TRANSPORT ASSESSMENT

PROPOSED ARTIFICIAL GRASS PITCH, WYTHENSHAWE SPORT GROUND, WILLENHALL ROAD, MANCHESTER

SURFACING STANDARDS LTD.

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1. INTRODUCTION

INTRODUCTION

1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Surfacing Standards Ltd to prepare a Transport Assessment to support a planning application for the development of four 3G artificial grass pitches (AGP), with associated infrastructure, on land at Wythenshawe Sport Ground, Willenhall Road, Manchester,

SITE LOCATION AND DEVELOPMENT PROPOSALS

1.2 The site is located approximately 9.2km south of Manchester city centre and is bound by woodland to the north and east, the M60 Manchester Outer Ring Road to the south and Fairy Lane to the west. The site location is shown in **Figure 1.1**, below, whilst the proposed site layout is provided in **Appendix A.**

Figure 1.1: Indicative Site Location



(Source: Google Maps)

1.3 The proposals comprise the replacement of four existing grass pitches to provide four new 11v11 artificial grass pitches with floodlighting, fencing and ancillary storage. Vehicular access will continue to be taken from Willenhall Road, on the southern boundary.

1.4 Given the proposals are for the replacement of existing infrastructure, it is not expected that all trips associated with the proposed AGPs will be new, some will be existing, but the AGPs will allow for the site to be used for extended hours over the course of a typical week.

1.5 At present, the car park comprises an area of informal car parking and a parking survey undertaken on Sunday 9th November 2025 demonstrated the site is capable of accommodating 226 vehicles. There is also an area of overflow parking along the southern boundary of the existing grass pitches, should demand dictate. The proposals will include the provision of 10no. Sheffield stands, capable of accommodating 20 bicycles. This will be provided in the curtilage of the existing car parking area.

1.6 The proposed 3G AGPs will be capable of accommodating the following pitch configurations:

- One 11 vs 11 Adult pitch (100m x 64m); or
- Two 9 vs 9 Under 11s/12s; or
- Two 7 vs 7 Under 9s/10s; or
- Four 5 vs 5 Under 7s/8s.

DEVELOPMENT VISION

1.7 The development of proposals at Wythenshawe Sports Ground has taken a vision-led approach, in line with the principles set out in the National Planning Policy Framework (NPPF), which prioritises sustainable development and integrated transport systems. The proposed AGPs will form part of the existing setup at Wythenshawe Sports Ground, which is already accessible by various sustainable transport modes, including walking, cycling, and public transport, thereby reducing dependence on private car usage.

1.8 As such, the vision for this development is to: Create a community facility that is accessible to all, where walking, cycling, public transport and sustainable car use are actively encouraged.

REPORT STRUCTURE

1.9 Following this introductory section:

- **Section 2** describes the transport planning policy context within which the proposals will be assessed;
- **Section 3** details the accessibility of the development site by non-car modes;
- **Section 4** describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;
- **Section 5** summarises the anticipated vehicle trip generation associated with the development proposals;
- **Section 6** considers the access, parking and servicing arrangements; and
- **Section 7** offers a summary and conclusion.

2. POLICY REVIEW

INTRODUCTION

2.1 This section of the Transport Assessment identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

NATIONAL POLICY CONTEXT

National Planning Policy Framework (NPPF – MHCLG, December 2024)

2.2 The revised National Planning Policy Framework was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development. The key change in the most recent NPPF is the emphasis placed upon a vison-led approach, indeed 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 and popular places."

2.3 The focus of development proposals should be to create a vision for the site and identify how that will be achieved, prioritising accessibility by sustainable modes through design whilst ensuring that "Any significant impacts from the development on the transport network (in terms of capacity and congestions), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach".

2.4 Paragraph 116 identifies that "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."

2.5 This Transport Assessment will consider the development proposals, demonstrating that the site is well placed to take advantage of existing transport infrastructure. Additionally, it will demonstrate that the uplift in trips to the site can be accommodated within the site itself and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

LOCAL POLICY

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

2.6 The Places for Everyone spatial strategy seeks to deliver sustainable, inclusive growth across the nine Greater Manchester districts. The vision is to make Greater Manchester one of the best places in the world to grow up, get on and grow old.

2.7 This vision is guided by 10 strategic objectives which include Objective 6: Promote the sustainable movement of people, goods and information and Objective 9: Ensure access to physical and social infrastructure.

2.8 The following polices are considered relevant to the development proposals:

- **Policy JP-S1: Sustainable Development -** To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives;
- **Policy JP-Strat14: A Sustainable and Integrated Transport Network –** New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport;
- **Policy JP-C1: An Integrated Network –** In order to help deliver an accessible, low carbon Greater Manchester with world-class connectivity, we will support a range of measures, including:
    - Locating and designated development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport; and
    - Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space.
- **Policy JP-C6: Walking and Cycling –** In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including:
    - Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;

  - Ensure routes are direct, easily navigable and integrated with the street and public transport network; and
  - Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle.
- **Policy JP-C8: Transport Requirements of New Development –** We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

2.9 This Transport Assessment has been produced taking into account the overarching themes of both national and local policy guidance, which seeks to encourage development that is readily accessible by means other than the private car.

3. ACCESSIBILITY

INTRODUCTION

3.1 This section of the Transport Assessment describes the existing infrastructure that could facilitate some users of the facility to walk, cycle or use public transport, rather than to travel by car.

ACTIVE TRAVEL OPTIONS

Pedestrian Access

3.2 It is recognised that the idea of a 'walkable neighbourhood' is dependent on the provision of local community infrastructure, which allows people to meet their everyday needs within a short walk or cycle. Benefits of this include boosting local economies, improving health and wellbeing, increasing social connections in communities and tackling climate change.

3.3 The 'walkable neighbourhood' concept looks to focus on key amenities that meet the daily needs of the community they serve within a 10-minute (800m) walk. Indeed, owing to the bespoke nature of the proposed AGPs, it is anticipated that individuals would be willing to walk further to access the facility.

3.4 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1** below.

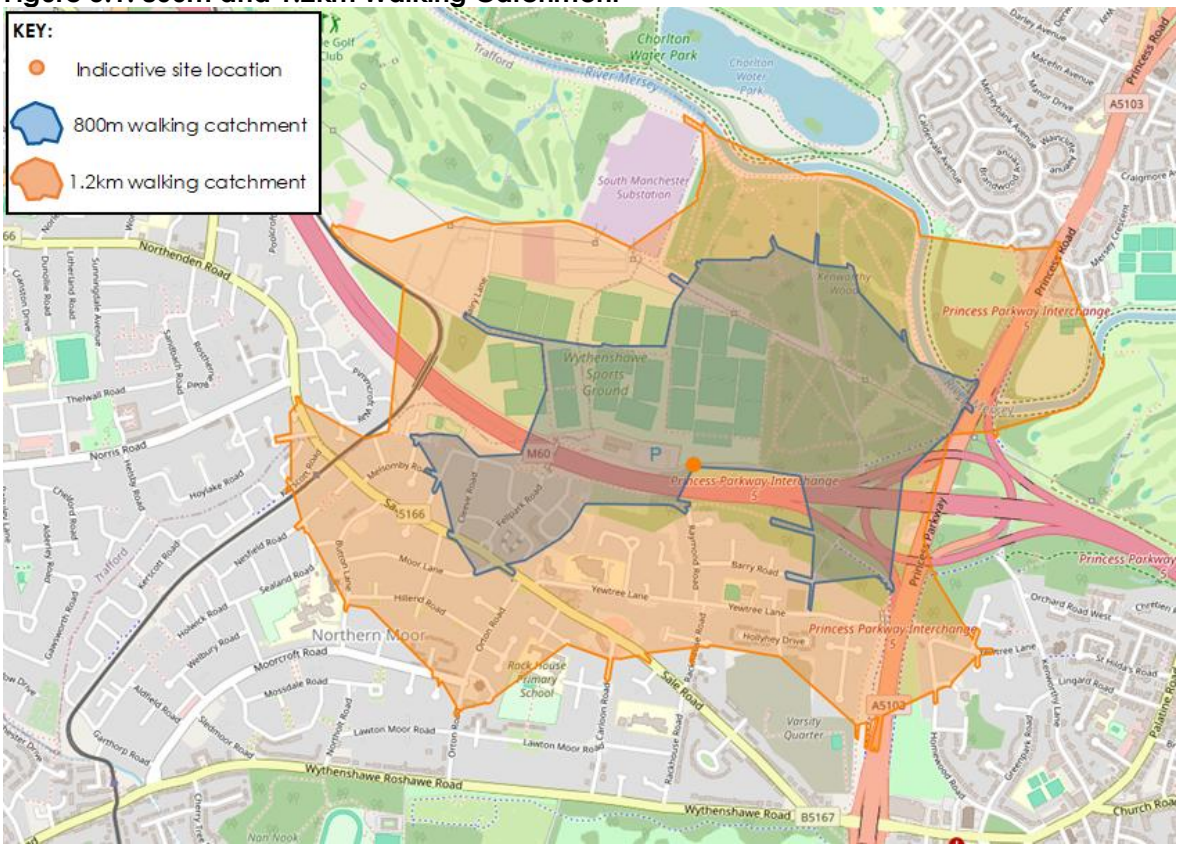
Table 3.1: Walking Distances by Journey Type

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

(Source: IHT)

3.5 As **Table 3.1** shows, a 1.2km catchment is the preferred maximum walking distance for 'elsewhere'. A 1.2km walking catchment of the site includes the entirety of Wormley and parts of Turnford, to the south. As such, **Figure 3.1**, overleaf, illustrates an 800m (10-minute walk) and 1.2km walking catchment from the site.

Figure 3.1: 800m and 1.2km Walking Catchment



(Source: Open Street Map)

3.6 Pedestrian access is taken from Willenhall Road, on the southern boundary. Extending east away from the site, the carriageway has a footway to the north before Willenhall Road diverts south towards Yewtree Lane and the surrounding residential area. Along this route, the carriageway has footways and street lighting on both sides for approximately 200m before the footway to the west terminates. Continuing southbound, Willenhall Road forms the major arm of a priority T-junction with Barry Road, to the west. Past this point, the carriageway has footways and street lighting on both sides, separated by a grass verge.

3.7 At the southern extent, Willenhall Road forms the minor arm of a priority T-junction with Yewtree Lane which runs east-west through the surrounding residential area. A dropped kerb crossing with tactile paving supports pedestrian movement east-west, and the footway to the south of Yewtree Lane is separated from the carriageway by a grass verge; residential dwellings take direct frontage access on both sides.

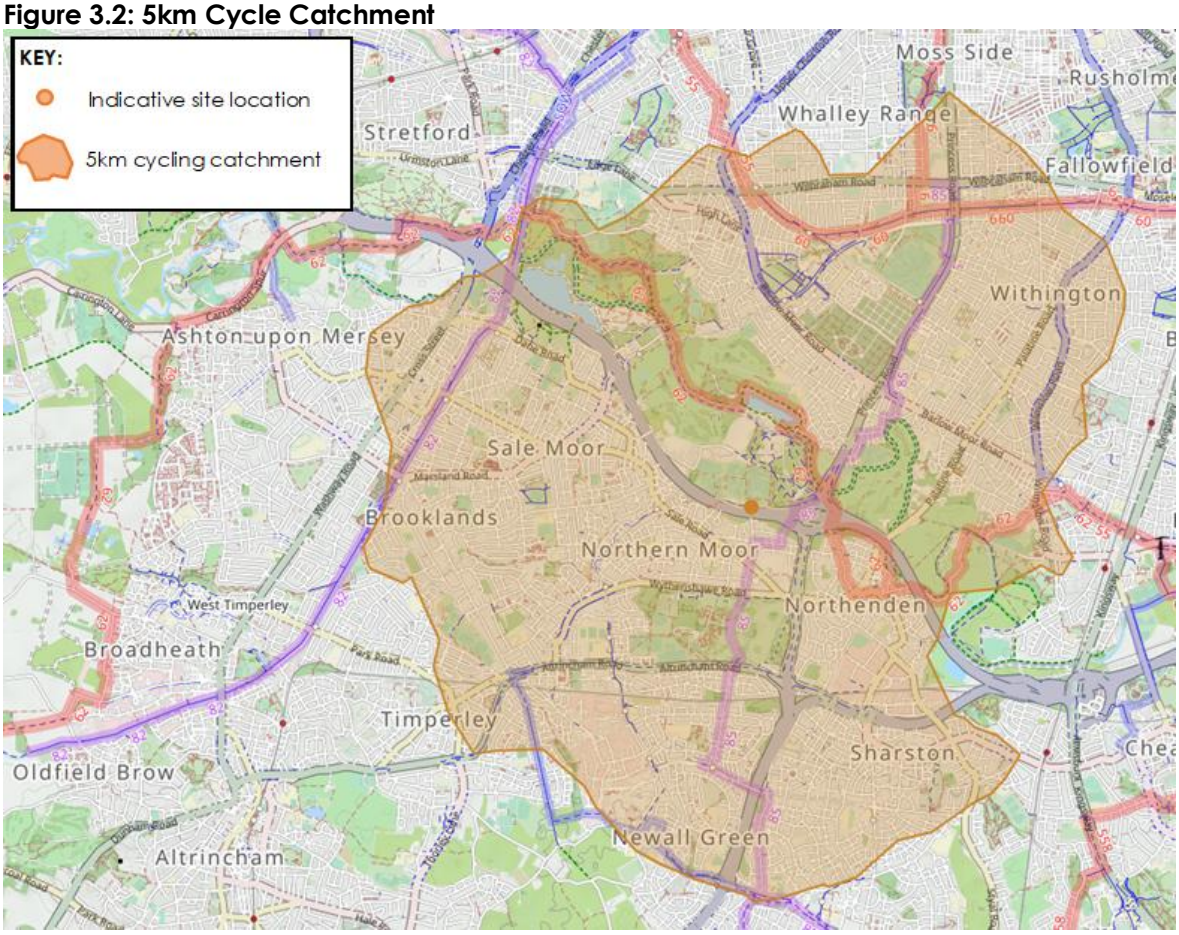
3.8 Approximately 100m west of the site, a stepped and ramped access supports pedestrian movement southbound onto Dunmow Walkbridge which extends over the M60 onto Fellpark Road. Fellpark Road is a residential street with dwellings taking direct frontage

access on both sides and footways giving access east, south and west away from the site. From this point, Fellpark Road extend south for approximately 250m before forming the minor arm of a priority T-junction with the B5166 Sale Road. Along this route, footways and street lighting are in place on both sides, separated from the carriageway by a grass verge. At the southern extent of Fellpark Road, dropped kerb crossings with tactile paving support pedestrian movement east-west along Sale Road, which forms a key route through Northern Moor and the surrounding residential area.

Cycle Access

3.9 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment of the site includes the entirety of Northenden, Northern Moor, Sale Moor, Withington, Sharston, Brooklands and parts of Newall Green and Timperley. **Figure 3.2** illustrates a 5km cycle catchment from the site.

Figure 3.2: 5km Cycle Catchment



(Source: Open Cycle Map)

3.10 As can be seen in **Figure 3.2,** the closest National Cycle Network (NCN) Route is NCN Route 56 which runs north-south along Willenhall Road, to the east of the site. NCN Route 56 is open and signed from Chester to Wallasey and, in the vicinity of the site, gives access to West Didsbury, Withington and Benchill via Northern Moor. To the northeast of the site, this route gives access to NCN Route 62 which forms the west and central sections of the Trans Pennine Trail which runs from coast to coast across northern England. Locally, this route gives access to Stretford, Ashton upon Mersey and Stockport.

3.11 Furthermore, there is a network of off-road cycle routes which extend across Wythenshawe Park and Gardens, to the south, connecting the surrounding residential areas including Baguley and Northern Moor.

PUBLIC TRANSPORT

Bus Services

3.12 The closest bus stops to the site can be accessed along the B5166 Sale Road which extends through Northern Moor, to the south of the site. The closest bus stops along this route can be accessed in a 650m (9-minute) walk via the Dunmow Walkbridge which extends onto Fellpark Road.

3.13 Additional bus stops are located on the A5103 Princess Parkway, approximately 850m east of the site via Willenhall Road. Located on both sides of the carriageway, the southbound stop can be accessed via a footbridge which extends over the A5103. The northbound stop comprises a flag, pole, shelter, seating, timetable information, raised kerbs and a layby, whilst the southbound stop benefits from a flag, pole, and raised kerbs. **Figure 3.3,** below, illustrates the location of the bus stops in the vicinity of the site, whilst **Table 3.2,** overleaf, provides a breakdown of the bus services available.

Figure 3.3: Bus Stop Locations



(Source: Google Maps)

Table 3.2: Bus Service Summary

Service	Bus Route	Approximate Headway			
		Weekday	Weekday Evening	Saturday	Sunday
B5166 Sale Road					
41	Middleton – Manchester - Sale	30 mins	30 mins	30 mins	30 mins
A5103 Princess Parkway					
101	Manchester – Wythenshawe	15 mins	30 mins	15 mins	20 mins
103	Manchester – Wythenshawe – Manchester Airport	30 mins	60 mins	30 mins	60 mins

(Source: bustimes.org)

3.14 As can be seen in **Table 3.2**, there are regular service available Monday-Sunday which offer frequent services to Middleton, Sale, Wythenshawe and Altrincham. It is, therefore,

considered that travel by bus would be a viable option for those accessing the site from further afield.

Tram Services

3.15 Northern Moor Tram stop is located approixmately 1km southwest of the site and can be accessed in a 14-minute walk or a 4-minute cycle. This stop benefits from step-free access to both platforms, seating and provides 10 cycle parking spaces in the form of 5 lockers and 5 stands. This tram stop is located on the Navy Line and has frequent services to Manchester Airport and Manchester Victoria, with services every 12 minutes.

SUMMARY

3.16 Overall, it is considered that there are good opportunities for participants and visitors to travel to the site via active and/or sustainable modes of travel.

3.17 It should be noted that the development is likely to be used by teams from different football clubs who will know the other people they are playing with. Given this, it is expected that informal car sharing will take place.

4. LOCAL HIGHWAY NETWORK

INTRODUCTION

4.1 This section of the Transport Assessment considers the nature of the existing highway network, and summaries the historic accident data for the area surrounding the site.

HIGHWAY NETWORK

4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**, below.

Figure 4.1: Existing Highway Network



(Source: Google Maps)

4.3 Vehicular access will continue to be taken from Willenhall Road, on the southern boundary of the site. The carriageway extends east for approximately 300m before diverting southbound under the M60. Along this route, the carriageway is approximately 7.5m wide and has footways on both sides.

4.4 Approximately 300m south, Willenhall Road forms the major arm of a priority T-junction with Barry Road which extends west with residential dwellings taking direct frontage access on

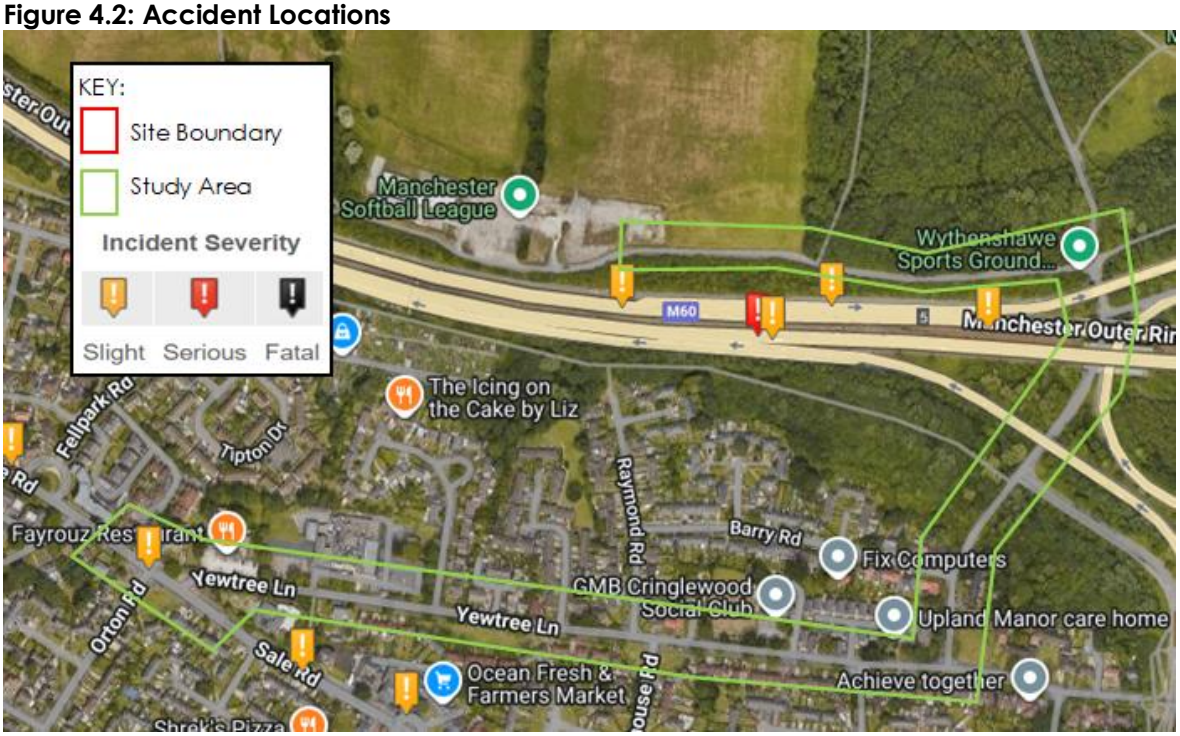
both sides. Continuing south, Willenhall Road forms the minor arm of a priority T-junction with Yewtree Lane which extends east-west through the surrounding residential area. In the vicinity of the junction, Yewtree Lane is subject to a 30mph speed limit and the carriageway is approximately 6.5m wide, with footways and street lighting on both sides. Approximately 300m west, Yewtree Lane extends through a 20mph zone as Pioneer House High School takes access to the north; speed humps are in place along this route.

4.5 Continuing west, Yewtree Lane forms the minor arm of a priority T-junction with the B5166 Sale Road. The junction benefits from a pedestrian refuge island comprising dropped kerbs and tactile paving and signage on approach which indicates vehicles are subject to a 30mph speed limit along Sale Road. The carriageway is approximately 8m wide and runs broadly east-west through Northern Moor and the surrounding residential area.

ROAD SAFETY

4.6 Accident data for the most recent 5-year period (2020 – 2024) has been obtained from www.crashmap.co.uk for the network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The accident study area is shown in **Figure 4.2**.

Figure 4.2: Accident Locations



(Source: Crashmap)

4.7 As can be seen from **Figure 4.2,** one accident has been recorded within the study area in the most recent 5-year period, this equates to an average of 0.2 accidents per year.

Recorded to the north of the Yewtree Lane / Sale Road junction, this accident was recorded in 2023 and involved two vehicles and resulted in one casualty suffering slight injuries. Given the above, it is not considered that there are any existing road safety issues on the local highway network that would be exacerbated by the development proposals.

5. TRIP GENERATION

INTRODUCTION

5.1 This section of the Transport Assessment will consider the trip generation associated with both the existing grass pitches and proposed AGPs.

5.2 As has been discussed, the development proposals will result in the replacement of four existing grass pitches to provide four new 11v11 artificial grass pitches with floodlighting, fencing and ancillary storage. The remaining grass pitches on the site are unchanged as a consequence of the proposals and, as such, will continue to operate as they do at present.

Existing Grass Pitches

5.3 Pitch usage information for the existing grass pitches has been provided by the client and is based on a typical timetable representing the most intensive use of the existing site. The remaining grass pitches do not benefit from floodlights and, therefore, are only in use during daylight hours on a weekend. This is not anticipated to change and, therefore, this assessment will focus on the weekday evening period only.

Proposed AGPs

5.4 The proposed 3G AGPs is capable of accommodating the following pitch configurations:

- 1 x 11 vs 11 Adult pitch; or
- 2 x 9 vs 9 Under 11s/12s; or
- 2 x 7 vs 7 Under 9s/10s; or
- 4 x 5 vs 5 Under 7s/8s.

5.5 Pitch usage information has been based on extensive experience of similar developments, and the TRICS database has been interrogated to corroborate the likely number of trips that will be generated by the development proposals.

5.6 **Table 5.1,** overleaf, provides a breakdown of the maximum number of participants per pitch and the maximum number of participants in a single hour period, by pitch configuration. It has been assumed that for activities involving children, they will be dropped off by their parents, who will remain on site for the duration of the activity and then leave in the period following the activity finishing.

Table 5.1: Maximum Participant Numbers

Pitch	No. of Pitches	Breakdown per Team*	Participants per Pitch*	Participants in a single hour period
5v5	16	5 players and 2 subs	14	224
7v7	8	7 players and 3 subs	20	160
9v9	8	9 players, 3 subs and 1 coach	26	208
11v11	4	11 players, 3 subs and 1 coach	30	120

(Source: Consultant Calculation) *on average

5.7 It is typical for uses such as junior football, that the coaches and officials are parents of children taking part in the activity and, therefore, would not be additional to the total number of participants. As can be seen in **Table 5.1**, the maximum number of participants in a single hour period if all pitches are in use is 224, associated with the 4no. 5v5 pitches. Whilst trips associated with the 3G AGPs would largely take place outside the highway peak hours, to provide a robust assessment, it has been assumed that sessions will run back-to-back on a weekday evening.

Combined Usage

5.8 Based on the total number of participants expected for each hour period across a typical operating day, it is possible to predict the person trip generation of the existing stadia pitch and the proposed AGPs. It has been assumed that participants will arrive in the hour period before their activity and depart in the hour period following their activity. **Table 5.2,** overleaf, outlines the likely two-way person trip generation of the site, on the assumption that all four AGPs will be subdivided into 5v5 pitches and all four pitches on each AGP will be in use at one time.

5.9 On the basis that there are 14 participants per pitch (5 players and 2 substitutes), this results in 224 participants per hour slot and, when accounting for arrivals/departures, this results in 448 two-way person trips per hour. Furthermore, and as previously mentioned, this assessment will focus on the weekday evening period at the site, when the remaining grass pitches are not in use.

Table 5.2: Total Person Trip Generation

Time Period	Weekday						
	Arrival			Departure			Total
	Existing Pitches	Proposed AGPs	Total	Existing Pitches	Proposed AGPs	Total	
08:00-09:00	0	0	0	0	0	**0**	**0**
09:00-10:00	0	0	0	0	0	**0**	**0**
10:00-11:00	0	0	0	0	0	**0**	**0**
11:00-12:00	0	0	0	0	0	**0**	**0**
12:00-13:00	0	0	0	0	0	**0**	**0**
13:00-14:00	0	0	0	0	0	**0**	**0**
14:00-15:00	0	0	0	0	0	**0**	**0**
15:00-16:00	0	0	0	0	0	**0**	**0**
16:00-17:00	0	224	224	0	0	**0**	**224**
17:00-18:00	0	224	224	0	0	**0**	**224**
18:00-19:00	0	224	224	0	224	**224**	**448**
19:00-20:00	0	224	224	0	224	**224**	**448**
20:00-21:00	0	224	224	0	224	**224**	**448**
21:00-22:00	0	0	0	0	224	**224**	**224**
22:00-23:00	0	0	0	0	224	**224**	**224**

(Source: Consultant Calculation)

5.10 The information in **Table 5.2** demonstrates that the peak two-way person trip generation of the site will be occur between 18:00-21:00, with 448 two-way person trips.

5.11 Not all those travelling by car to the pitches will do so as a single occupant. To provide further assurance, interrogation of the TRICS database has been carried out to corroborate the likely number of vehicle trips generated by the development proposals and the resultant demand for parking. While no full-size football pitches are included within the TRICS database, there are three surveys for 5-a-side pitches, which represent sites most comparable to the development proposals. **Table 5.3,** overleaf, shows the PM weekday peak hour trip rates (per pitch) and resultant trip generation. The full TRICS output is attached at **Appendix B.**

Table 5.3: TRICS Vehicle Trip Rates and Trip Generation – 5-a-side Pitch – Development Peak Hour

	Weekday PM (17:00 – 18:00)		
	Arrival	Departure	Two-Way
Trip Rates	4.130	1.696	5.826
Trip Generation (per pitch)	4	2	6

(Source: TRICS Database)

5.12 **Table 5.3** illustrates that a typical 5-a-side pitch would generate some 6 two-way vehicle trips in the weekday peak hour. On the assumption that a typical 5-a-side team arrives with 7 players, which includes for 2 substitutes, a likely multi-occupancy rate of 2 players per car has been applied, resulting in 7 two-way vehicle trips per pitch. This calculation does not account for spectator trips, however, many of the activities at the site are anticipated to be related to junior sport where it would be expected that parents/guardians would make up the majority of spectators and will have already brought their child by car. Therefore, them staying to watch their child and utilising a space in the car park has already been taken account of in the assessment.

5.13 Applying the multi-occupancy rate of 2 players per car, **Table 5.4,** below, summarises the total vehicle trips (two-way) by hour associated with the proposed AGPs, on a weekday evening.

Table 5.4: Proposed Two-Way Vehicle Trip Generation

Time Period	Weekday		
	Arrival	Departure	Total
08:00-09:00	0	0	**0**
09:00-10:00	0	0	**0**
10:00-11:00	0	0	**0**
11:00-12:00	0	0	**0**
12:00-13:00	0	0	**0**
13:00-14:00	0	0	**0**
14:00-15:00	0	0	**0**
15:00-16:00	0	0	**0**
16:00-17:00	112	0	**112**
17:00-18:00	112	0	**112**
18:00-19:00	112	112	**224**
19:00-20:00	112	112	**224**
20:00-21:00	112	112	**224**
21:00-22:00	0	112	**112**
22:00-23:00	0	112	**112**

(Source: Consultant Calculation)

5.14 As can be seen in **Table 5.4,** the peak two-way vehicle trip generation of the site is expected to occur between 18:00-21:00 on a weekday, when the existing grass pitches are not in use.

5.15 This is an uplift of up to 224 two-way vehicle trips per hour during the crossover period between consecutive bookings, however, it should be noted that the remaining grass pitches on site are not in use on a weekday evening and, therefore, arrival / departure patterns are likely to be similar to typical weekend usage of the grass pitches.

5.16 As set out previously, there will be no material change in the use of the site on a weekend with the replacement of four grass pitches which can already accommodate the pitch configurations and resultant trip generation associated with the proposed AGPs. It should be noted that this assessment is a worst-case scenario should the four AGPs be subdivided to their smallest configurations to reflect the most intensive use of the site, albeit it is not considered that this would be reflective of the site's typical usage given that each of the AGPs could also accommodate three alternative pitch configurations which would reduce the vehicle trip generation significantly. Given the above, no further assessment of the weekend period has been undertaken.

SUMMARY

5.17 It has been demonstrated that the replacement of the existing grass pitches with the proposed AGPs will have an impact on a weekday evening only and could generate a maximum of 112 two-way vehicle trips per hour booking when compared to the current usage. During the crossover period between consecutive bookings, the site could generate a maximum of 224 two-way vehicle trips albeit the remaining grass pitches on the site are not in use, and this is reflective of the existing usage of the grass pitches across a typical weekend period.

6. ACCESS, PARKING AND SERVICING

INTRODUCTION

6.1 This section of the Transport Assessment considers the proposed access arrangements and parking demand associated with the development proposals, during the peak period of use on a weekday evening, and servicing of the development.

ACCESS & PARKING

6.2 Pedestrian and vehicular access will continue to be taken from Willenhall Road to the south, via the existing access/egress arrangements. The car park comprises an area of informal car parking and a parking survey undertaken on Sunday 9th November 2025 demonstrated the site is capable of accommodating 226 vehicles. There is also an area of overflow parking along the southern boundary of the existing grass pitches, should demand dictate. The proposals will include the provision of 10no. Sheffield stands, capable of accommodating 20 bicycles. This will be provided in the curtilage of the existing car parking area.

6.3 On a weekday evening the existing grass pitches on the site are not in operation as they do not have floodlights. With this in mind and based on the level of car parking available, it is expected that the uplift in use of the site on a weekday evening can be suitably accommodated. On a weekend, the introduction of the AGPs will not result in an uplift above the existing level of use of the site and, therefore, it is not expected that there will be a material impact on car parking.

6.4 A drawing attached at **Appendix C** demonstrates that Willenhall Road maintains a carriageway width of 4.9m along its length. In line with Manual for Streets guidance, a minimum carriageway width of 4.8m is required to support two-way vehicle movement and, therefore, the existing access arrangements along this route are considered sufficient to accommodate the uplift in usage on a weekday evening, which will be reflective of existing site usage on a weekend.

6.5 To demonstrate that car parking associated with the proposed AGPs can be accommodate in the existing car park without resulting in on-street parking in the vicinity of the site, a parking accumulation survey was undertaken on Saturday 8th and Sunday 9th November 2025 between 08:00-17:00, to identify the level of existing parking at Wythenshawe Sports Ground across a typical weekend period. This included a pre-survey count of car park to establish a base level of parking (0 vehicles), followed by an in/out

count at the site access on Willenhall Road. The results of the parking survey are summarised in **Table 6.1** and **Table 6.2,** whilst the full parking survey results are provided at **Appendix D**.

Table 6.1: Results of Saturday 8th November 2025 Parking Accumulation Survey

Time	Wythenshawe Sports Ground		
	In	Out	Accumulation
08:00	0	0	0
08:15	1	0	1
08:30	6	0	7
08:45	31	1	37
09:00	42	1	78
09:15	19	3	94
09:30	8	2	100
09:45	4	0	104
10:00	6	4	106
10:15	27	3	130
10:30	38	31	137
10:45	15	51	101
11:00	3	3	101
11:15	7	0	108
11:30	10	4	114
11:45	31	5	140
12:00	32	40	132
12:15	26	64	94
12:30	4	5	93
12:45	5	0	98
13:00	2	0	100
13:15	1	1	100
13:30	3	23	80
13:45	3	41	42
14:00	1	1	42
14:15	0	2	40
14:30	2	4	38
14:45	1	3	36
15:00	1	23	14
15:15	1	15	0
15:30	0	0	0
15:45	0	0	0
16:00	0	0	0
16:15	0	0	0
16:30	0	0	0
16:45	0	0	0

(Source: Consultant Calculation)

Table 6.2: Results of Sunday 9th November 2025 Parking Accumulation Survey

Time	Wythenshawe Sports Ground		
	In	Out	Accumulation
08:00	0	0	0
08:15	0	0	0
08:30	1	0	1
08:45	0	0	1
09:00	6	1	6
09:15	38	3	41
09:30	33	8	66
09:45	40	2	104
10:00	49	2	151
10:15	30	2	179
10:30	17	3	193
10:45	19	2	210
11:00	17	7	220
11:15	8	2	226
11:30	5	16	215
11:45	3	39	179
12:00	4	4	179
12:15	11	22	168
12:30	13	41	140
12:45	11	45	106
13:00	12	60	58
13:15	13	4	67
13:30	20	5	82
13:45	9	3	88
14:00	3	12	79
14:15	5	3	81
14:30	2	3	80
14:45	1	2	79
15:00	3	11	71
15:15	3	12	62
15:30	2	33	31
15:45	0	1	30
16:00	1	8	23
16:15	1	18	6
16:30	0	6	0
16:45	0	0	0

(Source: Consultant Calculation)

6.6 As can be seen above, the recorded number of vehicles accessing and egressing the site peaked between 11:15-11:30 on Sunday 9th November 2025, with 226 vehicles on-site.

6.7 As set out in **Section 5**, use of the AGPs on weekday evenings is likely to have a limited impact on the operation of the local highway network, as trips to/from the site would be outside the peak hours of the local highway network and the remainder of the grass pitches on the site are not in use. Furthermore, a worst-case scenario assessment of the proposed AGPs, whereby all four AGPs are subdivided into 5v5 pitches and all four pitches on each AGP are in use at one time indicates a maximum two-way vehicle trip generation of 224 vehicles between 18:00-21:00, during the crossover period between consecutive bookings.

6.8 Given the above, it is considered that the existing car park is capable of accommodating all vehicles associated with the proposed AGPs without resulting in on-street parking in the vicinity of the site. In reality, the proposed AGPs will be used and subdivided differently across a weekday evening rather than being used intensely to accommodate 16no. 5v5 pitches.

SERVICING

6.9 It is expected that refuse collection and servicing of the site will not be materially impacted by the proposed development and will continue to take place as existing, with refuse vehicles entering the site from Willenhall Road.

7. SUMMARY & CONCLUSIONS

SUMMARY

7.1 This Transport Assessment has been prepared on behalf of Surfacing Standards Ltd, to accompany a planning application for the development of four 3G artificial grass pitches (AGP), with associated infrastructure, on land at Wythenshawe Sport Ground, Willenhall Road, Manchester. The following summarises the key findings:

- The proposals have been demonstrated to accord with both national and local transport policy, being in a sustainable and accessible location that is well connected with regards to opportunities for walking, cycling and public transport;
- An analysis of historic accident data suggests that there are no historic accident trends that might be exacerbated by the addition of development traffic;
- Once operational, it is anticipated that the proposed AGPs would generate an uplift of 112 two-way vehicle trips per hour booking when compared to the current usage, and 224 two-way vehicle trips during the crossover period on a weekday evening when the remaining grass pitches on the site are not in use. The operational peak hours during the week are not expected to coincide with the peak operating time of the local highway network;
- The assessment is particularly robust as it considers the most intensive use of the proposed AGPs and demonstrates a worst-case scenario; and
- It has been demonstrated that the access arrangements and parking provision at the development is sufficient to cater for the forecast demand associated with the proposed AGPs.

CONCLUSION

7.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda.



TPS Transport Consultants Ltd

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REPORT APPENDICES

Appendix A

Proposed Site Layout

Wythenshawe Sports Ground

Creation of 4 Artificial Grass Pitches

Scale: 1:500 — 0 10 30 50m / 20 40

CONSULTANTS
Surfacing Standards LTD
Office 3, Empingham House,
Ayston Road, Uppingham, LE15 9NY
01536 400 012

1. DO NOT SCALE FROM DRAWING UNLESS FOR PLANNING PURPOSES ONLY. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
2. THIS DRAWING IS COPYRIGHT TO SURFACING STANDARDS LTD
3. ALL PERSONNEL SHOULD BE AWARE OF THE HEALTH AND SAFETY PLAN WHICH IS RETAINED IN THE SITE MANAGERS OFFICE.

- *Artificial Turf Playing Area*
- *Footpaths & Hard Standing Areas*
- *4.5m High Fence Line*
- *2m High Fence Line*
- *1.2m High Fence Line*

Notes:
Line markings to accommodate per AGP:
1Nr. 11v11 91x55m (white)
1Nr. 9v9 73x46m (blue)
2Nr. 7v7 54.8x37m* (yellow)
4Nr. 5v5 37x25.32m* (red)

*Smaller than recommended size but acceptable for FA match play

Huddle unit

Storage container for maintenance equipment

Goal storage areas to the ends of each AGP

4Nr. AGPs

ACCESS

T47 to be removed

Refurbishment of existing sports pavilion - 144600/VO/2025

18Nr. 15m high floodlight columns

Vehicular access pathway

T1 to be removed

N

REV	DESCRIPTION			
00	PLANNING ISSUE	ME	WB	08.10.21
REV	DESCRIPTION	REV	CK	DATE

Surfacing Standards Limited
SPORTS PITCH CONSULTANTS

AUTHOR: ME

TITLE: Wythenshawe Sports Ground
Creation of 4 Artificial Grass Pitches
Proposed Site Plan

PROJECT	SCALE	SIZE
G-229824	1:500	A1

DRAWING No	REVISION
03	00

Appendix B

TRICS Output

Northern Transport Planning LEEDS WEST YORKSHIRE Licence No: 640801

Calculation Reference: AUDIT-640801-240617-0646

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : L - FOOTBALL (5-a-side)
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	YO	YORK	1 days
10	WALES		
	CF	CARDIFF	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of pitches
Actual Range:	5 to 11 (units:)
Range Selected by User:	2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 24/09/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

F2(c)	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	2 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CF-07-L-01 GÔL CENTRES CARDIFF
LAWRENNY AVENUE
CARDIFF
LECKWITH
Edge of Town
Residential Zone
Total Number of pitches: 11
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

2 WM-07-L-01 POWERLEAGUE WEST MIDLANDS
PARK ROAD
HALESOWEN

Edge of Town
Industrial Zone
Total Number of pitches: 7
Survey date: WEDNESDAY *29/11/17* *Survey Type: MANUAL*

3 YO-07-L-01 PLAY FOOTBALL YORK
STIRLING ROAD
YORK
CLIFTON MOOR
Edge of Town
No Sub Category
Total Number of pitches: 5
Survey date: TUESDAY *10/05/22* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
TOTAL VEHICLES
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
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									
08:00 - 09:00	2	9	0.611	2	9	0.111	2	9	0.722
09:00 - 10:00	2	9	3.500	2	9	0.556	2	9	4.056
10:00 - 11:00	2	9	0.333	2	9	0.222	2	9	0.555
11:00 - 12:00	2	9	0.167	2	9	0.222	2	9	0.389
12:00 - 13:00	2	9	0.222	2	9	0.333	2	9	0.555
13:00 - 14:00	2	9	0.333	2	9	0.444	2	9	0.777
14:00 - 15:00	2	9	0.667	2	9	2.611	2	9	3.278
15:00 - 16:00	3	8	1.435	3	8	1.696	3	8	3.131
16:00 - 17:00	3	8	2.609	3	8	0.652	3	8	3.261
17:00 - 18:00	3	8	4.130	3	8	1.696	3	8	5.826
18:00 - 19:00	3	8	4.870	3	8	3.348	3	8	8.218
19:00 - 20:00	3	8	3.217	3	8	3.304	3	8	6.521
20:00 - 21:00	3	8	2.435	3	8	5.870	3	8	8.305
21:00 - 22:00	3	8	0.130	3	8	3.870	3	8	4.000
22:00 - 23:00	3	8	0.000	3	8	0.348	3	8	0.348
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			24.659			25.283			49.942

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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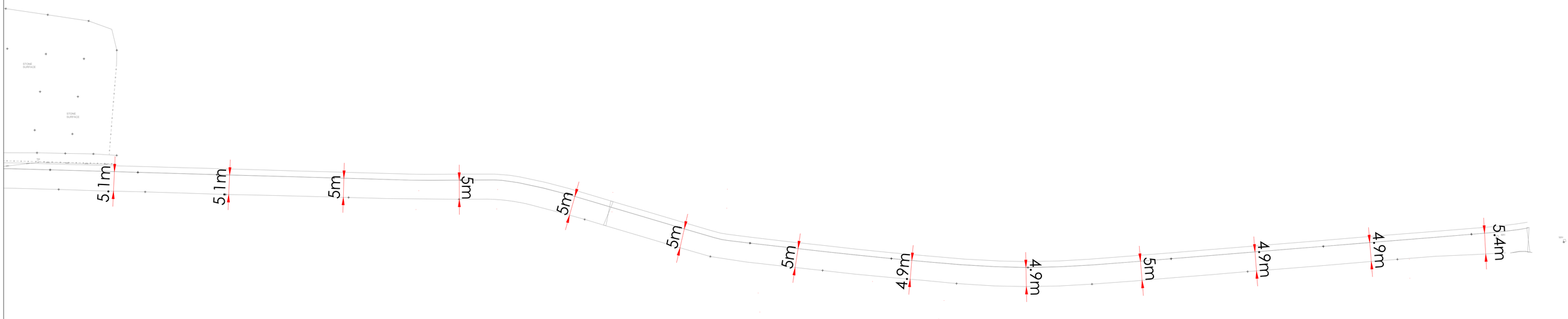
Parameter summary

Trip rate parameter range selected:	5 - 11 (units:)
Survey date date range:	01/01/16 - 24/09/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

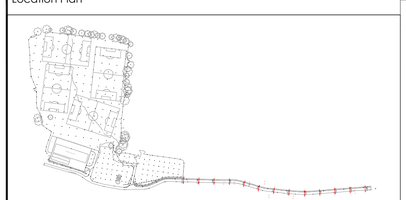
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix C

Access Arrangements



Location Plan



Standard Notes	Notes and Keys	Notes and Keys	Notes and Keys
1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and specification. 2. This drawing should not be scaled.			

Date	Rev	Description	Drawn	Chk
--.--.--	---	----------	--	--

Project
Wythenshawe Sports Ground
Willenhall Road
Manchester

Title
Access Arrangements

TPS
ADDRESS TPS Transport Consultants Ltd.
Stonebridge Court,
151-153 Wakefield Road,
Horbury, Wakefield,
WF4 5HQ
t: 01924 664638 e: info@tpsconsultants.co.uk
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Scale @ A1	Date Created	Drawn	Checked	Status
1:500	01.12.25	JA	CG	INFORMATION

Project Number	Revision	Drawing Number
P3088	-	D - 1001

Appendix D

Parking Survey Data



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 1 – Wythenshawe Sports Ground	**Project No:**	17426	**Drawing No:**	17426-01	**Drawn By:**	MN
	Survey Date:	Saturday 8th and Sunday 9th November 2025	**Project Name:**	Wythenshawe				
	Survey Times:	0800 – 1700	**Drawing Title:**	Site Layout and Observed Movements				

17426 / WYTHENSHAWE
NOVEMBER 2025
CAR PARK COUNTS

SITE: 1

DATE: 08/11/2025

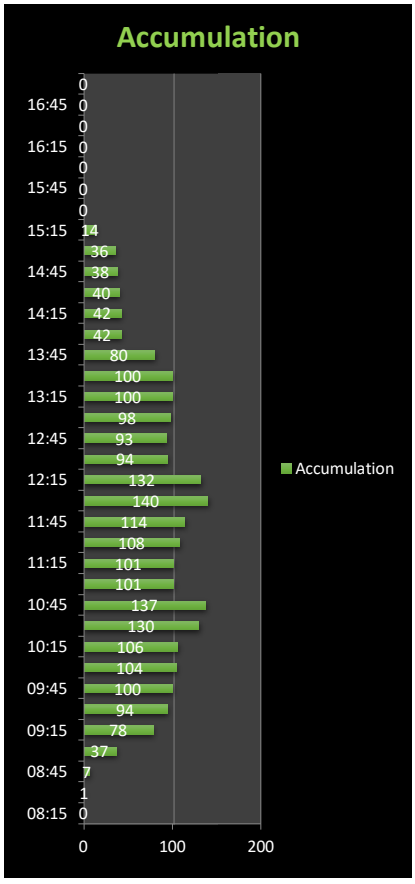
LOCATION: Wythenshawe Sports Ground

Start of survey	0

DAY: Saturday

TIME	Entry	Exit
08:00	0	0
08:15	1	0
08:30	6	0
08:45	31	1
09:00	42	1
09:15	19	3
09:30	8	2
09:45	4	0
10:00	6	4
10:15	27	3
10:30	38	31
10:45	15	51
11:00	3	3
11:15	7	0
11:30	10	4
11:45	31	5
12:00	32	40
12:15	26	64
12:30	4	5
12:45	5	0
13:00	2	0
13:15	1	1
13:30	3	23
13:45	3	41
14:00	1	1
14:15	0	2
14:30	2	4
14:45	1	3
15:00	1	23
15:15	1	15
15:30	0	0
15:45	0	0
16:00	0	0
16:15	0	0
16:30	0	0
16:45	0	0
P/TOT	330	330

Time	Accumulation
08:15	**0**
08:30	**1**
08:45	**7**
09:00	**37**
09:15	**78**
09:30	**94**
09:45	**100**
10:00	**104**
10:15	**106**
10:30	**130**
10:45	**137**
11:00	**101**
11:15	**101**
11:30	**108**
11:45	**114**
12:00	**140**
12:15	**132**
12:30	**94**
12:45	**93**
13:00	**98**
13:15	**100**
13:30	**100**
13:45	**80**
14:00	**42**
14:15	**42**
14:30	**40**
14:45	**38**
15:00	**36**
15:15	**14**
15:30	**0**
15:45	**0**
16:00	**0**
16:15	**0**
16:30	**0**
16:45	**0**
17:00	**0**



17426 / WYTHENSHAWE
NOVEMBER 2025
CAR PARK COUNTS

SITE: 1

DATE: 09/11/2025

LOCATION: Wythenshawe Sports Ground

Start of survey	0

DAY: Sunday

TIME	Entry	Exit
08:00	0	0
08:15	0	0
08:30	1	0
08:45	0	0
09:00	6	1
09:15	38	3
09:30	33	8
09:45	40	2
10:00	49	2
10:15	30	2
10:30	17	3
10:45	19	2
11:00	17	7
11:15	8	2
11:30	5	16
11:45	3	39
12:00	4	4
12:15	11	22
12:30	13	41
12:45	11	45
13:00	12	60
13:15	13	4
13:30	20	5
13:45	9	3
14:00	3	12
14:15	5	3
14:30	2	3
14:45	1	2
15:00	3	11
15:15	3	12
15:30	2	33
15:45	0	1
16:00	1	8
16:15	1	18
16:30	0	6
16:45	0	0
P/TOT	380	380

Time	Accumulation
08:15	**0**
08:30	**0**
08:45	**1**
09:00	**1**
09:15	**6**
09:30	**41**
09:45	**66**
10:00	**104**
10:15	**151**
10:30	**179**
10:45	**193**
11:00	**210**
11:15	**220**
11:30	**226**
11:45	**215**
12:00	**179**
12:15	**179**
12:30	**168**
12:45	**140**
13:00	**106**
13:15	**58**
13:30	**67**
13:45	**82**
14:00	**88**
14:15	**79**
14:30	**81**
14:45	**80**
15:00	**79**
15:15	**71**
15:30	**62**
15:45	**31**
16:00	**30**
16:15	**23**
16:30	**6**
16:45	**0**
17:00	**0**

