

Transport Statement

**Proposed Training Facility,
550 Ashton New Road, Manchester**

Manchester City FC Ltd

December 2023

Doc Ref: AM/230859/TS/01

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Checked by: Peter Todd

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
00	17.11.23	Draft	AM / CT	PT
01	14.12.23	Issue	CT	PT

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1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Manchester City FC Ltd to produce a Transport Statement (TS) in support of a planning application for the repurpose and extension of former bank to create new training facility with associated earthworks, landscaping, boundary treatment, parking and access, located at 550 Ashton New Road at the north-eastern corner of the Etihad Campus in Manchester.
- 1.2 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.
- 1.3 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform Manchester City Council, as the local highway and planning authority, regarding the nature and magnitude of their impact.

Structure of This Report

- 1.4 The structure of this report is as follows:-
- Chapter 2 - describes in detail the site location, existing use of the site, local highway network and existing road safety record;
 - Chapter 3 - defines the development proposals including access, servicing and parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

Figure 2.2 – Site Location Plan – Local View



- 2.5 The application site comprises a former bank, with a GFA of circa 445m², which has since been used as a storage facility for Manchester City FC. The car park associated with the former bank, which is currently fenced off/gated, is accessed off the A662 Ashton New Road via two simple priority-controlled accesses, as shown on **Figure 2.3** below, which operated on a one-way basis.

Figure 2.3 – Former Access Arrangement



Wider Etihad Campus

- 2.6 It should be noted that the applicant has confirmed there is already a training facility on the wider Etihad Campus that is shared between teams including the Manchester City FC women's 1st team, which consists of 27 players, as well as circa 30 staff dedicated to the women's 1st team including coaches, trainers and physiotherapists etc.
- 2.7 The applicant has also confirmed that the women's 1st team players and staff arrive at the site around 10:00 and depart around 16:00 on a typical weekday, largely outside of the highway peak hours, and players are picked up / dropped off by coach on away match days.

Local Highway Network

- 2.8 The A662 Ashton New Road fronts the northern site boundary and locally links the A6010 Alan Turing Way, to the south-west, with the A635 Manchester Road to the south-east, via the A662 Manchester Road, A662 Ashton Road and the A662 Droylsden Road. In the vicinity of the site, the A662 Ashton New Road is subject to a 30mph speed limit, has a carriageway width of approximately 12m and benefits from wide footways and regularly spaced street lighting columns on both sides of the road. The A662 Ashton New Road is also subject to Traffic Regulation Orders (TROs) in the form of double yellow lines in the vicinity of the site, preventing on-street parking from taking place in this location.
- 2.9 In addition to the above, there are signal-controlled pedestrian crossings on the A662 Ashton New Road in the immediate vicinity of the site, to assist pedestrians across, and there are bus stops located on both sides of the road immediately opposite the site. Further details on the bus services that use these stops are provided in Chapter 4.

Existing Road Safety Record

- 2.10 The NPPG states that, *"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems"*.
- 2.11 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recently available 5-year period. The location and severity of any accidents within the study area during this period are shown in **Figure 2.4** below.

Figure 2.4 – Road Safety Record



- 2.12 The analysis shows that no accidents were recorded along the site frontage, although two accidents were recorded in the study area, to the east of the site, during the 5-year study period. Of the two recorded accidents, one took place in 2018 and resulted in ‘fatal’ injuries whilst the other took place in 2019 and resulted in ‘serious’ severity injuries.
- 2.13 The fatal accident took place during hours of darkness and involved a motorcycle colliding with an elderly pedestrian at the eastern signal-controlled pedestrian crossing.
- 2.14 Whilst all accidents are regrettable, two accidents over a 5-year period (average of 0.4 accidents per year) is not considered to be an unusual frequency, particularly given the size of the study area and likely traffic volume on the A662 Ashton New Road.
- 2.15 The evidence presented above and illustrated in **Figure 2.4** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals consist of the repurpose and extension of former bank to create new training facility with associated earthworks, landscaping, boundary treatment, parking and access at 550 Ashton New Road at the north-eastern corner of the Etihad Campus in Manchester.
- 3.2 The proposed site layout plan is contained in **Appendix A** which demonstrates the proposed training facility will comprise indoor changing rooms, a conditioning gym, offices/meeting rooms, a kitchen/refectory, hydrotherapy, physiotherapy/medical and nutrition rooms and kit, boot and equipment rooms etc. as well as an external 30m running track.
- 3.3 As detailed earlier, the applicant has confirmed that there is already such a facility on the wider Etihad Campus that is shared between teams, including the women's 1st team/staff, and the existing women's 1st team/staff will simply be transferred from the existing on-site facility to the proposed facility which will be dedicated for the use of the women's 1st team/staff only. The applicant has confirmed that there is no increase in staff/players proposed as a result of the development as the proposal is purely to provide a dedicated modern facility for the women's 1st team. Furthermore, players and staff will continue to arrive at the site around 10:00 and depart around 16:00 on a typical weekday, largely outside of the highway peak hours, and players will continue to be picked up / dropped off by coach on away match days.

Proposed Access

- 3.4 Vehicular access for general cars (staff and players) will continue to be provided via the access to the North Car Park, which is accessed off the A662 Ashton New Road via the North Gate entrance to the Etihad Campus, known as Etihad Avenue. Vehicular access to the proposed development site for coaches and deliveries, including daily kit deliveries, will be provided via a gated extension to the existing North Car Park access and pedestrian/cycle access will take place from the same location as the vehicular access.
- 3.5 As part of the development proposals, the existing vehicular accesses to the site off the A662 Ashton New Road will be closed with the footway, full-height kerbs and TROs reinstated, as shown on drawing number SCP/230859/D01 Rev A, presented in **Appendix B**.

Servicing

- 3.6 A turning circle is proposed to accommodate the movements of a coach/large service vehicles, as shown on the site layout plan presented in **Appendix A**. Swept path analysis of a refuse vehicle and 15m long luxury coach has been undertaken, as shown on drawing number SCP/230859/ATR01 Rev A presented in **Appendix C**, which demonstrates that such vehicles can turn within the site and exit in a forward gear.

Parking

- 3.7 As detailed earlier, the applicant has confirmed that there is already such a facility on the wider Etihad Campus used by the women's 1st team/staff and there will be no increase in staff/players as a result of the development. On this basis, the existing players/staff already park at the site and therefore, there is not anticipated to be any increase in parking demand as a result of the proposed development.
- 3.8 Notwithstanding the above, in order to improve security and allow players/staff to park directly outside the proposed facility, the existing North Car Park will be split with a secure fence line to provide 35 dedicated parking spaces for the proposed training facility, as shown on the site layout plan presented in **Appendix A**.

4.0 ACCESSIBILITY

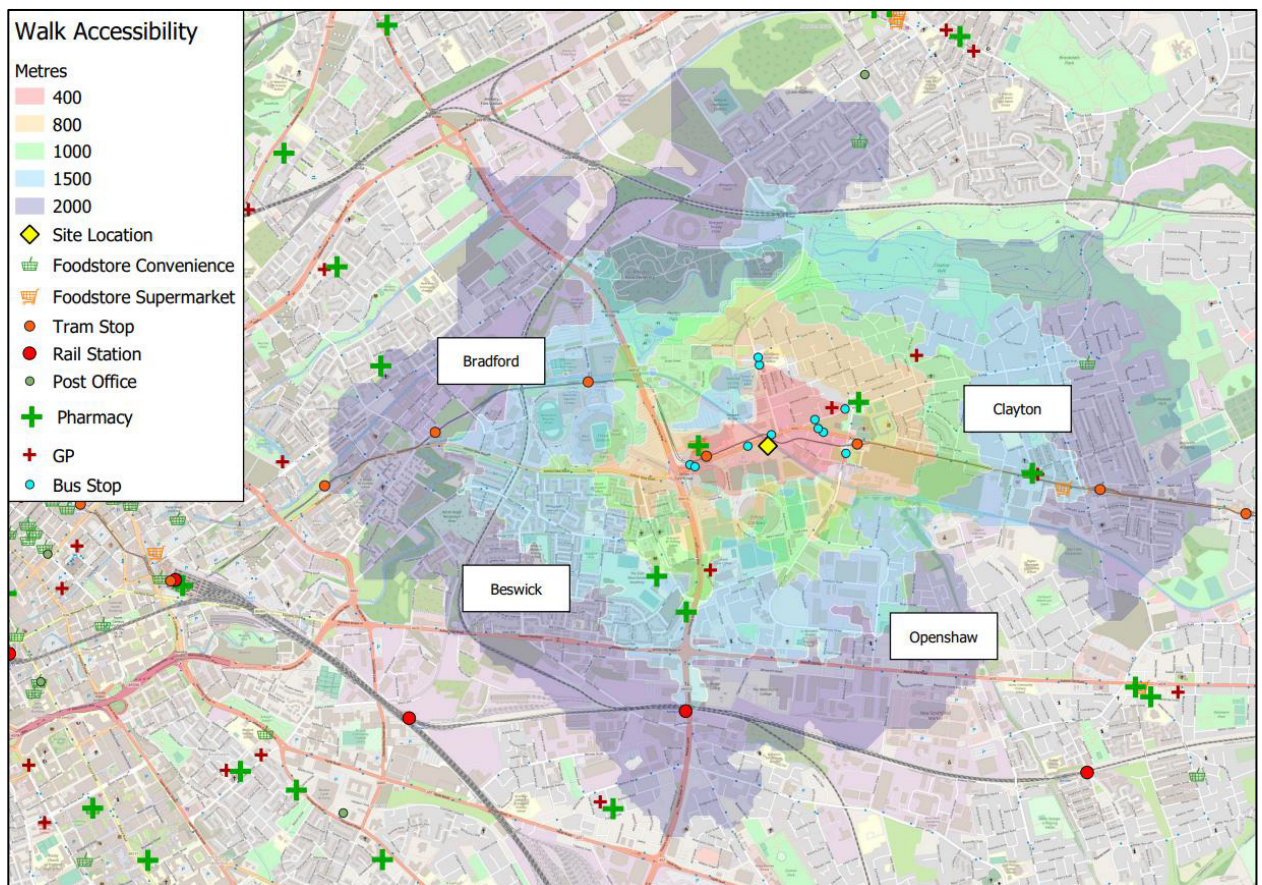
General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

- 4.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below.

Figure 4.1 – Walking Accessibility 2km Isochrone

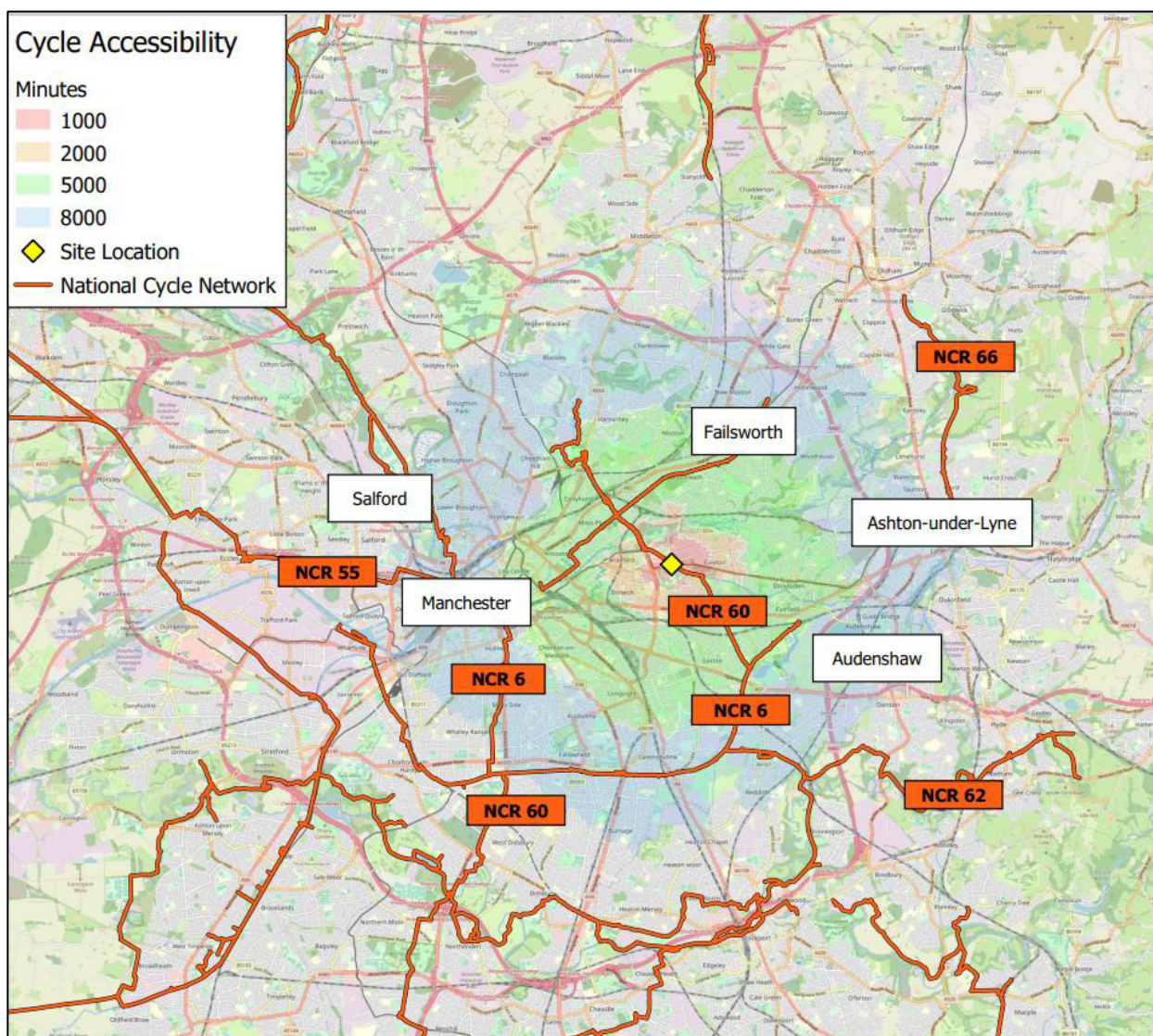


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- 4.4 The site is within an acceptable walk distance of the nearby residential areas of Clayton, Bradford and Openshaw as well as an array of local facilities including numerous transport links to encourage prospective staff to travel via sustainable modes. There are bus stops located on both sides of the A662 Ashton New Road, immediately opposite the site, and the site is located in close proximity to Metrolink and rail services. Velopark Metrolink Stop is located less than 500m (under a 6-minute walk) north-west of the site and Ashburys Railway Station is located to the south-west of the site and can be accessed in under a 21-minute walk time (or circa 1.5km walk distance).
- 4.5 The local area benefits from natural surveillance from the businesses and houses that abut all the main walking routes. The local area is well lit and generally benefits from wide footways.
- 4.6 Overall, the site benefits from high levels of accessibility by foot with the nearby residential areas of Clayton, Bradford and Openshaw, which provide a catchment for prospective staff members, only a short walk from the site as well as an array of local facilities including numerous transport links to encourage prospective staff to travel via sustainable modes.

Cycle Accessibility

- 4.7 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle for a 5km cycle distance, as well as a reasonable 8km cycle distance which reflects a viable option for many cyclists, and is shown on **Figure 4.2** below.

Figure 4.2 - Cycle Accessibility 8km Isochrone



- 4.9 The plan demonstrates that the nearby areas of Manchester city centre, Failsworth, Audenshaw, Salford, and Ashton-under-Lyne, amongst others, are all located within the catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective staff to travel to/from work via bicycle.
- 4.10 **Figure 4.2** shows the sites close proximity to NCR 60 which is located along the site's eastern boundary. NCR 60 provides a local connection between the Velopark Metrolink Stop, to the north-west, and Openshaw, Gorton and NCR 85 to the south-east.

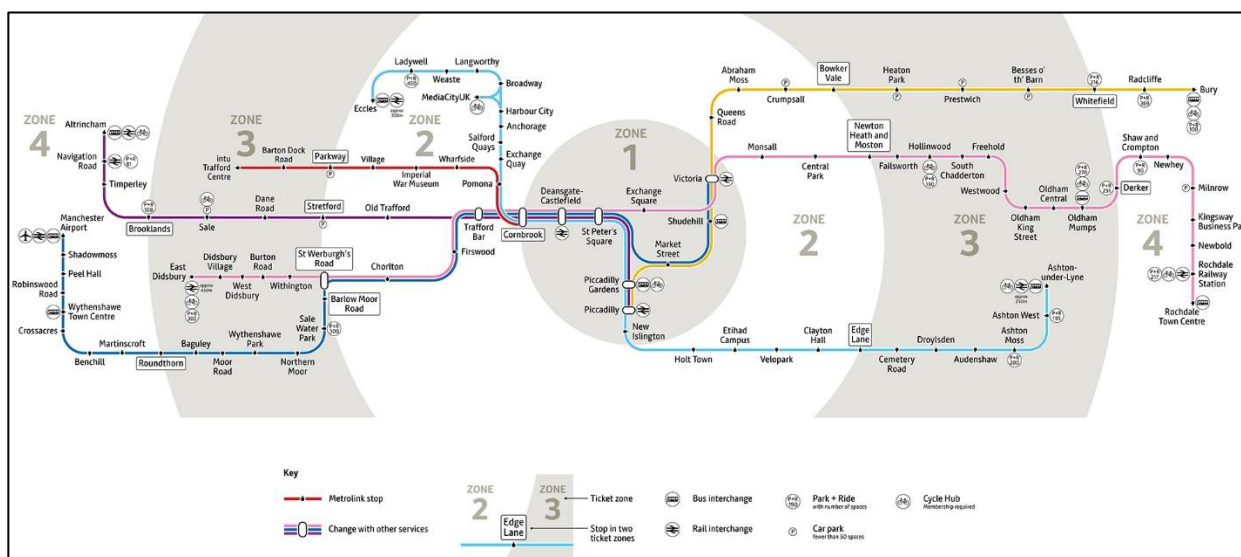
Public Transport

- 4.11 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
- 4.12 As detailed earlier, there are bus stops located on both sides of the A662 Ashton New Road, immediately opposite the site, well within the acceptable walk distance. These bus stops are served by several busses which are detailed in **Table 4.1** below.

Bus Service	Route	Frequency (Mins.)		
		Mon-Fri	Sat	Sun
216	Manchester - Ashton	Approximately every 10 mins	Approximately every 15 mins	Approximately every 15-20 mins
230	Manchester - Littlemoss/Ashton	Approximately every 30 mins	Approximately every 30 mins	Approximately every 60 mins
231	Manchester - Littlemoss/Ashton	Approximately every 30-40 mins	Approximately every 30 mins	Approximately every 60 mins
703	Wright Robinson College - Monsall	School	-	-

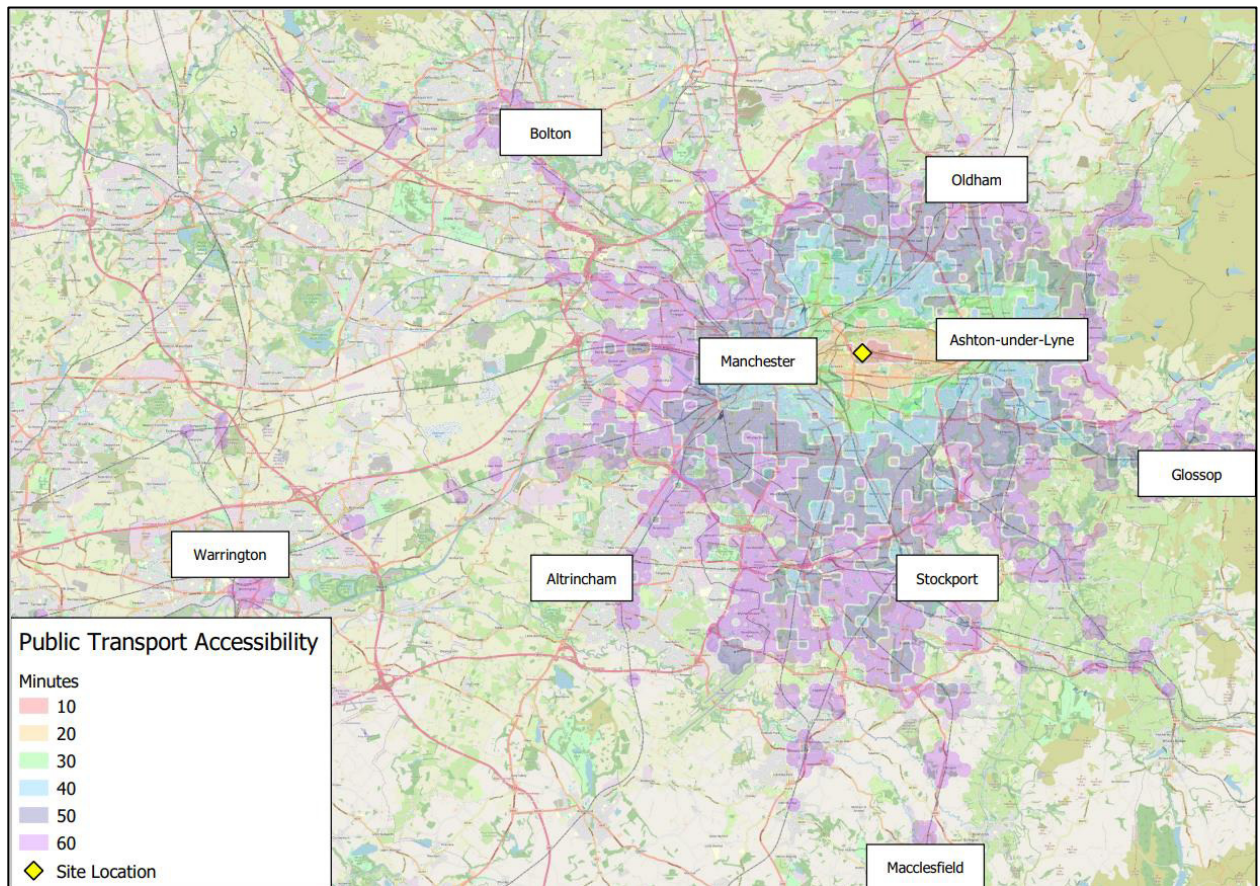
- 4.13 As shown in **Table 4.1**, these bus stops provide regular services, seven days a week, to numerous locations including Ashton, Manchester city centre, and Littlemoss, amongst others. Therefore, prospective staff of the site will have access to bus services stopping close to the site which provide access to key destinations at a high frequency.
- 4.14 Velopark Metrolink Stop is located less than 500m (under a 6-minute walk) north-west of the site which can be accessed in an acceptable walk and cycling distance. The Manchester Metrolink Map is shown on **Figure 4.3** below.

Figure 4.3 – Manchester Metrolink Map



- 4.15 The Velopark Metrolink Stop is served by the light blue line which provide direct services every approximately 12 minutes between Ashton-under-Lyne, Manchester city centre, and Eccles, amongst several others throughout Greater Manchester. Other destinations such as Altrincham, East Didsbury, MediaCityUK, Rochdale Town Centre and Manchester Airport are all available with a connecting service.
- 4.16 In terms of rail services, Ashburys Railway Station is located to the south-west of the site and can be accessed in under a 21-minute walk time (or circa 1.5km walk distance) and is therefore well within an acceptable walking and cycling distance. The railway station offers regular direct services throughout the week including services to Manchester Piccadilly, Hadfield, New Mills Central and Rose Hill Marple, amongst others.
- 4.17 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.4** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.4 – 60 Minute Public Transport Catchment Isochrone



- 4.18 The above demonstrates that the site is within a close proximity to a number of bus, tram and rail links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester city centre, Warrington, Macclesfield, Stockport, Glossop, Bolton, Oldham and Ashton-under-Lyne amongst others, are in an acceptable 60-minute commute time.

Summary

- 4.19 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple public transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for to work.

5.0 TRIP GENERATION

General

- 5.1 As detailed earlier, the applicant has confirmed that the proposed facility is for use by the Manchester City FC women's 1st team, which consists of 27 players, as well as circa 30 staff, however, there is already such a facility on the wider Etihad Campus used by the women's 1st team/staff and there will be no increase in staff/players as a result of the development. On this basis, the existing players/staff will simply be transferred from the existing on-site facility to the proposed facility and there is not anticipated to be any increase in traffic on the local highway network as a result of the proposed development.
- 5.2 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required, particularly when considering the application site comprises a former bank which would have generated traffic to/from the site using the local highway network. The traffic impact of the scheme is therefore acceptable in planning terms.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Manchester City FC Ltd to produce a Transport Statement (TS) in support of a planning application for the repurpose and extension of former bank to create new training facility with associated earthworks, landscaping, boundary treatment, parking and access, located at 550 Ashton New Road at the north-eastern corner of the Etihad Campus in Manchester.
- 6.2 Vehicular access for general cars (staff and players) will continue to be provided via the access to the North Car Park, which is accessed off the A662 Ashton New Road via the North Gate entrance to the Etihad Campus, known as Etihad Avenue. Vehicular access to the proposed development site for coaches and deliveries, including daily kit deliveries, will be provided via a gated extension to the existing North Car Park access and pedestrian/cycle access will take place from the same location as the vehicular access. As part of the development proposals, the existing vehicular accesses to the site off the A662 Ashton New Road will be closed with the footway, full-height kerbs and TROs reinstated.
- 6.3 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 6.4 It has been demonstrated that the development benefits from high levels of accessibility by sustainable modes and has a large residential catchment within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple amenities including numerous public transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective staff will not be wholly reliant on the private car for travel to/from the site.
- 6.5 The applicant has confirmed that the proposed facility is for use by the Manchester City FC women's 1st team, which consists of 27 players, as well as circa 30 staff, however, there is already such a facility on the wider Etihad Campus used by the women's 1st team/staff and there will be no increase in staff/players as a result of the development. On this basis, the existing players/staff will simply be transferred from the existing on-site facility to the proposed facility and there is not anticipated to be any increase in traffic on the local highway network as a result of the proposed development. Therefore, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required.

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- 6.6 Having regard to the analysis presented in this TS, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore recommended to Manchester City Council for approval.

S|C|P

APPENDIX A



KEY

SOFT LANDSCAPING

- Existing trees/hedge to be retained
Subject to Cheshire Woodlands arboricultural report
- Existing trees/hedge to be removed
Subject to Cheshire Woodlands arboricultural report
All materials to be retained on site & used as brush piles beneath existing & proposed woodland tree belts
- Existing trees to be transplanted
- Existing tree to be transplanted - Deciduous
To be planted in min 800mm deep imported topsoil
- Existing nut tree to be transplanted
- Proposed tree - Coniferous
Semi mature Tree, 20-25cm girth, 800-700cm high, 2m clear stem, planted in min 800mm deep imported topsoil with timber stake support/ underground anchor system
- Proposed tree - Deciduous
Extra Heavy Standard Tree, 14-16cm girth, 425-600cm high, 2m clear stem, planted in min 800mm deep imported topsoil with timber stake support/ underground anchor system
- Grass
Amenity turf/ grass seed OR Low tussock grass mix on minimum 150mm imported topsoil
- Hedge
2.1m high hedge planted @ 1.3 per 1m, planted in min 600mm deep imported topsoil, with 75mm ornamental bark mulch dressing
Native evergreen species
- Native hedge mix
Whip/ transparent/ container grown plants planted in double staggered rows (rows 500mm apart), 6 per 1m, m with suitable spire guards
- Ornamental shrub planting
A mix of evergreen/deciduous/ grasses/ perennials & shrubs to provide habitat for birds and insects and for striking year-round display Plants supplied in 3-4L pots planted @ 3-4 m² in 450mm imported topsoil with 50mm ornamental bark mulch dressing
- Wildflower meadow
Emongate Seeds EM3 General Purpose Meadow
Mature sown @ 4g/ m² or similar approved
- Earthworks
To be constructed with existing excavated soils
Tree planting/ hedge areas: 500-1000mm deep imported topsoil capping layer
- Wildflower areas: 100mm deep imported Meadowmat
Low Fertility Soil

HARD LANDSCAPING

- Pedestrian surfacing A
Hot rolled asphalt surfacing to pedestrian footpaths
PCC pin kerbs edge restraint used adjacent to soft landscaping or other surface
- All manhole covers to be recessed & infilled with hot rolled asphalt to match adjacent surfacing
- Pedestrian surfacing B
India concrete surfacing, finish
Anteria Barley Cream colour
PCC pin kerbs edge restraint used adjacent to soft landscaping or other surface
- All manhole covers to be recessed & infilled with concrete to match adjacent surfacing
- Pedestrian surfacing C
EDPM polymeric surfacing
PCC pin kerbs edge restraint used adjacent to soft landscaping or other surface
- All manhole covers to be recessed & infilled with EPDM to match adjacent surfacing
- Concrete surfacing - Bin store & chemical store base
To be engineers details & specification
PCC pin kerbs edge restraint used adjacent to soft landscaping or other surface
- Vehicular hard surfacing
Hot rolled asphalt to engineers details & specifications
PCC kerb, 100mm upstand, drop kerbs to be used at crossing points
- Existing vehicular entrance reinstated as footpath to MCC2 aggregate standards

BOUNDARIES & STRUCTURES

- Existing boundary treatment to be retained
- Welded mesh security fence - 2.4m high
eg Securix SR1 Profiled Panel System supplied by CLD
Mesh & Wire: 18.2 x 12.2mm mesh, 4mm wire, high aluminium content galvanised & polyester powder coated to minimum 80 microns
- Posts: 80 x 60mm patterned rolled section, hot dip galvanised after manufacture & polyester powder coated
- Fittings: M8 cup square bolt with permacore nut, galvanised
- Max post centres: 2.52m
- Set Posts: Set posts in holes 300mm dia x 750mm deep depending on fence height & to be designed by engineer, filled not less than half the depth of the concrete
- Bottom of fencing to be: max 25mm above final ground level
- Other requirements: PPC Colour Green (RAL 6005)
- Automated vehicular/ pedestrian gates
All gates to be security rated LPS 1175 Category 2
Closures to match adjacent fence panels
- Bi-folding vehicular gates 7.5m wide x 2.4m high
Single leaf pedestrian gate 1.5m wide x 2.4m high as supplied by CLD or similar approved
Access control TBC
Locking mechanism TBC
- Wall - Access ramp & steps
In situ concrete or pre-cast concrete retaining wall to engineers details & specifications

FURNITURE

- Raised planting bed
In situ concrete or pre-cast concrete units, 150mm high
- Ecological habitat furniture A
Bee Post as supplied by Green Earth Habitats or similar approved
- Ecological habitat furniture B
Eco Tower Bug Hotel as supplied by Green Earth Habitats or similar approved
- Ecological habitat furniture C
Habitat Ladders M.C.V.F.C as supplied by Green Earth Habitats or similar approved
- Log pile
Constructed with felled tree timbers
Stack logs of differing lengths (max 500mm) with base layer buried in ground
- Bin box
TBC by ecologist
- Bird Box
TBC by ecologist
- Wall mounted step light LED luminaire
- Wall mounted LED luminaire with 3hr emergency battery
- Pole light
- Ballast light

MISCELLANEOUS

- Existing contour retained
- Proposed contour
- Proposed bank
- Existing level
E: 69.500
- Proposed level
P: 69.500

Scale 1:250 @A0

N

Rev	Description	Sheet No	Rev	Rev
C	Parking amended to clients comments, additional tree pits proposed, to include concrete, hot dip galv	KAS	Dec-23	1
B	Revised to include concrete, hot dip galv	KAS	Nov-23	1
A	Site entrance, parking, access, landscape, landscape, landscape	KAS	Nov-23	1

saville LANDSCAPE DESIGN

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CLIENT
MCFC

PROJECT TITLE
MCWFC Facility

DRAWING TITLE
Landscape General Arrangements

STATUS
PRELIMINARY

Scale	Sheet No	Drawn	Checkd	Rev
1:250	A0	KAS	Dec-23	1

Project No.	Drawing No.	Rev.
407	02	C

S|C|P

APPENDIX B

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MANCHESTER CITY FC LTD

ASHTON NEW ROAD,
MANCHESTER

OFF-SITE ROAD IMPROVEMENTS

LD

CT

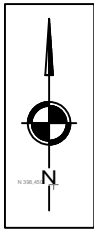
PLANNING

SCP/230859/D01

A

S|C|P

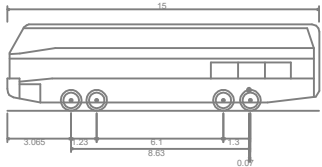
APPENDIX C



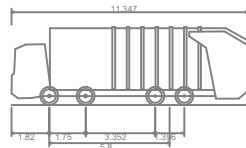
15m 6WS Luxury Coach - Scale 1:1000



NOTES



15m 6WS Luxury Coach
Overall Length 15.000m
Overall Width 2.500m
Overall Body Height 4.157m
Min Body Ground Clearance 0.397m
Track Width 2.500m
Lock to lock time 5.00s
Wall to Wall Turning Radius 12.490m



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	- NEW SITE LAYOUT UNDERLAID	14.12.23	LD

S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

MANCHESTER CITY FC LTD

Project Title:

ASHTON NEW ROAD,
MANCHESTER

Drawing Title:

SWEPT PATH ANALYSIS - 16.5m
6WS LUXURY COACH

Drawn By:

LD

Date:

08.11.2023

Checked:

PT

Scale:

AS STATED @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

SCP/230859/ATR01

Rev.

A

Large Refuse Vehicle (4 Axle) - Scale 1:500

