Technical Support Team - Planning
Manchester City Council
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Manchester
M60 2LA

Your Ref: 131574/FO/2021
Our Ref: 70088667
5 October 2021
PUBLIC

SENT VIA EMAIL: planning@manchester.gov.uk

Dear Sir or Madam,

Transport Statement in support of Planning Application for the Change of Use of Part of the Ground Floor to a Religious Venue (Use Class F1(f)) from Restaurant/Bar (Sui Generis) at The Sheridan Suite, 371 Oldham Road, Manchester, M40 8RR

Further to our previous correspondence, we are able to provide the following Transport Statement which details aspects of the above proposal related to parking arrangements, the anticipated number and frequency of vehicular movements and the servicing arrangements at the application site. This statement should be read in conjunction with the following documents:

- Site Location Plan
- Proposed Site Plan

We hope that the following statement will give clarity regarding these aspects which will help the Council come to an informed decision regarding the proposal being presented.

Transport Statement

This transport statement has been prepared to support a full planning application for the change of use of a restaurant / bar for religious purposes at The Sheridan Suite, 371 Oldham Road, Manchester, M40 8PR. The proposal seeks planning permission for the following:

> '*Change of use of part of the ground floor to a religious venue (Use Class F1(f)) from restaurant / bar (Use Class E(b))*'

The Sheridan Suite is a large building featuring a banqueting suite situated on Oldham Road, close to the junction with Queens Road. The building measures approximately 36m x 90m and is largely constructed of brick with additional detailing surrounding the roofline. The site extends to 1.64 Ha and comprises a 300 space car park and landscaping. Two way access is taken from Oldham Road, with barrier control.

The site lies adjacent to industrial uses to the north, east and west, with residential to the south, separated from the site by a wide landscape area and Oldham Road (which is a four carriageway arterial road).

The changes being proposed seek to convert half of the ground floor of the building, which currently has permission to operate as a restaurant / bar, to a place of worship for the Mountain of Fire Church organisation. The Church currently operates from 39 Varley Street, Manchester very

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nearby, but have outgrown the site. The congregation live locally in Miles Platting, Moston, Blackley and Chetwood.

Parking Arrangements

The development being proposed consists of a partial change of use of the existing structure, therefore, the car parking spaces associated with the banqueting facilities of the Sheridan Suite will also serve the congregation of the proposed church.

The number of attendees for church services on Sunday mornings is expected to not exceed 500, with this being the busiest weekly service the church organises. The current number of attendees for the Sunday service at the church's current location is around 300.

The church is a family organisation and of its congregation there are more children than adults. As such it is expected that around 100 families will attend each Sunday service. As the church serves local communities there is ample opportunity for families to walk or cycle to the site, however if all attendees do arrive by car then there will be high car occupancy rates so lower numbers of overall car parking at the site.

The application site has approximately 300 off street parking spaces and therefore there will be sufficient capacity to accommodate the church use, which will make use of the car park when the main banqueting suite use is not in operation. Furthermore, it should be noted that the main Sunday service will only function outside the hours of the banqueting facilities (between 09:00 and 12:00), therefore there will be no crossover and no competition for car parking spaces between these two uses.

Also, it should not be assumed that all of the attendees will visit the church using private vehicles. The Queens Road Bus Stop is situated 20m away from the Sheridan Suite and offers six high frequency services to Manchester city centre and the surrounding suburbs. Therefore, this location displays high sustainability credentials in terms of transport and would be an ideal location for the place of worship.

It is also worth stressing that the congregation is largely local to this area of north Manchester. We have been informed that attendees of services at the current location of the church identify as being from the Miles Platting, Moston, Blakeley and Cheetwood areas of Manchester. Therefore, the distances travelled could be acceptable by some attendees to engage in active travel such as walking or cycling.

Other church activities (prayer meetings, training etc) will take place during the week but are only expected to receive 20-50 people so will generate minimal parking need. It has been stated previously that attendees will have a high propensity to engage in active travel, however, if every attendee were to choose to use a private vehicle then there would still be a surplus of car parking spaces available onsite.

Vehicular Movements

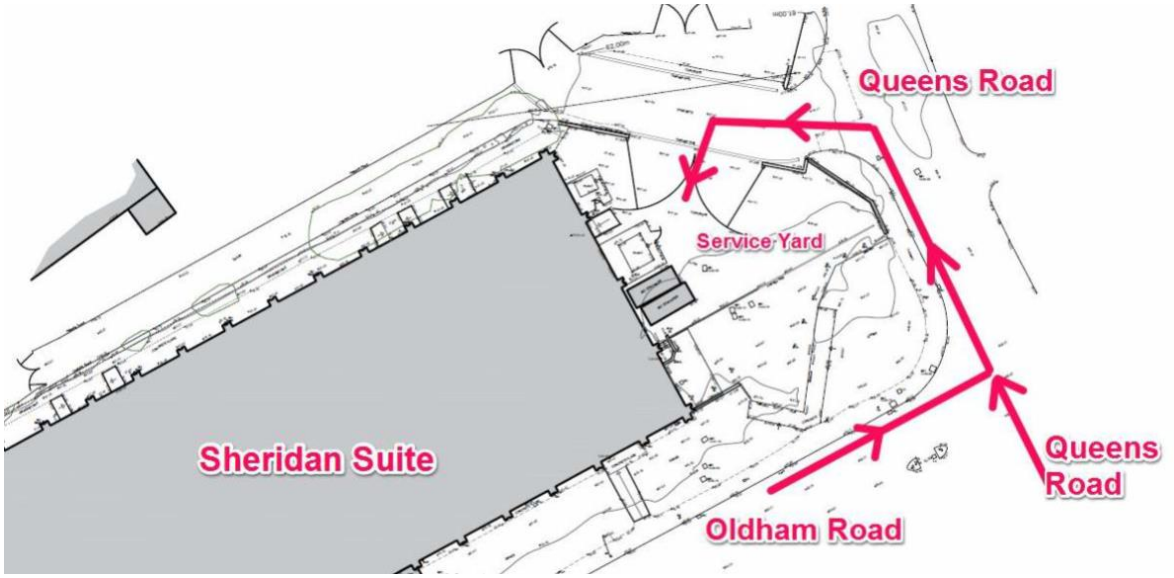
The most popular gathering the church group currently organises is their Sunday service which takes place between 09:00 and 12:00. As stated previously, 100 families are expected to attend the Sunday service event and is expected that 40-55% of these families will travel to the venue by private vehicles. The weekend timing of this gathering ensures that it will not conflict with the morning peak of vehicle movements that typically occur along Oldham Road and Queens Road during the weekdays, therefore there will be sufficient capacity within the local road network to accommodate the attendees that will choose to travel by private vehicles.

Smaller church gatherings will take place during the week which include a bible study group (40 attendees), mid-week worship (50 attendees) and vocational training (20-25 attendees). Again, it is expected that only 40-55% of the journeys made by these attendees will be made by private vehicles, therefore there will be a negligible impact on the local road network as a result of these smaller church gatherings.

Servicing Arrangements

As the proposed use of the space will be for religious purposes, it is not expected that the church will generate appreciable amounts of waste, especially when considering the current implemented use being a restaurant / bar. Therefore, it is anticipated that that the change of use will result in a reduction in the amount of waste produced in connection to the ground floor of the property.

The first floor banqueting suite would continue to have access to the servicing yard to store waste, as can be understood from the proposed site plan, therefore the operations of the church would not conflict with the ability for the banqueting suite to adequately dispose of its waste. The location of the service yard, and the journey refuse vehicles would take to get to it, is shown in the diagram below.



Summary

From the information provided, it can be understood that there will not be an unacceptable impact on highway safety and that there will not be any severe residual cumulative impacts on the road network due to this development.

The number of car parking spaces available at The Sheridan Suite will be able to comfortably accommodate those attending church service by private motor vehicle. It should be stressed that it is anticipated that a relatively large proportion of attendees will be travelling to the site by active transport methods or public transport.

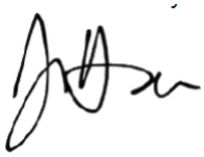
The most popular church event will occur on Sunday mornings which would be outside of peak hours on the local road network and will be typically attended by approximately 100 families. Smaller gatherings will occur during the week, but it is expected that the impact on the local road network will be negligible due to the relatively small size of these groups.

It is not expected that the church will generate appreciable amounts of waste, especially when considering the current implemented use being a restaurant / bar. Therefore, it is anticipated that

that the change of use will result in a reduction in the amount of waste produced in connection to the ground floor of the property.

Therefore, the change of use being proposed is acceptable in terms of highways and this application should be approved without delay.

Yours faithfully



Doug Hann
Director