

Proposed Temporary Change of Use at Hillkirk Street Car, Manchester

Transport Statement

Manchester City Council

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Report Control

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1. Introduction

- 1.1. Astute Transport Planning Ltd have been appointed by Ashton Hale on behalf of Manchester City Council (MCC) Development Team to provide highways and transportation advice in support a temporary change of use planning application for vehicle parking on land at Hillkirk Street, Manchester.
- 1.2. The proposed development site is located within the jurisdiction of MCC, who act as both the local planning and highway authority. As part of scoping discussions with the Local Authority, Astute attended meetings with MCC Officers on the 4th and 18th November 2025 to discuss the key issues that would need to be addressed as part of the transport submission.
- 1.3. Astute has undertaken ongoing liaison with the MCC Development Team, as well as representatives from the City Football Group and Manchester City Football Club (MCFC), to ensure that the application proposals reflect the current operational requirements at the site and they are aligned with the wider Etihad Campus activities and future masterplan proposals, including the associated transport strategy and infrastructure provision.
- 1.4. As part of reviewing the potential transport implications of the development proposals within a wider campus context, the following relevant background information have been taken into consideration:
 - Etihad Campus - Movement and Transport Strategy Transport Assessment.
 - Etihad Campus Strategic Vision - Movement and Transport.
 - Co-op Live - Transport Strategy Report.
 - North Stand Development - Operating Schedule and Event Management Plan and Framework Travel Plan.
- 1.5. This Transport Statement (TS) provides information on the traffic and transport planning aspects of the development proposals, and forms supplementary information to assist in the determination of a planning application.

Development Site

- 1.6. The site, also known as 'Green Car Park', is located adjacent to Hillkirk Street in Manchester, approximately 2km east of Manchester City Centre. It forms part of the Edwin Road Industrial Estate and is next to Sportcity and the Etihad Campus. The site is bound by Hillkirk Street to the east, Cambrian Street to the north, a wooded area and the River Medlock to the west and Ashton New Road (A662) to the south.
- 1.7. An indicative location of the site is shown in **Figure 1.1**, and a detailed location plan is included as **Appendix A**.



Figure 1.1: Proposed Development Site Location (Source: Google Maps)



- 1.8. To the east of the site lies the Etihad Campus, a major sports and leisure destination comprising the Etihad Stadium, Co-op Live Arena, the Manchester Regional Arena, the Manchester Tennis and Football Centre, the National Squash Centre and the National Cycling Centre.

Development Proposals

- 1.9. The proposed development involves a temporary change of use of the site to allow for car parking. The land is currently used for matchday parking by MCFC within the 28-day permitted development rights limit. When not in use for matchday parking it remains unused, although the site is allocated for future development as part of the Eastlands Strategic Regeneration Framework (SRF) within the Etihad Campus Sport and Innovation Zone.
- 1.10. The proposals therefore seek to temporarily extend the number of days the site can be used for parking, which will allow it to be utilised for car parking on non-match days to accommodate parking associated with other activities and events that take place at the Etihad Campus.
- 1.11. As a result of the proposals, MCFC would seek to increase its use of the site to circa 44 days per year, with MCC proposing to operate the site for up to circa 150 arena event days per year.

Policy Context

- 1.12. The National Planning Policy Framework (NPPF), originally published in March 2012 and most recently updated as of December 2024, sets out the government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 1.13. As part of promoting sustainable transport, paragraph 115 of the updated NPPF states that in assessing applications for development, it should be ensured that:
- a) *"sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users;*
 - c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*
- 1.14. Paragraph 116 goes on to state 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 would be severe, taking into account all reasonable future scenarios."*
- 1.15. In accordance with relevant planning policy guidance, this TS has demonstrated that the development proposals at Hillkirk Street are consistent with key principles of the NPPF, ensuring that safe and suitable access to the site is provided, there would not be an unacceptable impact on highway safety and that the transport impacts on the surrounding road network would not be severe.

Scope of Report

- 1.16. Following this introduction, the report provides the following information:
- **Section 2: Baseline Conditions** - provides a review of the baseline situation in the vicinity of the site including the local highway network and accident records.
 - **Section 3: Development Proposals** - details the proposed development, including the car park layout and the justification to extend the number of days the site can be used for temporary parking, and outlines the traffic generation analysis.



- **Section 4: Car Park Management** - details the existing and proposed site operation and associated management arrangements for the car park.
- **Section 5: Summary and Conclusions** - presents a summary of the conclusions made in the report.



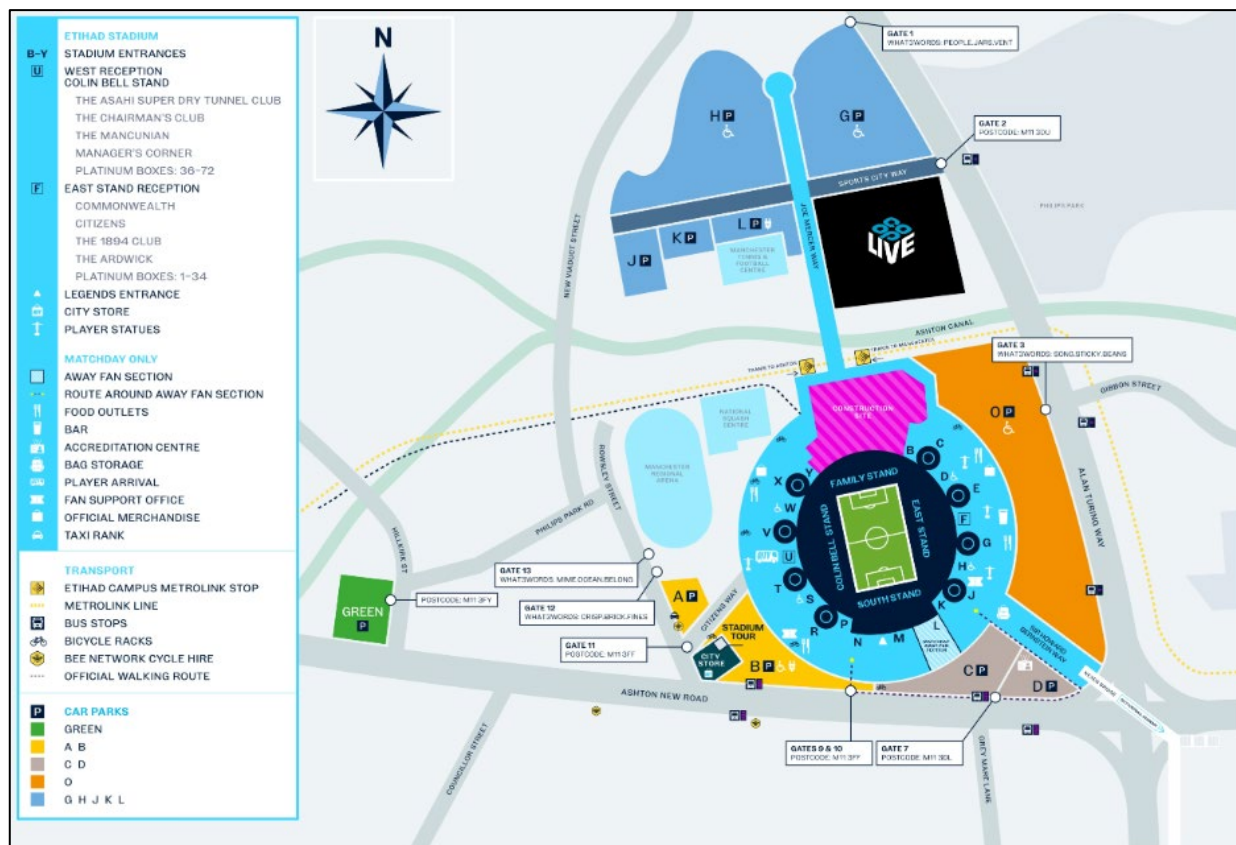
2. Baseline Conditions

- 2.1. This Section of the report details the existing site, describes the adjacent highway network and reviews the injury accident record in the immediate vicinity.
- 2.2. The following details have been informed by an evening site visit undertaken on Tuesday 25th November 2025, during a MCFC home fixture at the Etihad Stadium, to observe the operation of the existing temporary car park and the adjacent transport network.

Existing Site

- 2.3. The site, also known as 'Green Car Park', is located adjacent to Hillkirk Street in Manchester and forms part of the Edwin Road Industrial Estate to the west of Sportcity and the Etihad Campus. The site is bound by Hillkirk Street to the east, Cambrian Street to the north, a wooded area and the River Medlock to the west and Ashton New Road (A662) to the south. A map showing the area of the Etihad Campus to the west of Alan Turing Way in the vicinity of the site is shown in **Figure 2.1**.

Figure 2.1: Etihad Campus Map (Source: www.mancity.com)



- 2.4. The site is currently vacant, consisting of hard-standing ground, and it is utilised by MCFC for matchday parking in accordance with the 28-day permitted development rights. Based on information provided by MCFC, it is understood

that the existing car park has a capacity of 173 standard parking spaces, which are pre-booked in advance of match days.

- 2.5. Access to the site is provided from Hillkirk Street via a simple priority junction, and this is located approximately 60m to the north of the Ashton New Road / Hillkirk Street priority junction. The Philips Park Road / Hillkirk Street priority junction is to the north of the site entrance on the opposite side of the carriageway, and the stagger distance is around 22m. The site entrance width of circa 5.5m is sufficient to accommodate two cars passing simultaneously. At present, the site access comprises of secure manual vehicle gates and boundary fencing and railings. The existing site plan is included as **Appendix B**, and an image of the site access arrangement is shown in **Figure 2.2**.

Figure 2.2: Site Access Arrangement (Source: Google Maps)

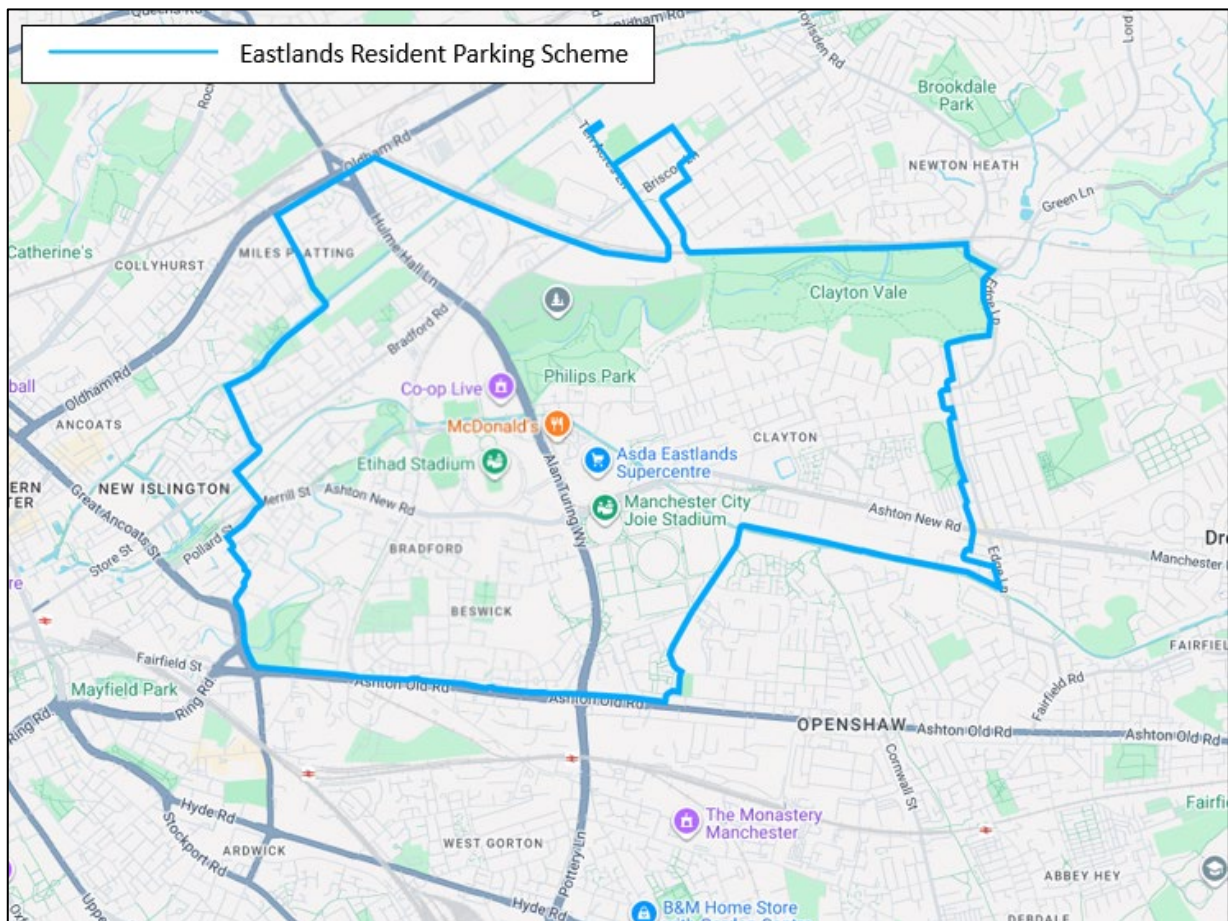


Highway Network

- 2.6. Hillkirk Street bounds the site to the east and comprises a wide single carriageway arrangement that runs north-south from a ghost island priority junction with Ashton New Road. To the north of the site access, at the priority junction with Phillips Park Road, Hillkirk Street changes to Cambrian Street. From this point, the road continues in a north-westerly direction before meeting Bradford Road as the minor arm of a priority T-junction.

- 2.7. Hillkirk Street is subject to a 30mph speed limit, has footways on both sides of the carriageway, and has street lighting at regular intervals. In addition, on-street parking bays are present on either side of the carriageway, forming part of the Eastlands Residents Parking Scheme (ERPS), which is enforced along Hillkirk Street.
- 2.8. The ERPS operates daily from midday to 11pm and was introduced to manage parking pressures associated with Co-op Live and the wider uses at the Etihad Campus. During these hours many streets surrounding the Etihad Campus are restricted to permit holders only, while designated parking bays allow short stay parking of up to 90 minutes for non-permit holders. The full extent of the ERPS is shown in **Figure 2.3**.

Figure 2.3: Eastlands Resident Parking Scheme (Source: Manchester City Council)



- 2.9. Ashton New Road bounds the site to the south and comprises a single carriageway that is subject to a 30mph speed limit and forms a local bus route. Within the vicinity of the site, Ashton New Road connects to Alan Turing Way (A6010) via a four-arm signalised junction, located approximately 950m to the east of the site. Alan Turing Way forms part of Manchester's Inner Ring Road and provides a key strategic route through East Manchester.
- 2.10. Approximately 300m to the west of the site, at the junction with Frost Street and Every Street, Ashton New Road becomes Merrill Street. From this point, the road continues in a south-westerly direction towards Manchester City Centre and it also comprises of the Eccles to Ashton-under-Lyne Metrolink tram line for a short section.

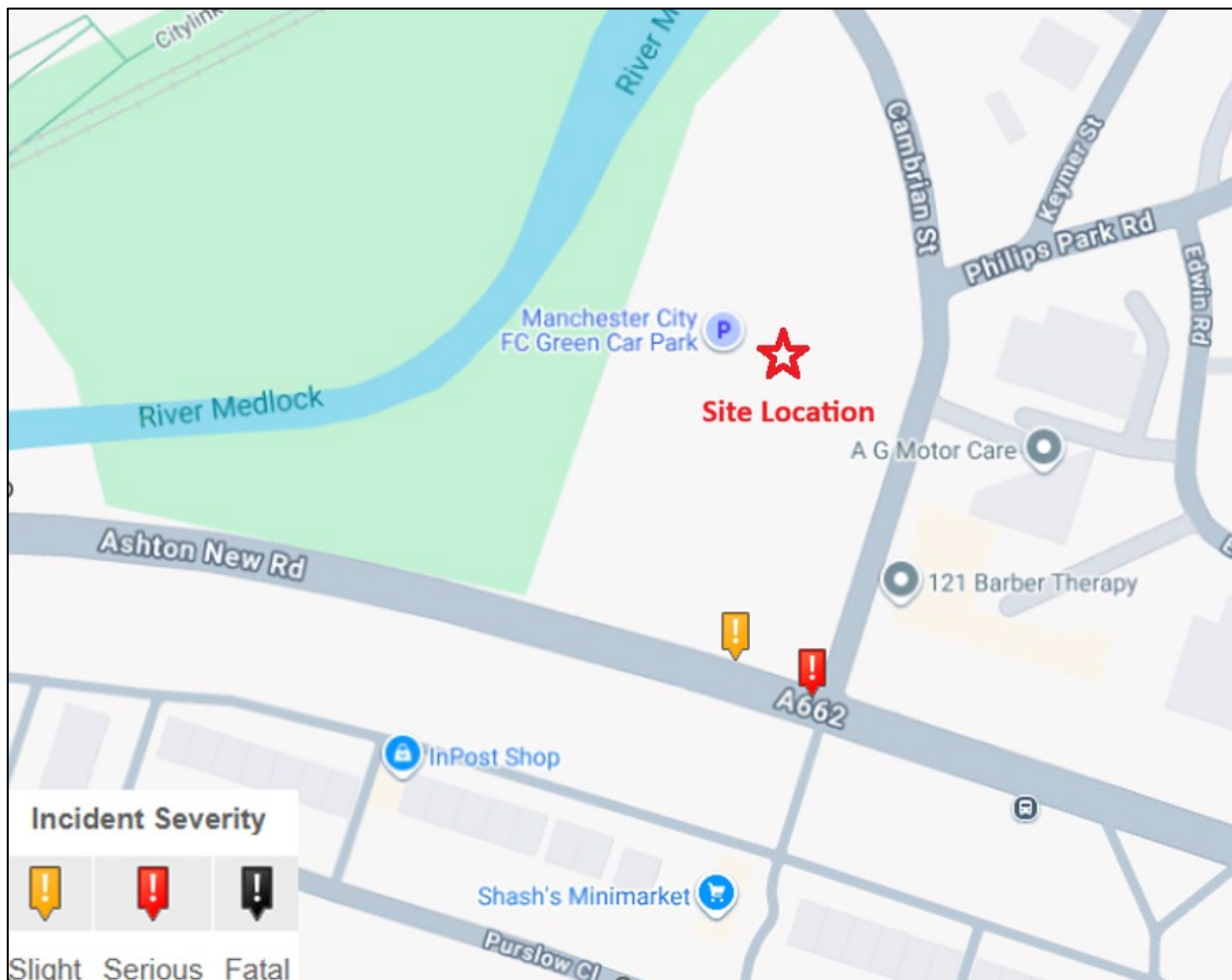
- 2.11. Ashton New Road has footways on both sides of the carriageway and has street lighting at regular intervals, and there is a zebra crossing located immediately adjacent to the junction with Hillkirk Street. In addition, parking restrictions in the form of double yellow lines are present along either side of the carriageway.

Injury Accident Record

- 2.12. A review of Personal Injury Collision (PIC) data for the most recent five-year period from 2020 to 2024 has been undertaken using the CrashMap database, which uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport (DfT) each year.
- 2.13. 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 inpatient.
 - **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.
 - **Fatal:** where a human casualty sustained injury, which caused death less than 30 days after the collision.
- 2.14. The PIC data has been reviewed for Hillkirk Street in the vicinity of the site, including the Ashton New Road / Hillkirk Street ghost island priority junction. An extract from CrashMap is shown in **Figure 2.4**.



Figure 2.4: Injury Accident Data 2020-2024 (Source: CrashMap)



- 2.15. The review of the CrashMap database identified that two PICs have occurred within the study area over the last five years of available information, resulting in one serious and one slight injury. As can be seen in **Figure 2.4**, the Crashmap data confirms that no incidents were recorded on Hillkirk Street or at the existing car park access, thereby confirming that there are no safety issues with the location or form of this site access arrangement, as well as the operation of the highway network immediately adjacent to the site.
- 2.16. Although two PICs have occurred within the study area on Ashton New Road, the incidents were sporadic in location with no presence of clusters (three or more collisions in the same location). In addition, none of the PICs which occurred in this location resulted in a fatal injury.
- 2.17. Whilst all accidents are regrettable, the rate of incidents over the five-year period is not considered to be indicative of any underlying highway safety issues at this location for road users. 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. This Section of the report details the proposed development, including the car park layout and the justification to extend the number of days the site can be used for temporary parking, and outlines the traffic generation analysis.

Proposed Development

- 3.2. The proposed development involves a temporary change of use of the site to allow for car parking. The land is currently used for matchday parking by MCFC within the 28-day permitted development rights limit. When not in use for matchday parking it remains unused, although the site is allocated for future development as part of the Eastlands SRF within the Etihad Campus Sport and Innovation Zone.
- 3.3. The proposals therefore seek to temporarily extend the number of days the site can be used for parking, which will allow it to be utilised for car parking on non-match days to accommodate parking associated with other activities and events that take place at the Etihad Campus.
- 3.4. As a result of the proposals, MCFC would seek to increase its use of the site to circa 44 days per year, with MCC proposing to operate the site for up to circa 150 arena event days per year. This will likely increase the occurrence of days when other major destinations at the Etihad Campus like the Co-op Live Arena or Manchester Regional Arena are operating concurrently with matchdays at MCFC, and the Hillkirk Street site will facilitate increased capacity to accommodate the parking demand at the campus on peak multi-event days.
- 3.5. It should be noted that the wider Etihad Campus masterplan is evolving and still being built out, and therefore development proposals and uses of sites are subject to change. As a result, parking provision across the campus is subject to displacement. For example, the ongoing North Stand development at the Etihad Stadium requires a construction compound to be located on existing permanent parking, leading to the temporary loss of permanent car parking spaces on-site. The proposals therefore provide the Etihad Campus with more robust arrangements in regard to car parking supply and managing demand, as new development proposals are brought forward and changes to uses of sites across the wider masterplan area take place, and the more frequent use of the Hillkirk Street site will facilitate greater flexibility to accommodate parking requirements.
- 3.6. The Etihad Campus has experienced an increase in community uses associated with MCFC e.g. City in the Community events and initiatives, junior football camps, significant growth in the women's football teams etc, and the campus is also host to major sporting events including the UEFA Euro 2028 competition, during which the Etihad Stadium will host five matches. The proposals would therefore provide increased capacity to accommodate the parking demands of these additional uses associated with MCFC, while also helping to future-proof the campus to cater for major and world class events.



- 3.7. As noted above, the use of the site for car parking is well established and advantageously positioned in relation to the Etihad Campus to accommodate future demand associated with an increase in events and activities at the sports and leisure destinations. On-site observations indicate that the Green Car Park is well utilised and operates close to or at full capacity on matchdays, demonstrating a high demand for parking at this location.
- 3.8. As noted earlier in Section 2, the ERPS is enforced in the vicinity of the site between midday and 11pm. During these hours many streets surrounding the Etihad Campus are restricted to permit holders only, while designated parking bays provide short stay parking of up to 90 minutes for non-permit holders. The proposals to extend the number of days the site can be used for parking will provide increased parking capacity at the campus and help to minimise the likelihood of inappropriate on-street parking in the surrounding area, thereby reducing the potential risk of safety and residential amenity impacts occurring in accordance with the principles of the NPPF.

Car Park Layout

- 3.9. As noted earlier in the report, the existing car park has a capacity of circa 173 standard parking spaces. The proposed development will not result in any alteration to the number or type of parking spaces available. The proposed site plan is included as **Appendix C**, and this indicative layout demonstrates that car parking provision of at least 173 spaces can be achieved at the site.
- 3.10. Manchester's Local Development Framework Core Strategy Development Plan Document (2012) contains the Council's parking standards to be applied to new development. In relation to miscellaneous land uses, the parking standards state that a maximum number of car parking spaces is not applicable for stadia (located in District Centres), and therefore the development proposals are not considered to be contrary to local policy standards.
- 3.11. Given the temporary nature of the site, no physical works to the existing surface are proposed as part of the development. However, in accordance with best practice guidance, the indicative layout shows 2.5m x 5m dimensions for the parking spaces and 6m internal parking aisles.
- 3.12. Through discussions with MCFC it is understood that the football club currently rents a mobile lighting column for use at the car park on matchdays, and there is no CCTV currently installed at the site. As the proposals would significantly increase the number of days on which the site will be used for car parking, it is recommended that further discussions between the key stakeholders regarding the need for improved lighting and security / surveillance facilities be undertaken post submission.
- 3.13. With reference to accessible parking provision, across the Etihad Campus there is significant provision of accessible parking spaces within close proximity to both the Etihad Stadium and Co-op Live Arena. Based on information provided by MCFC, it is understood that there are circa 155 accessible bays located within the Orange Car Park and a further 79 widened spaces located within the Blue Car Park. Given the substantial provision of accessible parking already available across the Etihad Campus, together with the site's location at Hillkirk Street being on the western



periphery of the campus, it is considered that the provision of additional accessible parking spaces at this location is neither appropriate nor required in terms of local policy standards.

- 3.14. In addition, based on information provided by MCFC, it is understood that there are currently 10 Electric Vehicle Charging Points (EVCPs) provided across the Etihad Campus. There are plans to increase the provision of EVCPs within the permanent car parks in line with the MCFC's aim of being net carbon zero by 2030. However, given the temporary nature of the proposed development, it is considered that the provision of EVCP spaces at the site would not be viable as the term of the planning permission would only be for a three-year period.
- 3.15. With regard to motorcycle parking, the Etihad Campus does not currently provide any dedicated motorbike spaces. Based on information provided by MCFC, the demand for motorcycle parking on matchdays is low and where required motorcycles are permitted to park on-site. Given the low demand for motorcycle parking across the campus, it is considered that the provision of motorcycle parking at the Hillkirk Street site is not required.
- 3.16. Based on the Framework Travel Plan produced in support of the North Stand expansion at the Etihad Stadium, there are currently over 500 cycle parking spaces provided on the campus located in close proximity to both the Etihad Stadium and Co-op Live Arena. In addition, as part of the North Stand expansion an additional 200 cycle parking spaces will be provided, bring the total provision at campus to over 700 spaces. Given the substantial existing provision of cycle parking across the Etihad Campus, together with the site's location on the periphery of the main sports and leisure destinations, it is considered that the provision of cycle parking is not required as part of the proposals and this would not be contrary to local policy standards.

Proposed Trip Generation

- 3.17. As noted above, the development proposals seek to temporarily extend the number of days on which the site may be used for parking. The football club currently utilises the site for up to 28 days per year. As a result of the proposals, it is understood that MCFC would seek to increase its use of the site to circa 44 days per year, with MCC proposing to operate the site for up to circa 150 arena event days per year. This would result in a total of approximately 194 days of use per year.
- 3.18. As outlined earlier in this section, the development proposals will not lead to an increase in the number of parking spaces on-site. Based on observations from the site visit undertaken on Tuesday 25th November 2025, the car park is well utilised and operates around full capacity on MCFC matchdays. Therefore, while the proposals would extend the number of days that the car park can operate, the number of vehicle trips generated would not exceed the current levels on-site.
- 3.19. Although the proposed development will increase the number of days that the car park can operate, any trips to the site associated with the Etihad Stadium and events at the Co-op Live Arena will generally be undertaken in the evenings or at weekends, and therefore will not result in a significant impact on the highway network surrounding



the site in the weekday peak periods. In addition, the majority of additional days proposed for the temporary car park at Hillkirk Street are for events at the Co-op Live Arena, and given the significantly lower capacity of the arena compared to the Etihad Stadium, it is considered that MCFC matchdays represent a worst-case scenario in terms of the operation of the surrounding highway network.

- 3.20. Taking the above into account, it is concluded that the proposed extension of the land at Hillkirk Street for use as a temporary car park would not result in any severe impact on the safe or efficient operation of the surrounding highway network, in accordance with the principles of the NPPF. Accordingly, it is considered that no further traffic assessment is required.



4. Car Park Management Strategy

- 4.1. This Section of the report details the existing and proposed site operation and associated management arrangements for the car park. The proposed car park management strategy has been informed by an evening site visit undertaken on Tuesday 25th November 2025, during a MCFC home fixture at the Etihad Stadium, to observe the operation of the existing temporary car park and the adjacent highway network.

Existing Car Park Management

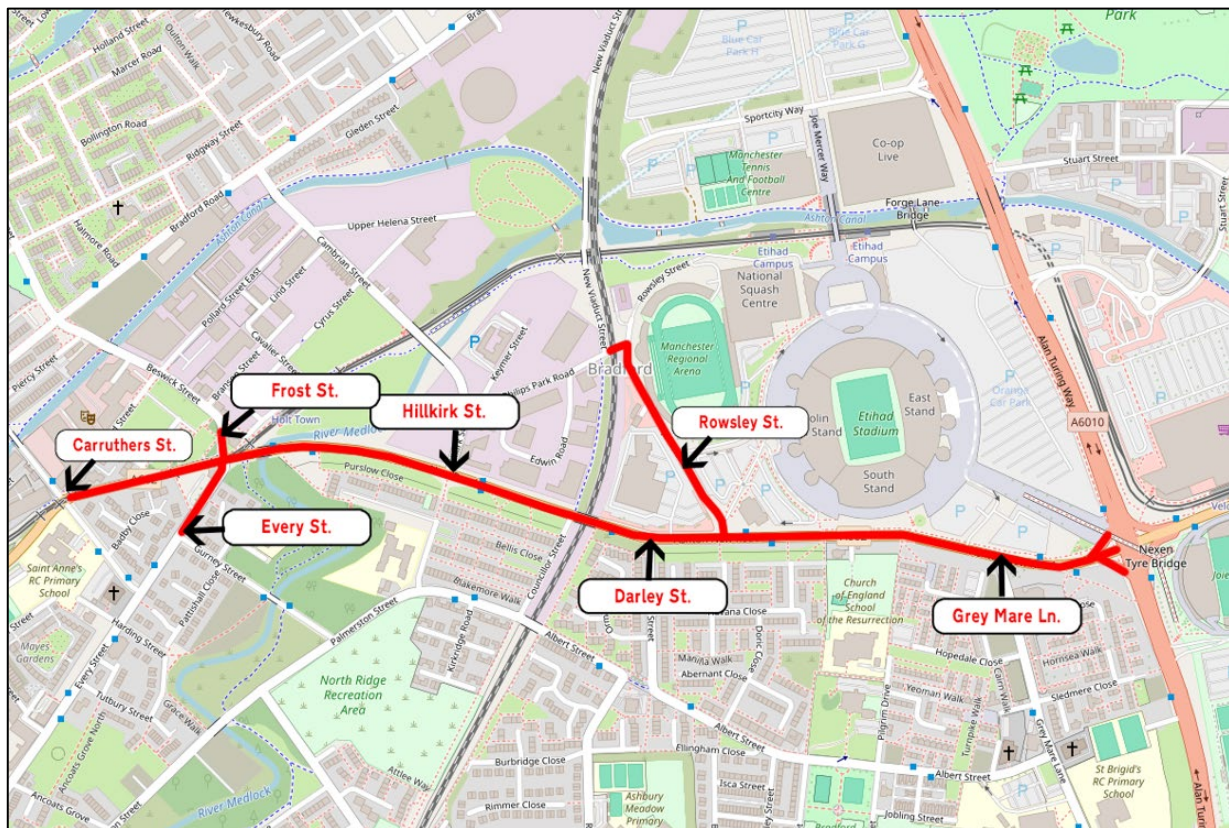
- 4.2. The existing car park operations are currently managed by Tracsis, who undertake traffic management services for MCFC on a campus wide scale. Based on observations from the site visit, the traffic management arrangements in place internally and on the transport network immediately adjacent to the site function effectively and support the safe and efficient operation of the car park. Furthermore, the accident data analysis indicates that there are no highway safety concerns associated with the existing site access on Hillkirk Street.
- 4.3. On arrival to the site prior to the football match, the existing car park can be accessed from either direction via Ashton New Road (A662) or Cambrian Street. The car park is managed by Tracsis marshals who utilise a manual Automatic Number Plate Recognition (ANPR) process, using handheld machines to check vehicle registration plates against an online booking system and admitting vehicles accordingly.
- 4.4. There are currently no road markings or dedicated pedestrian routes within the car park or at the site entrance, resulting in pedestrians sharing the carriageway with vehicles before accessing the footways on Hillkirk Street. However, the area is well marshalled by Tracsis staff and vehicle speeds are low and at the site entrance pedestrians can use the exit lane (north half of the vehicle access that is segregated through the use of bollards), which consists of minimal vehicle movements in the arrival period. Consequently, the site is considered to be safe for pedestrian movements.
- 4.5. An image of the traffic management arrangements upon arrival to the site is shown in **Figure 4.1**.



Figure 4.1: Traffic Management Arrangements on Arrival to the Site



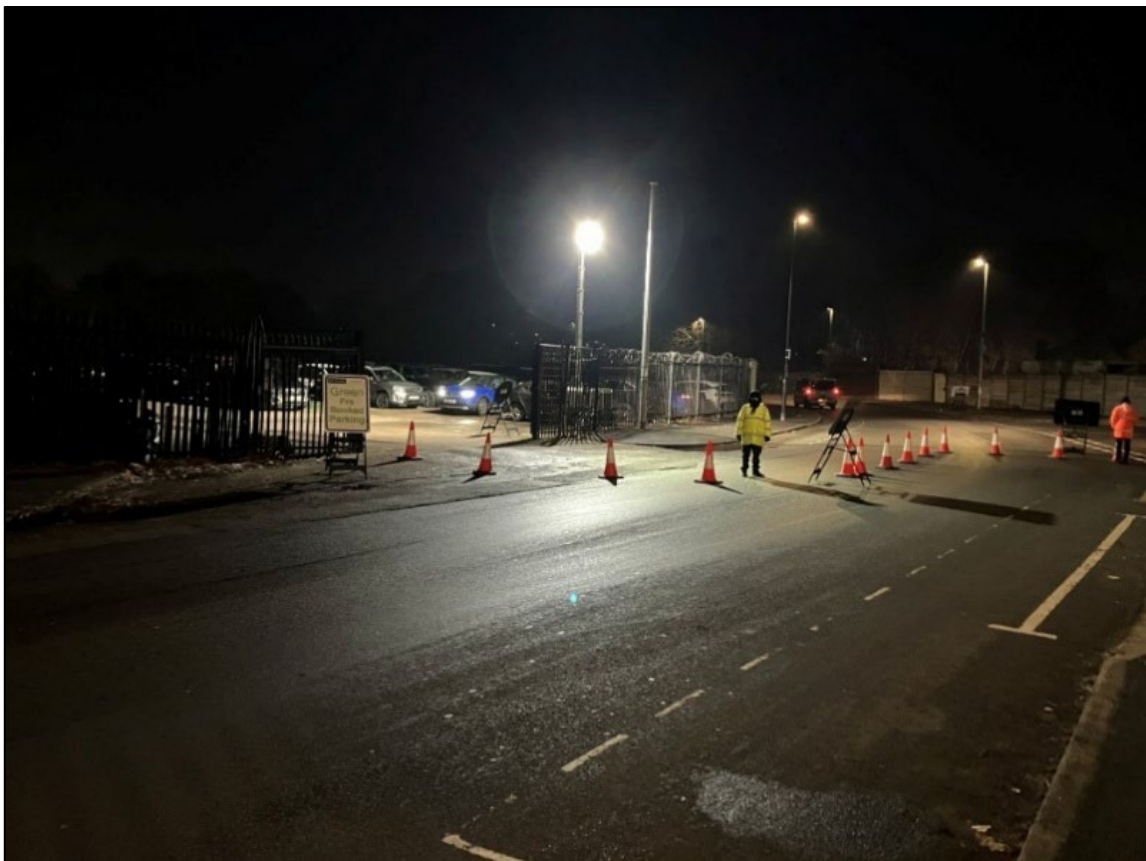
- 4.6. During the site visit, some localised congestion was observed on Hillkirk Street upon arrival. It should be noted that this localised congestion was predominantly arrivals to the site linked to parking activity on land off Keymer Street to the northeast of the site, which generated short periods of queuing blocking back onto Philips Park Road.
- 4.7. On exiting the site post-match, several roads within the vicinity of the site are subject to a temporary road closure as they become dedicated pedestrian routes for supporters walking away from the Etihad Stadium and towards Manchester City Centre. A map showing the extent of the road closures is shown in **Figure 4.2**, which is mainly along Ashton New Road and Merrill Street between the junctions with Carruthers Street and Alan Turing Way to the west and east respectively.

Figure 4.2: Etihad Stadium Post Match Road Closures (Source: MCFC)

- 4.8. Subsequently upon exiting the site, all vehicles must exit the site to the left onto Cambrian Street. To enforce this closure, traffic cones and a temporary "Road Closed" traffic sign are installed at the Ashton New Road / Hillkirk Street priority junction to prevent vehicles from entering Ashton New Road, along with the presence of Tracsis marshals. A Road Closed sign and bollards are also used on Hillkirk Street on the southern arm of its junction with Philips Park Road.
- 4.9. In addition, there is a "No Right Turn" sign within the car park on the approach to the site access junction and traffic cones are in use on Hillkirk Street adjacent to the car park exit to block the right turn movement and guide vehicles out of the car park to the left. This temporary traffic management arrangement is in operation whilst the heavy pedestrian footfall from the stadium disperses and before Ashton New Road is reopened to traffic.
- 4.10. Images of the traffic management arrangements upon exiting the site are shown in **Figure 4.3**.



Figure 4.3: Traffic Management Arrangements Upon Exiting the Site





- 4.11. During the site visit, some congestion was observed on Hillkirk Street upon departing the site. However, it should be noted that this was predominantly due to capacity constraints on the wider highway network to the north of the site at the Cambrian Street / Bradford Road priority T-junction and traffic exiting from Philips Park Road, rather than issues with the car park operation itself. Overall, the traffic management arrangements in place at the site on MCFC matchdays are considered to function effectively in relation to the safe operation of the adjacent transport network.

Proposed Car Park Management

- 4.12. As detailed earlier in this section, the overall traffic management system at the existing site on MCFC matchdays functions effectively and supports the safe and efficient operation of the car park. Furthermore, the accident data analysis indicates that there are no highway safety concerns associated with the operation of the existing site access on Hillkirk Street.
- 4.13. On non-match days, MCC has confirmed that the car park management arrangements currently in operation at the temporary car park will be adopted. It is proposed that Tracsis will be utilised to provide the on-site traffic management support, ensuring a consistent approach with existing car park management arrangements that are in operation across the Etihad Campus.
- 4.14. In addition, in line with the site's existing operation, it is proposed that car parking associated with events at the Co-op Live Arena will need to be pre-booked in advance. The car park management proposals for the extended



operation of the Hillkirk Street site for temporary car parking will consist of having Tracsis marshals present on-site and will utilise a manual ANPR process to check vehicle registration plates against the online booking system.

- 4.15. It should be noted that for Co-op Live events, Ashton New Road would remain fully open after events have ended. The conditions observed post-match for MCFC at the Etihad Stadium are therefore considered a worst-case scenario, as Co-op Live Arena event traffic would be able to exit the site in either direction on Hillkirk Street to access both Ashton New Road and Cambrian Street, allowing vehicles to disperse in more directions so that the surrounding highway network operates more efficiently.



5. Summary and Conclusions

- 5.1. Astute Transport Planning Ltd have been appointed by Ashton Hale on behalf of MCC Development Team to provide highways and transportation advice in support a temporary change of use planning application for vehicle parking on land at Hillkirk Street, Manchester.
- 5.2. The site, also known as 'Green Car Park', is located adjacent to Hillkirk Street in Manchester, approximately 2km east of Manchester City Centre. It forms part of the Edwin Road Industrial Estate and is next to Sportcity and the Etihad Campus. The site is bound by Hillkirk Street to the east, Cambrian Street to the north, a wooded area and the River Medlock to the west and Ashton New Road (A662) to the south.
- 5.3. The proposed development involves a temporary change of use of the site to allow for car parking. The land is currently used for matchday parking by MCFC within the 28-day permitted development rights limit. When not in use for matchday parking it remains unused. The proposals therefore seek to temporarily extend the number of days the site can be used for parking, which will allow it to be utilised for car parking on non-match days to accommodate parking associated with other activities and events that take place at the Etihad Campus.
- 5.4. This TS report includes the following principal findings:
- In accordance with relevant planning policy guidance, this TS has demonstrated that the development proposals at Hillkirk Street are consistent with key principles of the NPPF, ensuring that safe and suitable access to the site is provided, there would not be an unacceptable impact on highway safety and that the transport impacts on the surrounding road network would not be severe.
 - A review of historical collision data has demonstrated that no incidents were recorded on Hillkirk Street or at the existing car park access, and there are no existing accident blackspots within the vicinity of the site. Based upon the findings of the TS, it is concluded that there is no reason to believe highway safety would be worsened as a result of the development proposals.
 - The existing car park has a capacity of circa 173 standard parking spaces. The proposed development will not result in any alteration to the number or type of parking spaces available, and the development proposals are not considered to be contrary to local policy standards.
 - Given the temporary nature of the site, no physical works to the existing surface are proposed as part of the development. However, in accordance with best practice guidance, the indicative layout shows 2.5m x 5m dimensions for the parking spaces and 6m internal parking aisles.
 - Sets out appropriate justification for extending the number of days the site can be used for temporary car parking within a wider campus context.



- As the proposals would significantly increase the number of days on which the site will be used for car parking, it is recommended that further discussions between the key stakeholders regarding the need for improved lighting and security / surveillance facilities be undertaken post submission.
- An assessment of the trip generation associated with the site has been undertaken. It has been demonstrated that the proposed extension of operational days would not result in any severe impact on the safe or efficient operation of the surrounding highway network, in accordance with the principles of the NPPF.
- The existing car park operation is currently managed by Tracsis, who undertake traffic management services for MCFC on a campus wide scale. Based on observations from a recent site visit during a MCFC home fixture at the Etihad Stadium, the overall traffic management system functions effectively and supports the safe and efficient functioning of the car park and adjacent transport network for all road users.
- On non-match days, MCC has confirmed that the car park management arrangements currently in operation at the temporary car park will be adopted. It is proposed that Tracsis will be utilised to provide the on-site traffic management support, ensuring a consistent approach with existing car park management arrangements that are in operation across the Etihad Campus.

Transport Statement Conclusions

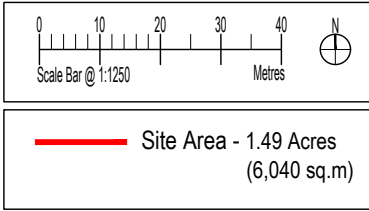
- 5.5. The NPPF states that, "*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*"
- 5.6. This report has demonstrated that the proposed development would not have a significant detrimental impact on the operation of the adjacent transport network. There is also no reason to believe that it will have an unacceptable impact upon highway safety. As such, the impact of the development proposals cannot be concluded to be severe.
- 5.7. The site therefore accords with relevant policy guidance and there are no reasons why the planning application should be refused on highway or transportation grounds.



Appendix A

Site Location Plan





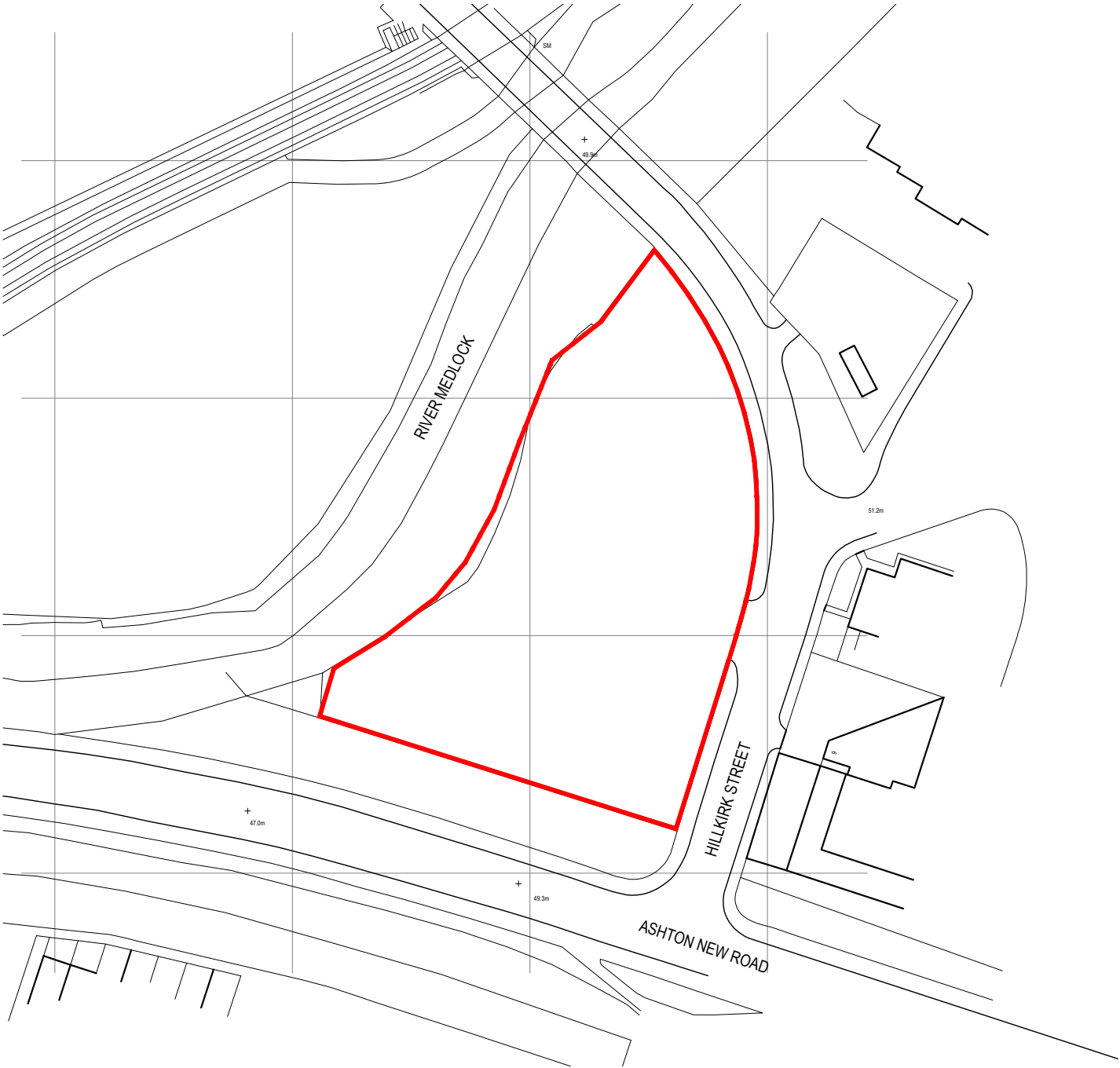
All dimensions and levels are to be checked on site.

Any discrepancies are to be reported to Cube Architecture and Design before any work commences.

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Client: MANCHESTER CITY COUNCIL

Drawing:
LOCATION PLAN

Status: PLANNING

Contract:
LAND WEST OF HILLKIRK STREET
MANCHESTER, M11 3FY

Drawing No:
AS907-01
Revision:

Scales:
1:1250@A4

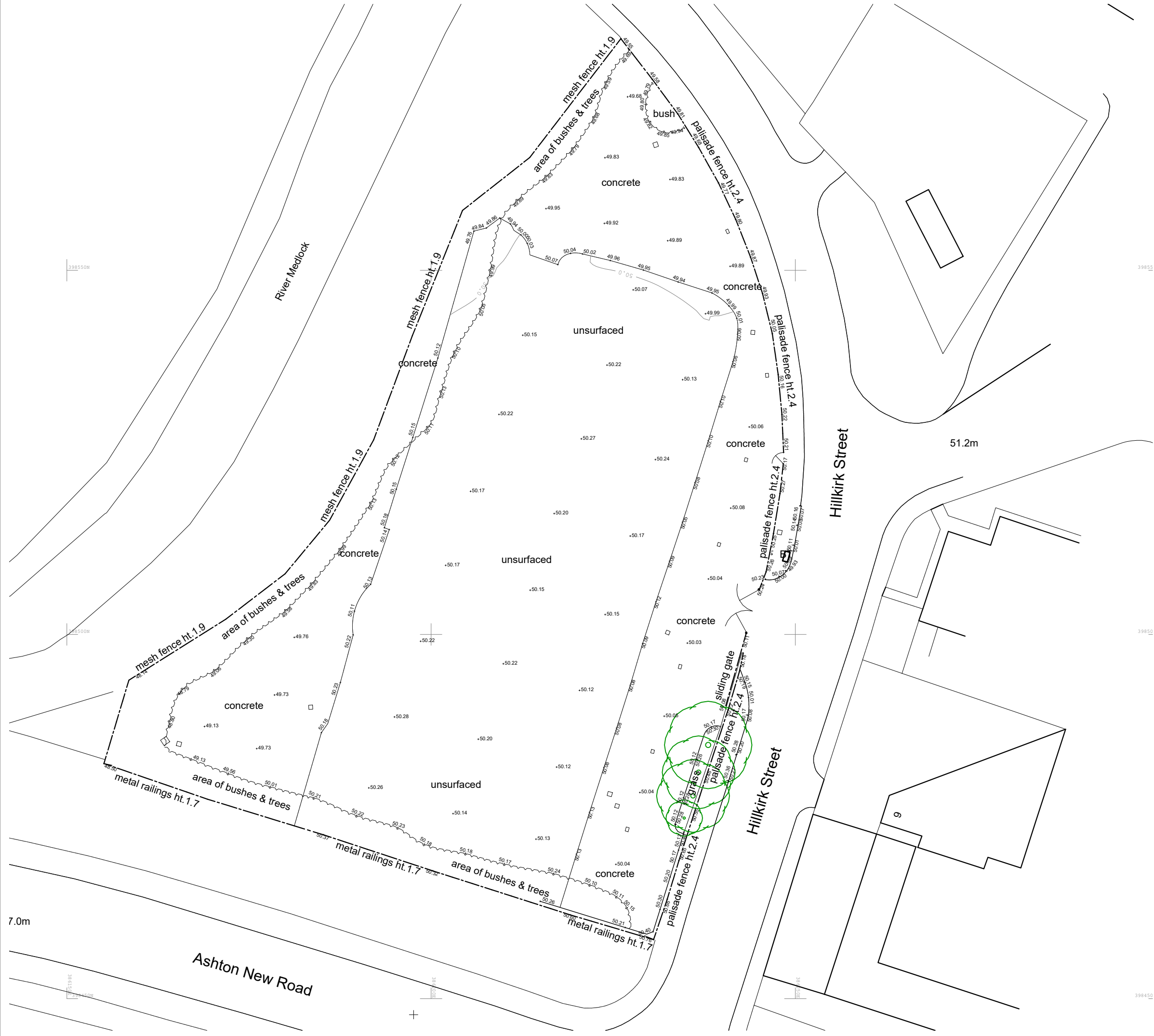
CUBE
architecture and design
www.cubearchitecture.net

commercial house
clareance avenue
trafford park
m17 1qs
tel: 0161 848 5893

Appendix B

Existing Site Plan





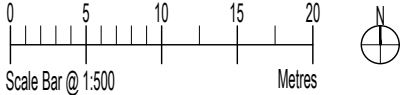
All dimensions and levels are to be checked on site.

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Rev	Description	Date	By
Status: PLANNING			
Client: MANCHESTER CITY COUNCIL			
Contract: PROPOSED TEMPORARY CAR PARK LAND WEST OF HILLKIRK ROAD MANCHESTER, M11 3FY			
Drawing: EXISTING SITE PLAN			
Drawing No: AS907-02	Revision: -	Scales: 1:500@A3	
Drawn: DMR	Checked: -	Date: DEC '25	

Appendix C

Proposed Site Plan





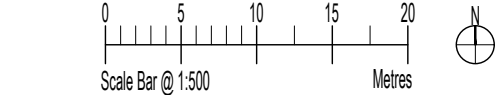
All dimensions and levels are to be checked on site.

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PARKING BAYS SHOWN FOR INDICATIVE PURPOSES ONLY
179 Total - 2.5m x 5.0m standard bays.

Indicative car parking layout shown to illustrates potential parking capacity purposes only. No works are proposed to the existing surface finishes and no lining, thermoplastic markings or other demarcations are proposed as part of the planning application.

A	Revised following Transport Consultant comments	18.12.25	DMR
Rev	Description	Date	By

Status:
PLANNING

Client:
MANCHESTER CITY COUNCIL

Contract:
PROPOSED TEMPORARY CAR PARK
LAND WEST OF HILLKIRK ROAD
MANCHESTER, M11 3FY

Drawing:
PROPOSED SITE PLAN

Drawing No: AS907-03	Revision: A	Scales: 1:500@A3
Drawn: DMR	Checked: -	Date: DEC '25

