.2 Development Proposals

- 3.2.1 The proposal is to redevelop the existing Wythenshawe Football Club secondary pitch which is located on the southern half of the site to accommodate six padel courts (six double courts and one single court), two multi-use courts, one 5-a-side football pitch and a car park.
- 3.2.2 The development has a site area of 0.81ha and the Proposed Site Layout is included as **Appendix B**.

3.3 Site Access and Parking Provision

- 3.3.1 At present, the main vehicular and pedestrian access to the site is taken from the eastern boundary of the site at the end of Timpson Road.
- 3.3.2 As can be seen from Proposed Site Layout (**Appendix B**), the main vehicular and pedestrian access to the site will be retained from the existing access point on Timpson Road. In addition, the proposed development will provide six cycle spaces within a secure and covered cycle store, located adjacent to the proposed multi-use courts.
- 3.3.3 The proposed development will provide a total of 35 parking spaces including three disabled spaces. As can be seen in **Appendix B**, six 'perpendicular' parking spaces are proposed to the north of the tennis courts, and eight 'parallel' parking spaces are proposed to the west of the multi-use courts. In addition, the remaining 21 spaces including 3 disabled spaces are proposed at the south eastern corner of the site.
- 3.3.4 **Drawing 33261122/100/002** shows an estate car accessing the proposed car park. The swept path analysis demonstrates that the tested car parking spaces are accessible. In addition, **Drawing 332611422/100/002** shows that an estate car can turn within the proposed turning head when exiting the parallel parking spaces located to the west of the multi-use courts.
- 3.3.5 It has been confirmed that delivery vehicles to the site will be small, with the largest vehicle being a commercial van. Swept Path Analysis has also been carried out for a delivery van accessing the site. **Drawing 332611422/100/001** shows a delivery van entering the site from Timpson Road and turning within a dedicated turning head, located at the southern boundary of the site, before exiting the site in forward gear.
- 3.3.6 A parking assessment has been undertaken in **Section 7**.

4 Transport Policy

4.1 Introduction

4.1.1 This section sets out the relevant national and local transportation related policies and guidance against which the proposed development should be assessed, and comprises the following documents:

- National Planning Policy Framework (December 2024);
- Planning Practice Guidance (March 2015);
- Greater Manchester Transport Strategy 2040 (2021);
- Places for Everyone – Joint Development Plan Document (March 2024);
- Manchester's Local Development Framework- Core Strategy Development Plan Document (July 2012); and
- Manchester Core Strategy 2012 to 2027 Parking Standards (July 2012).

4.2 National Policy

National Planning Policy Framework (2024)

4.2.1 The Department for Communities and Local Government published its revised National Planning Policy Framework (NPPF) in December 2024 which replaced the 2012, 2018, 2019, 2021 and 2023 editions of the NPPF.

4.2.2 To promote sustainable transport, Paragraph 115 states that *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) *sustainable transport modes are prioritised taking account of the vision for the site, type of development and its location;*
- b) *safe and suitable access to the site can be achieved by all users;*
- c) *the streets, parking areas, other transport elements and the content of associated standards reflect the current national guidance, including the National Design Guide and National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of the capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach'*

4.2.3 In line with Paragraph 115, **Section 5** of this report details the accessibility of the site by sustainable modes and **Section 3.4** provides details of the proposed site access.

4.2.4 Additionally, paragraph 116 of the NPPF states *'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.'* This TS has been prepared in support of the proposed development.

4.2.5 Paragraph 109 states that *'Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable popular places. This should involve:*

- a) Making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impact of traffic and transport infrastructure – including appropriate opportunities for avoiding and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.'*

4.2.6 This TS assesses the proposed development in the context of Paragraph 104 by reviewing the accessibility of the site by sustainable modes of travel (**Section 5**).

4.2.7 Paragraph 116 of the NPPF states *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'*

Planning Practice Guidance (March 2015)

4.2.8 The PPG adds further context to the NPPF. Within the 'Travel Plans, Transport Assessments and Statements in decision-taking' section, it states that these *'...are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.'*

4.2.9 The PPG identifies that *'Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required). The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or 'severe' impacts.'*

4.2.10 The PPG also states that *'Travel Plans, Transport Assessments and Statements can positively contribute to:*

- encouraging sustainable travel,
- lessening traffic generation and its detrimental impacts,
- reducing carbon emissions and climate impacts,

- creating accessible, connected, inclusive communities,
- improving health outcomes and quality of life,
- improving road safety, and
- reducing the need for new development to increase existing road capacity or provide new roads.'

4.2.11 The preparation of this TS accords with the principles of the PPG by demonstrating that the proposed development will not be detrimental to highway safety and that the transport impact of the proposed development will not be severe.

4.3 Local Policy

Greater Manchester Transport Strategy 2040 (January 2021)

4.3.1 The Greater Manchester Transport Strategy 2040 was adopted in January 2021 and sets out Greater Manchester's long-term ambition for transport. The document includes a vision for Greater Manchester to have world class connections that support long-term, sustainable economic growth and access to opportunity for all. This vision involves four key elements including:

- Supporting sustainable economic growth;
- Protecting our environment;
- Improving quality of life for all; and
- Developing an innovative city-region.

4.3.2 To achieve this vision and ambitions, the strategy document sets out a series of priorities and principles:

- A reliable and resilient multi-modal highway network that supports both efficient movement of people and goods to, from and across Greater Manchester, and high quality urban environments through:
 - A unified Greater Manchester approach to managing and maintaining the motorways and key roads;
 - Using new technologies on motorways and major roads to tackle congestions and support growth;
 - Proposals to manage demand on our highways network and reduce vehicle emissions;
 - Road safety improvements, with a focus on vulnerable users;
 - Carefully targeted bus priority measures on key corridors to improve reliability; and
 - Balancing the needs of through traffic with the needs of centres and communities.
- A fully integrated public transport system with high capacity for passengers and freight, that offers an attractive choice to support a rapidly growing City Region through:

- High quality, integrated bus system with unified branding;
- A three-phase approach to expanding our rapid transit network;
- Increased rail capacity for passengers and freight;
- Improved transport interchange and passenger waiting facilities;
- Simple and affordable fares and integrated ticketing;
- A more integrated approach to supporting modes such as taxis, coaches and door-to-door transport; and
- Development of car clubs and cycle hire schemes.
- A comprehensive network of on and off-road walking and cycling routes linking homes to key local destinations and for leisure through:
 - A network of routes, linking schools, colleges, employment areas, shopping centres and public transport interchanges, that is segregated wherever possible;
 - Improved cycle parking and other cycle facilities at key destinations;
 - Introducing 20mph zones, where these have local support, in local areas to make it safer to walk and cycle; and
 - Developing on-street way-finding infrastructure and signage, supported by digital mapping and journey; and
 - Planning tools to make it easier for people to find their way around on foot and by cycle.
- Improved efficiency in the movement of goods and servicing through:
 - Improved journey times and reliability for deliveries; and
 - Reduced environmental impact of logistics.

Places for Everyone – Joint Development Plan Document (March 2024)

4.3.3 The Places for Everyone (PfE) document was adopted in March 2024 and is a long-term development plan of nine Greater Manchester districts for jobs, new homes and sustainable growth. It has been prepared by Greater Manchester Combined Authority on behalf of the nine districts as follows:

- Bolton;
- Bury;
- Manchester;
- Oldham;
- Rochdale;
- Salford;
- Tameside;

- Trafford; and
- Wigan

4.3.4 Policy JP-C1: An Integrated Network focuses on ensuring development within the districts is sustainably integrated into Greater Manchester's transport network or supported by new infrastructure. Policy JP-C1 states *"In order to help deliver an accessible, low carbon greater Manchester with world class connectivity, we will support a range of measures including:*

- *Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsuitable modes to jobs, housing and other key services, including health care, education, retail, recreation and leisure facilities, green space and green infrastructure...*
- *Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport"*

4.3.5 This TS assesses the proposed development in the context of Policy JP-C1 by reviewing the accessibility of the site by sustainable modes of travel (**Section 5**).

Manchester's Local Development Framework - Core Strategy Development Plan Document (July 2012)

4.3.6 The Core Strategy document was adopted by Manchester City Council in July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027. The document outlines the council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision.

4.3.7 Chapter 5 of the document sets out a number of spatial objectives for Manchester. Spatial Objective S05: Transport states Manchester City Council will aim to *"Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation."*

4.3.8 Building on the above, Policy SP1: Spatial Principles states *"New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of transport."* In addition, Policy SP1 states that development in all parts of the city should *"improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision."*

4.3.9 Chapter 11 of the document outlines a range of policies related to Spatial Objective 05 which will help deliver the vision for transport within the city. Policy T1: Sustainable Transport states *"To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -*

- *Improve choice by developing alternatives to the car.*
- *... Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *...Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*

1. Pedestrians and disabled people

2. Cyclists, public transport,
3. Commercial access
4. General off peak traffic
5. General peak time traffic.”

4.3.10 In addition, Policy T2: Accessible areas of opportunity and need states “The Council will actively manage the pattern of development to ensure that new development: -

- ...Is located easily accessible by walking, cycling and public transports; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.
- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regards to the need for disabled and cycle parking, in line with appendix B.”

4.3.11 This TS assesses the proposed development in the context of Policy T2 by reviewing the accessibility of the site by sustainable modes of travel (**Section 5**) and car parking provision (**Section 3**).

Manchester Core Strategy 2012 to 2027 Parking Standards (July 2012)

4.3.12 Appendix B of the Core Strategy document sets out the required parking standards for new developments, providing standards for levels of car and cycle parking associated with new development in Manchester.

4.3.13 The car and cycle parking standards for Use Class D2 (Other Leisure Facilities) are set out in Table 15.1 of the core strategy document. The car and cycle parking are summarised in **Table 4.1** below.

Table 4.1: Manchester Council Parking Standards

Use Class	Land use	Maximum Car Parking Spaces	Minimum Number of Spaces Required for:	
		District Centres	Disabled Provision (up to 200 in total)	Cycle Provision
D2	Other Leisure Facilities	1 space per 25sqm	3 bays or 6% of total capacity whichever is greater	1 per 140sqm Minimum of 2 spaces

4.3.14 Appendix B of the core strategy states ““Standards for car parking are maximum and may be subject to further reduction when consideration is given to accessibility of the particular site.”

5 Accessibility by Sustainable Modes of Travel

5.1 Introduction

- 5.1.1 Current national and local policy on transportation states that new developments should promote more sustainable transport choices for people, particularly accessibility to education, jobs, shopping and leisure facilities by public transport, walking and cycling, in order to reduce the dependence on the private car.
- 5.1.2 In view of the current transport policy requirements, this section considers the accessibility of the proposed development by non-car modes.

5.2 Accessibility on Foot

- 5.2.1 In terms of accessibility on foot, it is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km.
- 5.2.2 The site is located on the western edge of Wythenshawe, approximately 3km northwest of Wythenshawe town centre, in south Manchester. A public footpath runs directly through the centre of the site linking Timpson Road to the residential areas located to the west of the site.
- 5.2.3 Timpson Road is located to the east of the site, which has footways and street lighting on both sides of the carriageway. Signalised pedestrian crossings are present on the southern and western arms of the Southmoor Road/Timpson Road signalised junction, located approximately 300m to the east of the site.
- 5.2.4 Southmoor Road is located to the east of the site and has shared footway/cycleways along either side of the carriageway. In addition, signalised pedestrian crossings are present on all arms of the Altrincham Road (A560)/Moor Road signalised junction.
- 5.2.5 A shared footway/cycleway is located along the north of the carriageway on Altrincham Road (A560). A footway is also present along the south of the carriageway, segregated by a grass verge. In addition, two uncontrolled pedestrian refuse crossings are located on Altrincham Road (A560) approximately 160m east and 80m west of the site.
- 5.2.6 **Figure 5.1** illustrates the 1km and 2km walking catchments from the site. These walking distances are in accordance with the Chartered Institution of Highways and Transportation (CIHT) document entitled "Guidelines for Providing for Journeys on Foot" (2000), which states a preferred maximum walking distance of 2km for commuters, school trips and sightseeing, with 1km being the acceptable distance. These distances have therefore been used to illustrate the catchment areas that are accessible on foot for staff from the site.
- 5.2.7 As can be seen in **Figure 5.1**, large residential areas of Wythenshawe are located to the north, east and west of the site within the 1km walking distance of the site where visitors local to the site could live. No further residential areas are located within the 1km catchment to the south of the site, as the area to the south of the site is predominantly industrial.
- 5.2.8 The 2km walking catchment area significantly increases the extent of residential areas that visitors, local to the site could live including Baguley to the east, Timperley to the west, Brooklands to the northwest and the southern edge of Sale to the north and Newall Green to the southeast. No further residential areas are located within the 2km catchment to the south of the site.
- 5.2.9 It has therefore been demonstrated that the site is highly accessible on foot for visitors living within 2km of the site.

5.3 Accessibility by Cycle

- 5.3.1 It is widely accepted that cycling also has the potential to substitute for short car trips, particularly those less than 5km, and can form part of a longer journey by public transport.
- 5.3.2 Southmoor Road is located to the east of the site and has shared footway/cycleways along either side of the carriageway. In addition, advanced cycle stop lines are present on all arms of the Altrincham Road (A560)/Moor Road signalised junction. A shared footway/cycleway is also located along the north of the carriageway on Altrincham Road (A560).
- 5.3.3 In addition, National Cycle Route 56 (NCR 56) is located approximately 1.6km east of the site and can be accessed via Altrincham Road (A560). Within the vicinity of the site NCR 56 provides access to West Didsbury to the northeast and Wythenshawe town centre to the southeast.
- 5.3.4 **Figure 5.2** illustrates the 3km and 5km cycling catchment areas from the site and the local and National Cycle Routes. As can be seen from **Figure 5.2**, the 3km cycling catchment extends to the residential areas of Sale Moor to the north, Northern Moor to the northeast, Wythenshawe to the east and southeast and the eastern edge of Altrincham to the west.
- 5.3.5 In addition, **Figure 5.2** shows that the 5km cycling catchment extends to the residential areas of Sale to the north, Northenden to the northeast, Gatley to the east, Hale Barns to the south, Hale to the southwest, Altrincham and West Timperley to the west and Woodhouses to the northwest. These are large residential areas where visitors living local to the site could travel from.
- 5.3.6 It has therefore been demonstrated that the site is highly accessible by cycle for visitors living within the area.

5.4 Accessibility by Public Transport

Accessibility by Bus

- 5.4.1 The CIHT document “Guidelines for Planning for Public Transport in Development” (March 1999) states that new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop.
- 5.4.2 The nearest bus stops to the site are located on either side of Southmoor Road, approximately 350m to the east of the site. The northbound bus stop is marked by a post and flag and the southbound stop is a sheltered on-street stop with seating and is marked by a dedicated bus layby. Both bus stops are served by bus route 11 and 19.
- 5.4.3 In addition, a number of additional services are provided from the bus stops located on either side of Altrincham Road (A560), approximately 350m to the northwest of the site. Both bus stops are sheltered on-street stops with seating and are marked by a dedicated bus layby.
- 5.4.4 The routes and frequencies of the bus services operating from Southmoor Road and Altrincham Road are summarised in **Table 5.1**.

Table 5.1: Local Bus Services

Bus Service	Route	Frequency (each direction)		
		Mon-Fri	Sat	Sun
Southmoor Road Bus Stops				
11	Stockport – Edgeley – Cheadle – Gatley – Altrincham	0545 – 1944 Approximately every 20 minutes 2014 – 2314 Every Hour	0623 – 1945 Approximately every 20 minutes 2015 – 2315 Every hour	0747 – 0947 Every hour 1021 – 2017 Approximately every 30 minutes 2113 – 2313 Every hour
	Altrincham – Gatley – Cheadle – Edgeley – Stockport	0557 – 2028 Approximately every 20 minutes 2058 – 2358 Every hour	0625 – 1929 Approximately every 20 minutes 1959 – 2359 Every hour	0829 – 0929 Every hour 1009 – 2009 Approximately every 30 minutes
19	Altrincham – Sale – Sale Moor – North Moor – Wythenshawe	0637 – 1939 Approximately every 30 minutes 2003 – 0002 Every hour	0738 – 1957 Approximately every 30 minutes 2102 – 0002 Every hour	0908 – 0002 Every hour
	Wythenshawe – Northern Moor – Sale Moor – Sale – Altrincham	0520 – 1929 Approximately every 30 minutes 2034 – 2334 Every hour	0732 – 1932 Approximately every 30 minutes 2034 – 2334 Every hour	0850 – 1850 Every hour 1934 – 2334 Every hour
Altrincham Road (A560) Bus Stops				
11	Stockport – Edgeley – Cheadle – Gatley – Altrincham	0546 – 1945 Approximately every 20 minutes 2015 – 2315 Every hour	0624 – 1946 Approximately every 20 minutes 2016 – 2316 Every hour	0750 – 0950 Every hour 1022 – 2017 Approximately every 30 minutes 2114 – 2314 Every hour
	Altrincham – Gatley – Cheadle – Edgeley – Stockport	0555 – 2026 Approximately every 20 minutes 2056 – 2356 Every hour	0555 – 2026 Approximately every 20 minutes 2056 – 2356 Every hour	0826 – 0926 Every hour 1006 – 2005 Approximately every 30 minutes 2056 – 2256 Every hour
18	Eccles – Trafford Park – Sale – Manchester Airport	0504 – 1913 Approximately every hour 2106 – 2306 Every 2 hours	0709 – 1906 Approximately every hour 2106 – 2306 Every 2 hours	0904 – 2306 Approximately every 2 hours
	Manchester Airport – Sale – Trafford Park – Eccles	0620 – 1930 Approximately every hour 2043 – 2243 Every 2 hours	0727 – 1927 Approximately every 2043 – 2243 Every 2 hours	0843 – 2243 Every 2 hours

Bus Service	Route	Frequency (each direction)		
		Mon-Fri	Sat	Sun
19	Altrincham – Sale – Sale Moor – North Moor – Wythenshawe	0634 – 1937 Approximately every 30 minutes 2001 – 0001 Every hour	0735 – 1956 Approximately every 30 minutes 2101 – 0001 Every hour	0906 – 0001 Approximately every hour
	Wythenshawe – Northern Moor – Sale Moor – Sale – Altrincham	0520 – 1929 Approximately every 30 minutes 2034 – 2334 Every hour	0733 – 1933 Approximately every 30 minutes 2034 – 2334 Every hour	0850 – 1850 Every hour 1934 – 2334 Every hour
370/371	Stockport – Heaton Mersey – Cheadle – Gatley – Altrincham	0624 – 1940 Approximately every 30 minutes	0839 – 1809 Approximately every 30 minutes	N/A
	Altrincham – Gatley – Cheadle – Heaton Mersey – Stockport	0636 – 1909 Approximately every 30 minutes 1945 – 2045 Every hour	0843 – 1843 Approximately every 30 minutes	N/A

5.4.5 **Table 5.1** demonstrates that the proposed development benefits from four regular bus services Monday to Saturday and three regular services on Sunday. All services provide access to nearby residential areas, including Altrincham, Sale and Gatley, that staff and members local to the site could live.

5.4.1 Taking account of the bus routes near the site, it has been demonstrated that the site is highly accessible by bus for visitors.

5.5 Accessibility by Metrolink

5.5.1 Moor Road Metrolink is located approximately 700m northeast of the site and is a stop on the Manchester Airport Line (Blue Line). **Table 5.2** provides a summary of the tram services available from the Metrolink nearest to the site.

Table 5.2: Local Metrolink Routes and Frequencies

Line	Calling Points	Mon – Thurs	Fri-Sat	Sun
Blue Line	Manchester Airport – Victoria	0600-0000 Every 12 minutes	0000-0100 Every 24 minutes	0700 - 0000 Every 15 minutes

5.5.2 **Table 5.2** demonstrates that the proposed development benefits from one regular Metrolink service Monday to Sunday.

5.5.3 Therefore, taking account of the regular Metrolink service Monday to Sunday near the site, it has been demonstrated that the site is highly accessible by tram for visitors.

5.6 Accessibility Summary

5.6.1 In conclusion it has been demonstrated that the site is highly accessible on foot, by cycling and by public transport in accordance with national and local transport policies.

6 Trip Generation

6.1 Introduction

- 6.1.1 This section provides a forecast of the trip generation associated the proposed development. An assessment for a weekday morning and evening peak hour has been carried out to assess the likely traffic impact of the proposed development on the local highway network.
- 6.1.2 The latest Trip Rate Information Computer System (TRICS) database (version 7.11.3) has been interrogated to calculate the trip generation associated with the proposed development. This is a current and accepted methodology for forecasting the trip generation associated development.

6.2 Proposed Development

- 6.2.1 The sites within the TRICS database were analysed from the “07- Leisure (Leisure Centre)” category with the following selection criteria:
- Excluding Greater London, Southeast of England, Scotland, Wales, Northern Ireland and Ireland regions;
 - Range of 0.17 hectare to 2 hectare;
 - Date range from 1 January 2000 to 16 September 2021; and
 - Weekday surveys only.
- 6.2.2 The above criteria identified a selection of five leisure centre sites containing sports courts. Out of the five identified leisure centre sites, 4 sites accommodate both a gym and swimming pool. In addition, the final leisure centre site consisted of a sports arena with space for 1,700 spectators. The proposed development will accommodate six padel courts, 2 multi-use courts and one 5-a-side football pitch. Therefore, following interrogation of the TRICS outputs it is deemed that the “07- Leisure (Leisure Centre)” category is not representative of the proposed development.
- 6.2.3 Following interrogation of “07- Leisure (Leisure Centre)” category, sites were analysed from the “16- Mixed (A- Miscellaneous)” category. The search identified a sports centre site accommodating tennis courts, squash courts and bowls facilities, with a site area of 3.6 hectares (ha), located within Aylesbury. The proposed development has a site area of 0.81ha. Therefore, in order to calculate the proposed trip generation, the Aylesbury site has been factored down to reflect the proposed Wythenshawe site. The full TRICS output is included as **Appendix C**.
- 6.2.4 The resultant trip generation for the proposed development comprising a site area of 0.81ha, during a weekday morning and evening highway network peak hour is summarised in **Table 6.1**.

Table 6.1: Proposed Sport Courts Trip Generation (0.81ha)

Time Period	Trip Generation		
	Arrivals	Departures	Total
0800 – 0900	2	0	2
1700 - 1800	9	2	11

- 6.2.5 As can be seen from **Table 6.1** the proposed development is forecast to generate a total of two two-way trips during a weekday morning peak hour. This level of trip generation equates to, on average, one vehicle trip every 30 minutes.
- 6.2.6 In addition, the proposed development is forecast to generate a total of 11 two-way vehicle trips during a weekday evening peak hour. This level of trip generation equates to, on average, one vehicle trip every 5 minutes.

6.3 Conclusion

- 6.3.1 In conclusion, the additional number of trips generated by the proposed development will have a negligible traffic impact on the local highway network during the morning and evening peak hours. Consequently, no further assessment of traffic impact associated with the proposed development is required.

7 Proposed Parking Provision

7.1 Introduction

- 7.1.1 This section provides an assessment of the proposed parking provision against Manchester City Councils Parking Standards.
- 7.1.2 In order to assess the proposed parking provision, an assessment of the proposed parking provision has also been undertaken using first principles. In addition, this section provides a parking accumulation assessment for the proposed development based on a parking survey carried out at the Aylesbury sports centre site.

7.2 Manchester City Council's Parking Standards

- 7.2.1 The parking standards for Manchester City Council have been set out in **Section 4.3**. The standards outlined in **Section 4.3** should be applied to the Gross Floor Area (GFA) of a building. As the proposed development consists of outdoor sports courts, it is considered that the Use Class D2 (Other Leisure Facilities) car parking standards are unrepresentative for the proposed development.

7.3 Proposed Parking Provision

- 7.3.1 As set out in **Section 3**, a total car parking provision of 35 spaces, including three disabled spaces is proposed. In addition, the proposed development will provide six cycle parking spaces within a secure and covered cycle store.
- 7.3.2 An assessment of the proposed car parking provision has been undertaken using first principles. In addition, a parking accumulation assessment for the proposed development based on a parking survey carried out at the Aylesbury sports centre site.

7.4 First Principles Parking Assessment

- 7.4.1 Based on first principles, **Table 7.1** forecasts the maximum number of people that could use each of the proposed sports courts, if all in use at the same time.

Table 7.1: People Using Sports Courts

Proposal	People / Players
6 X Double Padel Courts	24
2 X Multi-Use Courts (Assume can be doubles)	8
1 X 5-a-side Football Pitch	10
Total Players	42 Players

- 7.4.2 As can be seen in **Table 7.1**, assuming all courts/pitches are fully utilised at the same time, there will be a maximum of 42 players on site.
- 7.4.3 As demonstrated in **Section 5**, the site benefits from access to regular public transport and is highly accessible by walking and cycling. It is also unlikely all players will arrive by single occupancy car. Therefore, a car parking provision of 35 spaces for the proposed development will be sufficient to meet the level of demand.

7.5 Parking Accumulation Assessment

- 7.5.1 A parking accumulation assessment has also been undertaken for the proposed development based on a survey carried out at the existing Aylesbury sports centre site, included within TRICS. The full TRIC's output is included as **Appendix C**.
- 7.5.2 The existing Aylesbury sport centre has a parking provision of 135 on-site spaces. The proposed development will accommodate 35 on-site parking spaces. Therefore, in order to calculate the proposed trip generation, the Aylesbury site has been factored down to reflect the proposed Wythenshawe site.
- 7.5.3 The resultant parking accumulation assessment for the proposed development, accommodating 35 parking space is summarised in **Table 7.2**.

Table 7.2: Parking Accumulation Assessment

Time Period	In	Out	Parking Accumulation	Occupancy (%)
0700-0800	0	0	0	0%
0800-0900	2	0	2	5%
0900-1000	5	2	5	13%
1000-1100	9	2	12	34%
1100-1200	2	4	10	29%
1200-1300	2	11	1	3%
1300-1400	1	1	0	1%
1400-1500	1	1	0	1%
1500-1600	1	1	1	2%
1600-1700	4	2	2	7%
1700-1800	11	2	11	31%
1800-1900	11	4	18	50%
1900-2000	8	5	21	61%
2000-2100	1	4	19	53%
2100-2200	1	13	7	19%

- 7.5.4 As can be seen in **Table 7.2**, the maximum parking demand for the proposed development based on the existing Aylesbury is forecast to occur between 7pm to 8pm. It is forecast that 21 out of a possible 35 spaces will be occupied, equating to a 61% occupancy rate.
- 7.5.5 In comparison, the proposed parking demand would provide an additional 14 spaces than the maximum demand required based on the existing Aylesbury site. Therefore, a car parking provision of 35 spaces for the proposed development will be sufficient to meet the level of demand.

7.6 Conclusion

- 7.6.1 The Council's parking standards should be applied to the Gross Floor Area (GFA) of a building. As the proposed development consists of outdoor sports courts, it is considered that the Use Class D2 (Other Leisure Facilities) parking standards are unrepresentative of the proposed development.
- 7.6.2 An assessment of the proposed parking provision has been undertaken using first principles, which has forecast a maximum of 42 players could be on site if all pitches are fully utilised at the same time. As it has also been demonstrated that the site benefits from access to regular public transport and is highly accessible by walking and cycling, it is unlikely all players will arrive by single occupancy car.
- 7.6.3 A further assessment against a parking survey carried out at the existing Aylesbury sports centre site has also demonstrated that a parking provision of 35 spaces would cater for the maximum parking demand for the site.
- 7.6.4 In terms of cycle provision, six cycle spaces are proposed within a secure and covered cycle store.
- 7.6.5 The proposed parking provision should therefore be deemed acceptable.

8 Summary and Conclusion

8.1 Summary

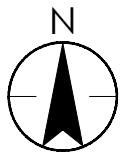
- 8.1.1 Stantec UK Limited has been appointed by Padel and Pickle Limited to prepare a Transport Statement in support of a planning application for the redevelopment of a secondary football pitch on the southern half of the Wythenshawe Town Football Club.
- 8.1.2 The site is located on the western edge of Wythenshawe, approximately 3km northwest of Wythenshawe town centre. The site is bound by Altrincham Road (A560) to the north, a Tesco Extra food store and builders' warehouse to the east, a rail line to the south and existing residential properties to the west.
- 8.1.3 At present the site is occupied by Wythenshawe Town Football Club. The northern half of the site is occupied by the football ground, club house and associated parking (approximately 21 spaces). The southern half of the site is currently occupied by a secondary pitch, although it is understood the pitch is unused. In addition, a public footpath runs directly through the centre of the site linking Timpson Road to the residential areas located to the west of the site.
- 8.1.4 Personal injury collision data was reviewed for a study area in the vicinity of the proposed development, including the full extent of Timpson Road, plus a section of Southmoor Road 100m north and south of the junction with Timpson Road. The review identified that one collision has occurred within the study area over the last five years of available information. Therefore, it can be concluded that there are no inherent road safety issues with the existing road layout in the vicinity of the site.
- 8.1.5 The proposal is to redevelop a secondary pitch which is located on the southern half of the site to accommodate six padel courts, two multi-use courts, one 5-a-side football pitch and a car park accommodating 35 parking spaces. In addition, the proposed development will provide six cycle spaces within a secure and covered cycle store, locate adjacent to the proposed multi-use courts.
- 8.1.6 An assessment of the accessibility of the site by non-car mode has demonstrated that the site is highly accessible on foot, by cycling and by public transport, in accordance with national and local transport policies and provides excellent opportunities to promote active travel and public transport use for staff and visitors of the site.
- 8.1.7 A trip generation assessment has been carried out and it has been forecast that the proposed development will generate two additional trips during the weekday morning peak hour and 11 additional trips during the weekday evening peak hour. The traffic impact associated with the proposed development therefore will be negligible on the local highway network.
- 8.1.8 The Council's parking standards should be applied to the Gross Floor Area (GFA) of a building. As the proposed development consists of outdoor sports courts, it is considered that the Use Class D2 (Other Leisure Facilities) parking standards are unrepresentative of the proposed development.
- 8.1.9 An assessment of the proposed parking provision has been undertaken using first principles, which has forecast a maximum of 42 players could be on site if all pitches are fully utilised at the same time. As it has also been demonstrated that the site benefits from access to regular public transport and is highly accessible by walking and cycling, it is unlikely all players will arrive by single occupancy car.
- 8.1.10 A further assessment against a parking survey carried out at the existing Aylesbury sports centre site has also demonstrated that a parking provision of 35 spaces would cater for the

maximum parking demand for the site. The proposed parking provision should therefore be deemed acceptable.

8.2 Conclusion

- 8.2.1 This Transport Statement has demonstrated that the site is highway accessibly by sustainable modes of travel and there will be no material traffic impact associated with the proposed development on the local highway network.
- 8.2.2 In conclusion, the planning application should therefore be considered acceptable in transportation and highway terms.

Drawings



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Notes

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

1. DRAWING BASED ON 'PROPOSED SITE LAYOUT'
(DRAWING REFERENCE: 24/019/P01), PRODUCED BY
LMP ARCHITECTS, NOVEMBER 2024.

KEY:

- FORWARD GEAR
REVERSE GEAR

VEHICLE DETAILS:

	Estate Car (2006) Overall Length Overall Width Overall Height Min Body Ground Clearance Max Track Width Lock to lock time Kerb to Kerb turning Radius	4.710m 1.804m 1.442m 0.207m 1.756m 4.00s 5.950m
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A UPDATED SITE LAYOUT		AL	BL	2024.12.20
Issued/Revision		By	Appd	YYYY.MM.DD
		AL	BL	2024.12.19
		Dwn.	Dsgn.	Chkd.
				YYYY.MM.DD

Issue Status

S2 - FOR INFORMATION

This document is suitable only for the
purpose noted above.
Use of this document for any other
purpose is not permitted.

Client/Project Logo

PADEL AND PICKLE LIMITED

Client/Project

WYTHENSHAW TOWN FOOTBALL CLUB,
WYTHENSHAW

Title

PROPOSED SITE ACCESS
SWEEP PATH ANALYSIS:
CAR DERIVED VAN

Project No.
332611422

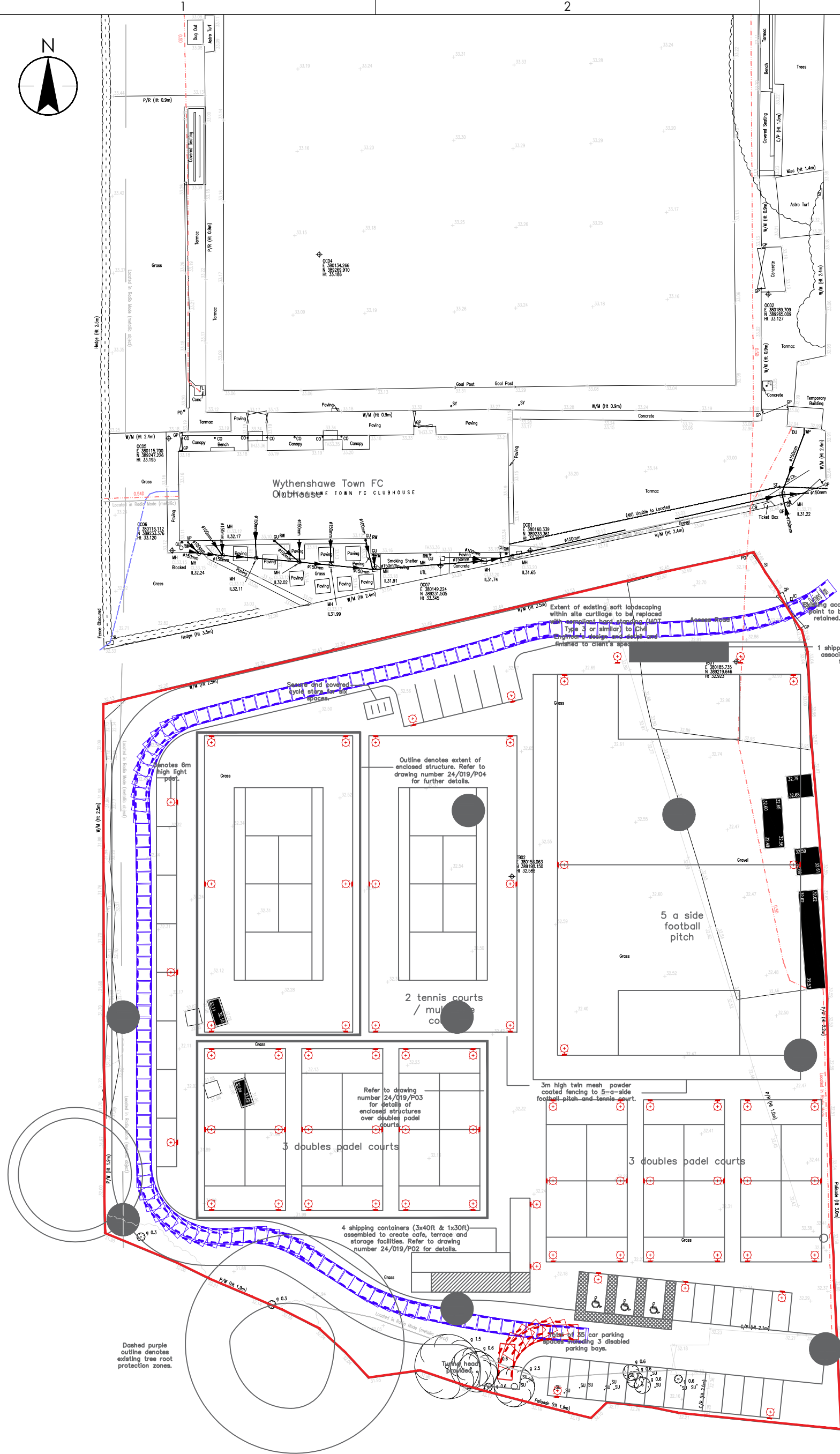
A2 Scale
1:500

Revision

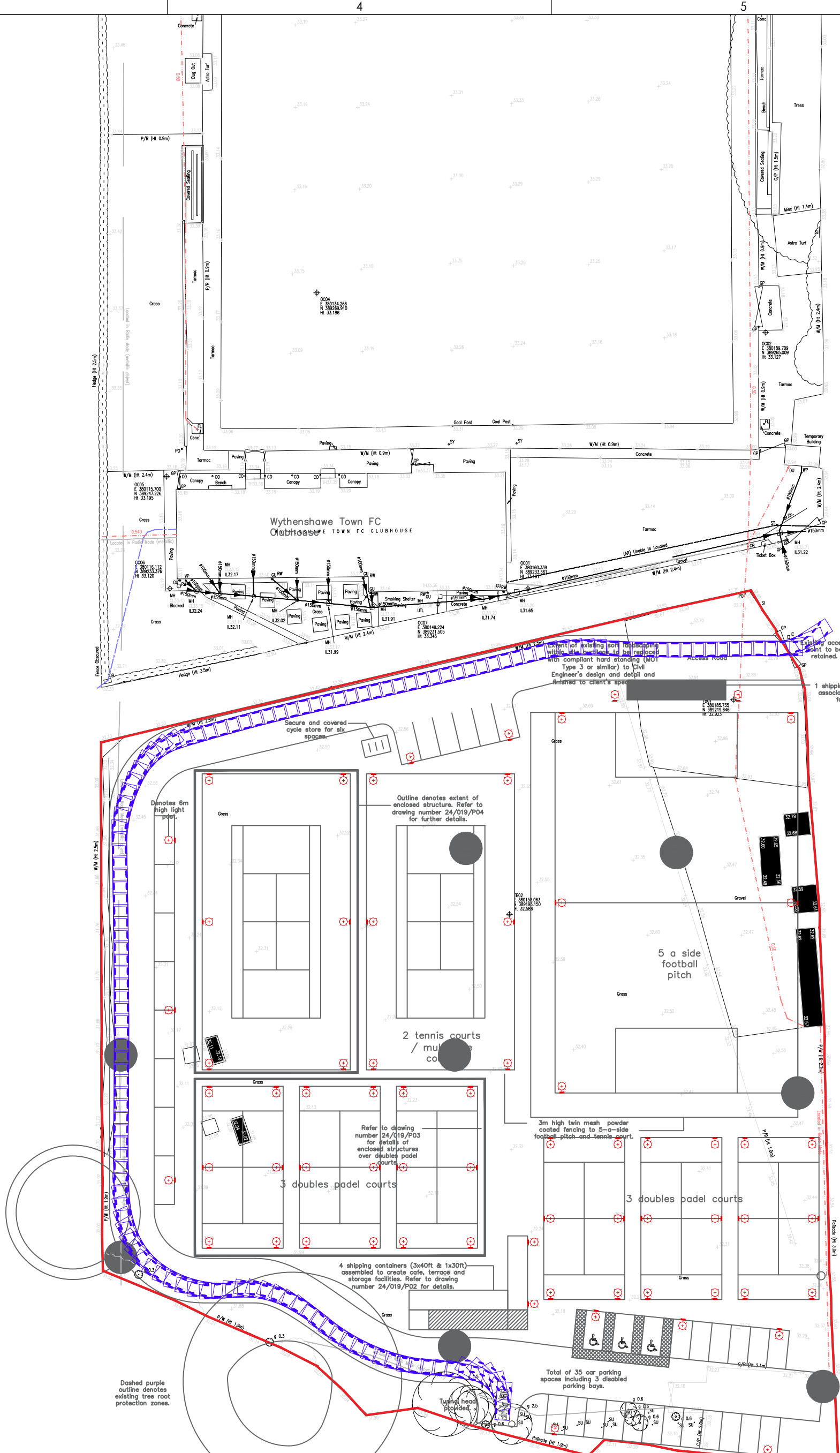
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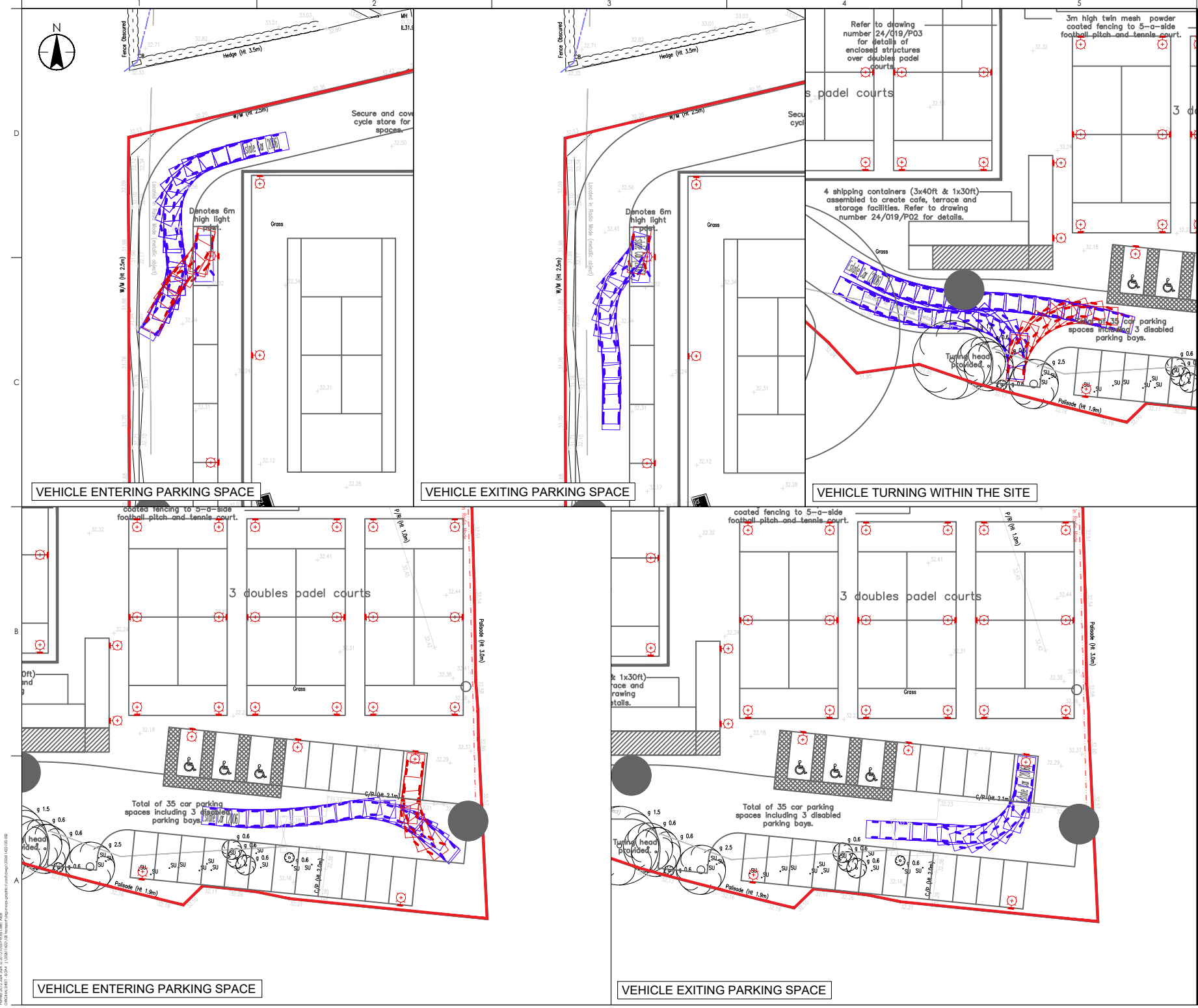
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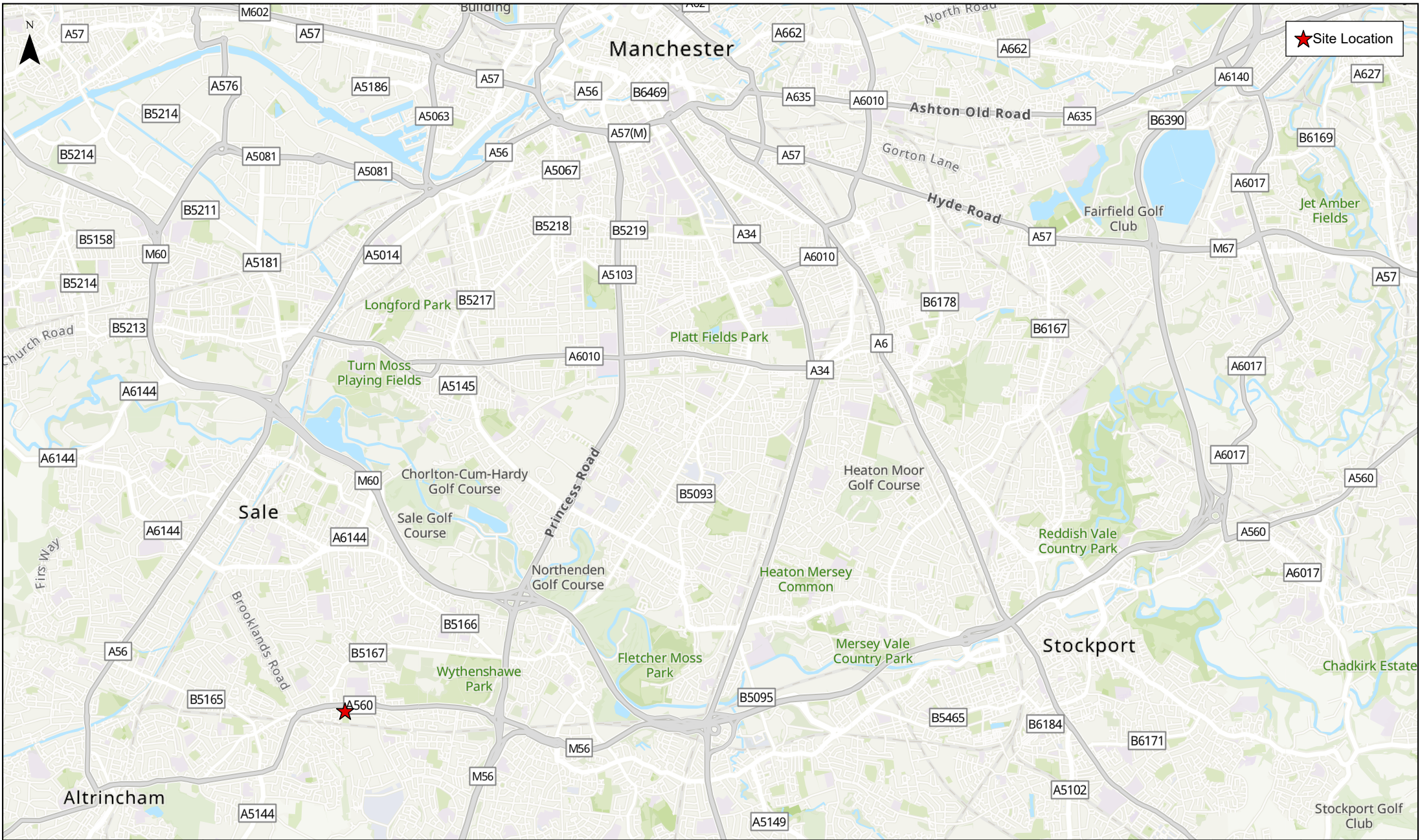
VEHICLE ENTERING THE SITE



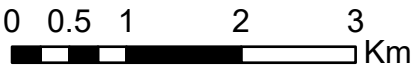
VEHICLE EXITING THE SITE

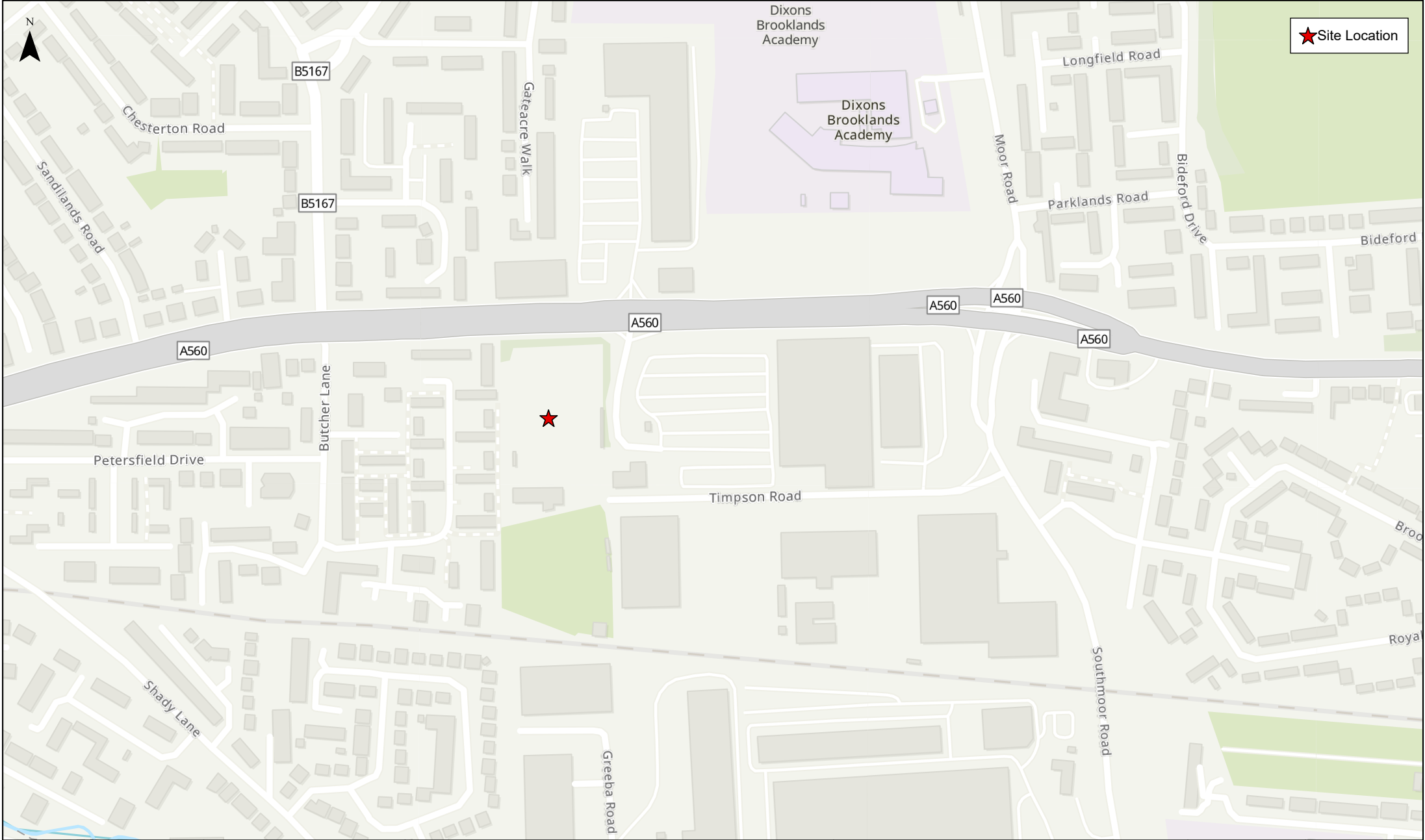


Figures



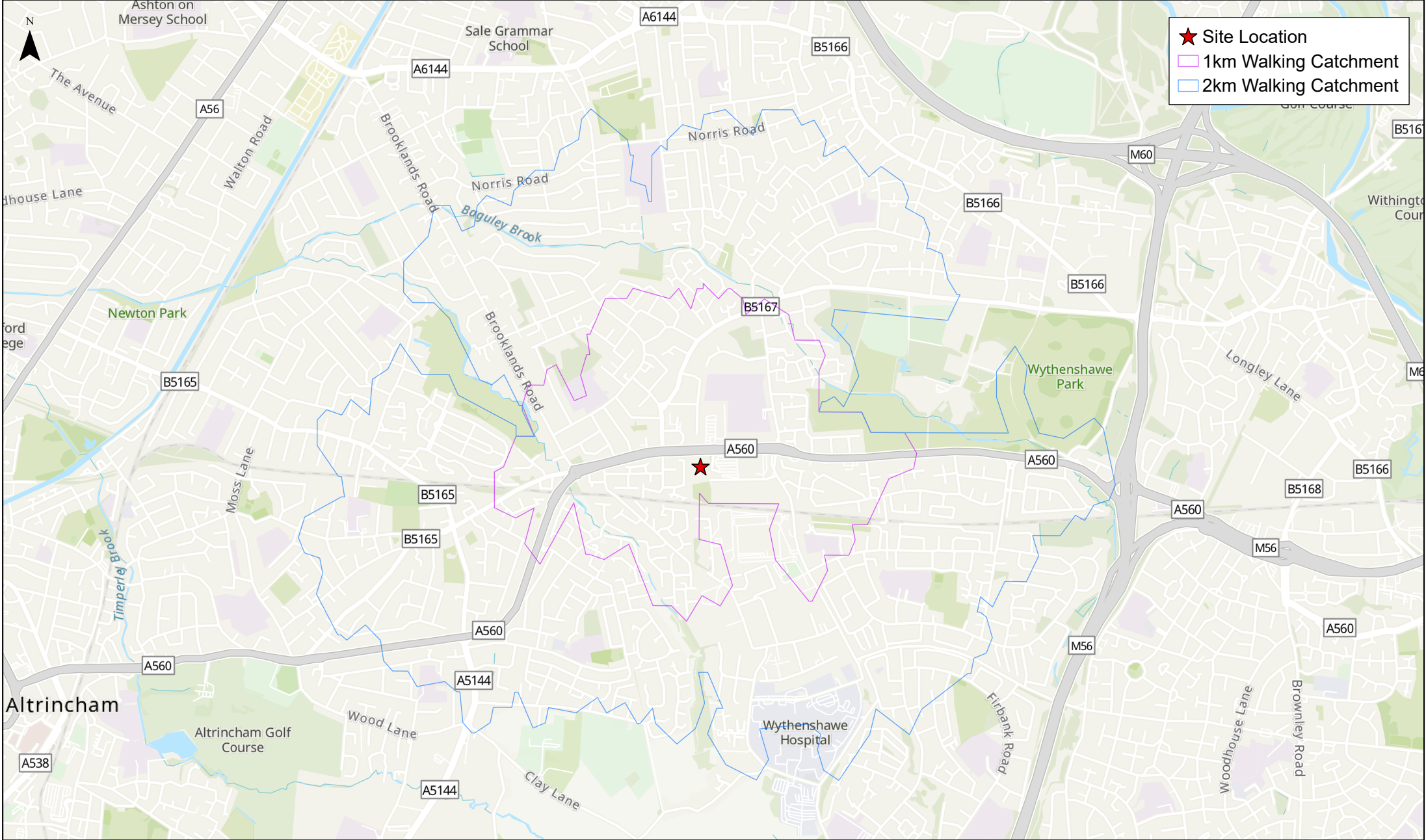
	Client	WYTHENSHAW FOOTBALL CLUB, MANCHESTER Figure 1.1: Site Location Plan	World Topographic Map: Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS	1:66,000 @ A4	Date: 10/04/2024
	Padel and Pickle Limited			Drawn: AL	Checked: BL
				Figure 1.1	

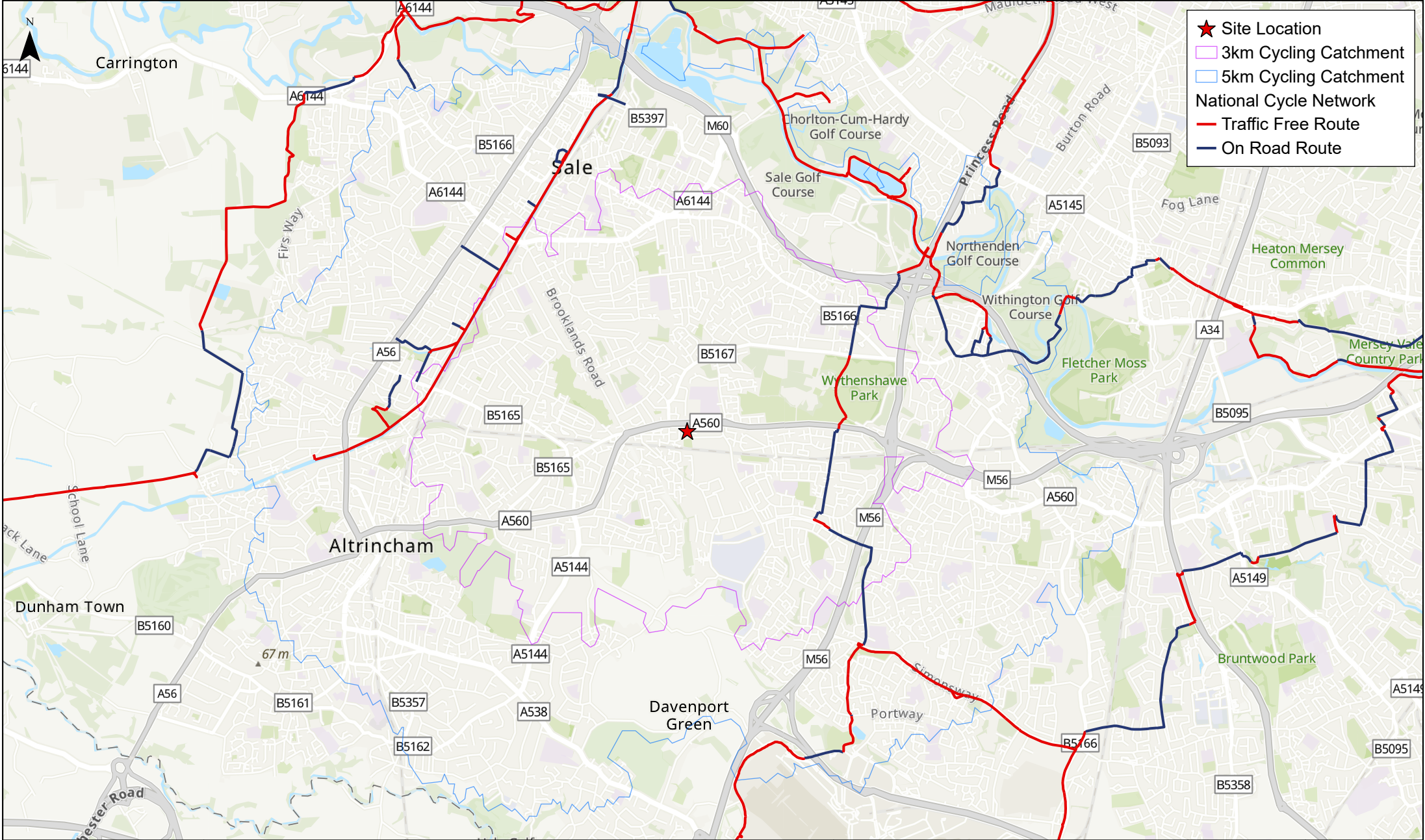




	Client Padel and Pickle Limited	WYTHENSHAW FOOTBALL CLUB, MANCHESTER Figure 2.1: Local Highway Network	World Topographic Map: Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS 0 30 60 120 180 240 M	1:4,000 @ A4 Drawn: AL	Date: 10/04/2024 Checked: BL
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Figure 2.1

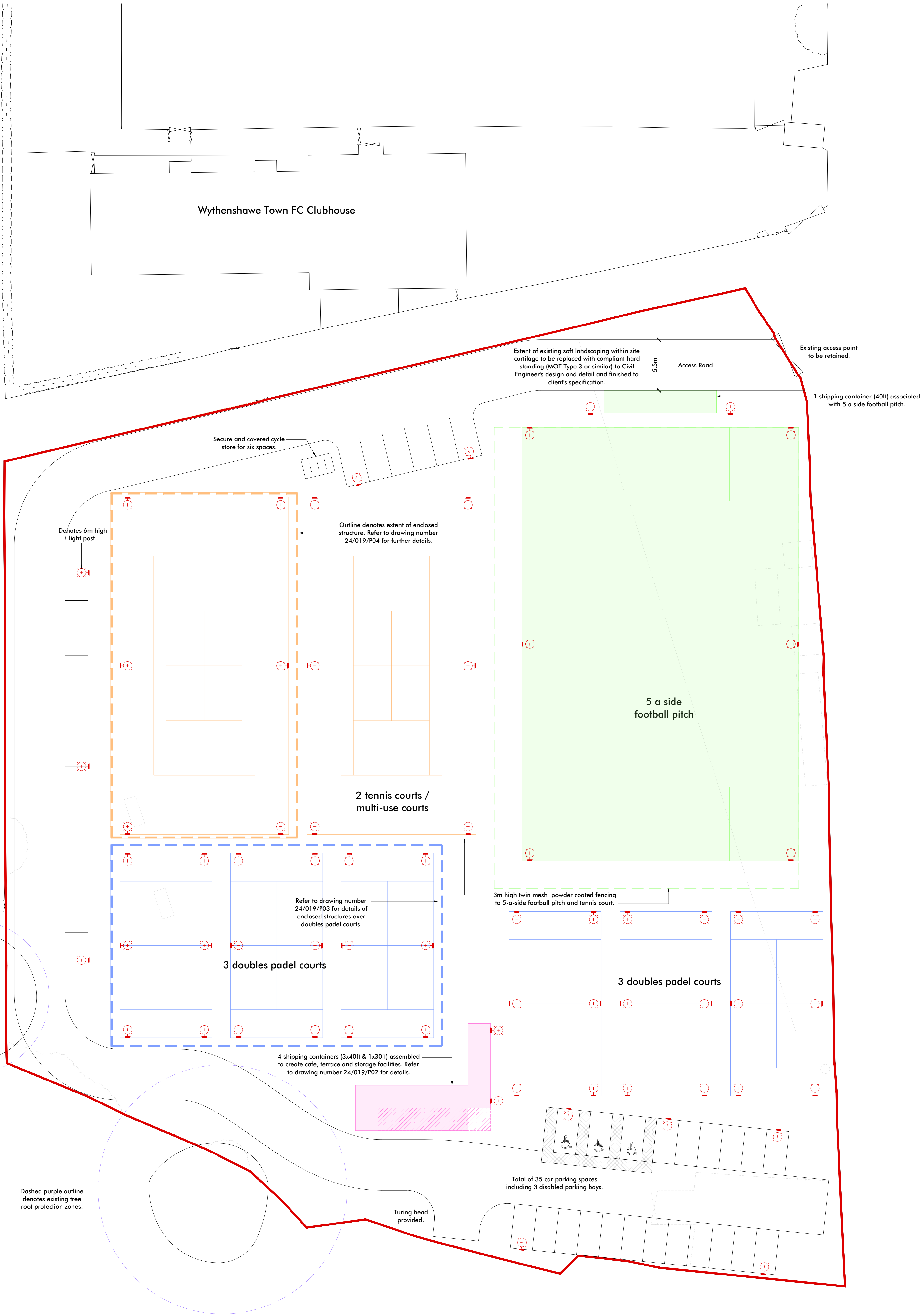




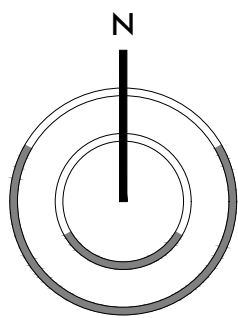
Appendix

Appendix A Existing Site Plan

Appendix B Proposed Site Plan



0m 10m 20m
Scale 1:200



Revision Notes:

CLIENT	Knight, Tom				
PROJECT	Proposed Sports & Leisure Facilities at Wythenshawe Town FC, Timpson Rd, Wythenshawe, Manchester, M23 9LL				
DRAWING	Proposed Site Layout				
DRAWN	WA	03/11/24	NUMBER	24/019/P01	
SCALE	1:200	SHEET	A1	REVISION	-

 LMP ARCHITECTS

213 Preston Road, Whittle-le-Woods, Chorley, Lancashire, PR6 7PS
Telephone: 01257 261555 | Website: www.lmparchitects.co.uk
Trading name of Lawson Margeson Practice Ltd. Registered in England and Wales No. 5597973 ©

Appendix C TRICs Outputs

Stantec UK Limited Caversham Bridge House Reading

Licence No: 706701

Site Reference: BU-16-A-01
 Latitude/Longitude: 51.80634, -0.79758
 Land Use Type: 16 - MIXED/A - MISCELLANEOUS
 Region/Area: SOUTH EAST/BUCKINGHAMSHIRE

Description: SPORTS CLUB
 Street: WENDOVER ROAD
 District:
 Town: AYLESBURY
 Post Code: HP21 9NJ
 Planning Authority:

Location: Suburban Area (PPS6 Out of Centre)
 Location Sub Category: Residential Zone
 Use Class: n/a

Population within 500m: 2400
 Population within 1 Mile: 20,001 to 25,000
 Population within 5 Miles: 75,001 to 100,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	48		48
Monday-Friday	0700-1000	12		12
Monday-Friday	1600-1900	12		12
Saturday	0700-1900			
Sunday	0700-1900			

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future?
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat:
 Urban Regeneration:

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located in a south-eastern suburban area of Aylesbury, off the A413, which heads north-west towards the town centre and south-east out of town. Other local routes head towards all parts of town. Residential developments are located to the east, west, and south of the site. There is also a school located to the north-west. There are 2 bus stops near the site, one on either side of the A413.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
 5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
 6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Wendover	2	17

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

Public transport provision at the weekend is not known.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

There are shower facilities available in the clubhouse.

14. Public transport

There are bus stops right outside the site entrance with 2 buses per hour serving Aylesbury town centre and destinations to the south-east.

Stantec UK Limited Caversham Bridge House Reading

Licence No: 706701

Site reference: BU-16-A-01 Survey date: 08/07/04 Day of week: Thursday

Survey type: Manual Count
AM weather: Mild and Cloudy
PM weather: Mild and Cloudy

Initial car park occupancy: 1 Final car park occupancy: 25

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 59% (135 On-Site Spaces)

Data proportions in %

Motor cars	97	Motor cycles	0	Public service	0
Light goods	2	OGV (1)	1	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 212	Dep 188	Totals 400	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	1	1	0
08:00-09:00	7	0	7	7
09:00-10:00	17	6	23	18
10:00-11:00	33	7	40	44
11:00-12:00	7	13	20	38
12:00-13:00	6	39	45	5
13:00-14:00	2	5	7	2
14:00-15:00	3	3	6	2
15:00-16:00	5	4	9	3
16:00-17:00	13	6	19	10
17:00-18:00	40	9	49	41
18:00-19:00	39	15	54	65
19:00-20:00	31	17	48	79
20:00-21:00	5	15	20	69
21:00-22:00	4	48	52	25
22:00-23:00				
23:00-24:00				

Comments

No PSV's or taxis entered or exited the site during this survey.

There are no OGV parking spaces/loading bays at the site. All OGV's visiting the site park in the general parking area.

The difference in total arrivals and departures can be explained by the fact that this site is 24-hour in nature. Also, more people would have left the site after 2200, making the total figures more evenly balanced.

Vehicle Percentages for BU-16-A-01 Surveyed: 08/07/04 Thursday

