Transport Statement

Mirage House, 25-27 St Chads Street, Manchester M8 8QA

Proposed Change of Use of Existing Warehouse Building from B2 (General Industrial) to F1(F) (Public Worship or Religious Instruction).

September 2025
Revision 4

Prepared by

4D PLANNING™

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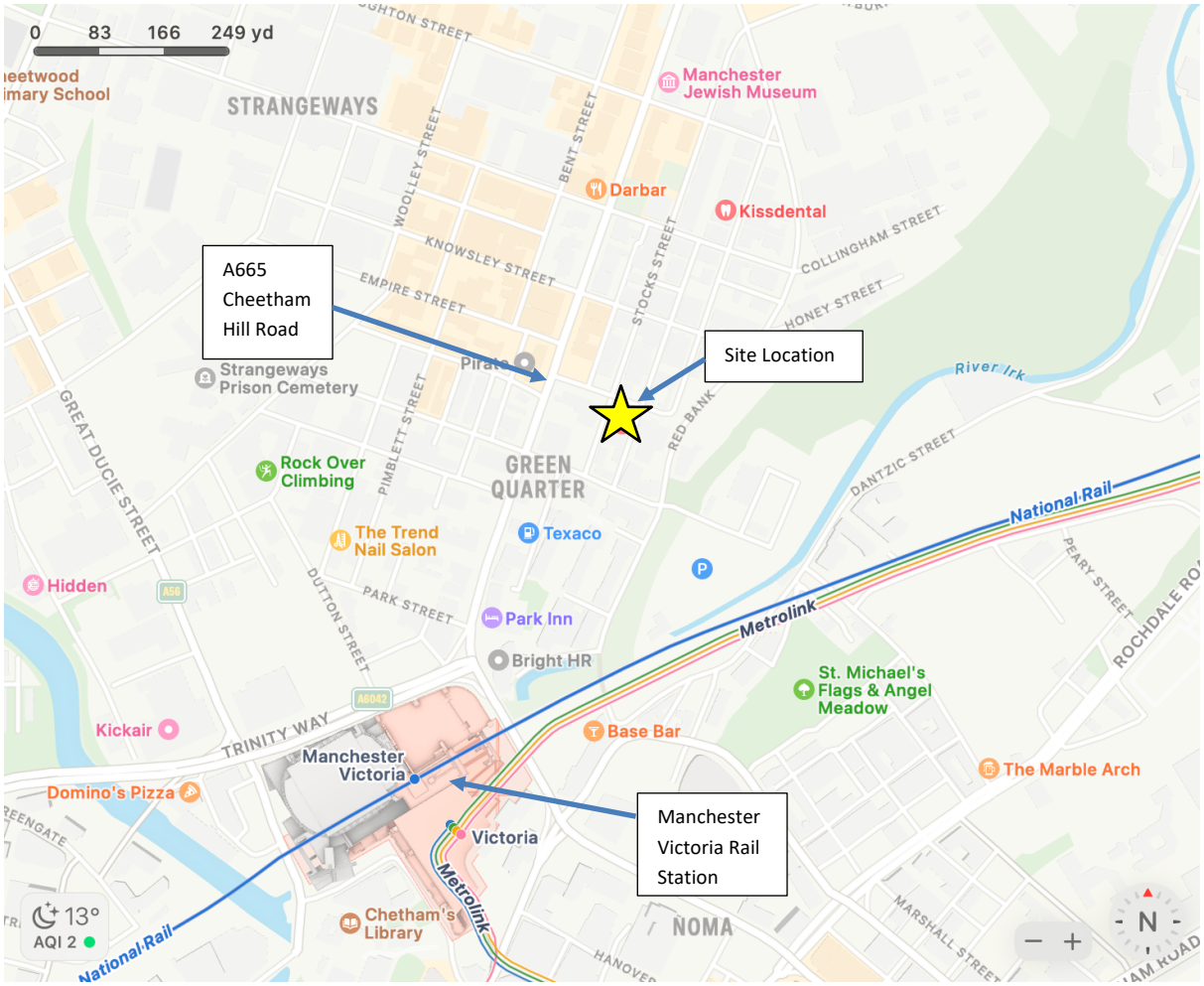
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1 Introduction

1.1 4D Planning has been commissioned to prepare a Transport Statement in respect of proposals to convert a former commercial space under the B2 land use class to a place of worship under F1 land use class at Mirage House, 25-27 St Chads Street, Manchester M8 8QA. The site is located within an area with a range of commercial uses, to the east of the A665 Cheetham Hill Road and within the City of Manchester. The site location in relation to the main local settlements and transport opportunities is shown in Figure 1-1.

Figure 1-1 Site Location Plan



1.2 This Transport Statement has been prepared in order to assess the potential impact of the proposed change of use on the local highway network, and assesses the potential for worshippers to undertake travel by sustainable modes.

Report Structure

1.3 The remainder of this report is structured as follows:

- Section 2 – outlines relevant transport policy at a national, regional and local level;

- Section 3 – describes baseline highway conditions and considers the accessibility of the site by non-car modes of transport;
- Section 4 – details the proposals for the site;
- Section 5 – sets out a multi-modal trip generation assessment, and considers the effect of the proposals on the local highway and transport networks; and
- Section 6 – provides a summary and conclusions.

2 Relevant Policies

National Policy

National Planning Policy Framework

2.1 The latest publication of the National Planning Policy Framework (NPPF) was adopted in February 2025. The latest NPPF is a minor revision of national planning policy guidance. The NPPF aims to enable local people and Councils to produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

2.2 The NPPF sets out a presumption in favour of sustainable development which should be delivered with three main objectives: economic; social and environmental (Paragraph 11).

2.3 Paragraph 116 of NPPF sets out 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."

2.4 Paragraph 117 states that: *"Within this context, applications for development should:*

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.5 Paragraph 118 states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed".

Local Policy

Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan (2024)

2.6 Aspects of the City of Manchester Core Strategy have been updated by 'Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan' which was adopted on 21st March 2024.

2.7 Paragraphs 10.71 to 10.81 and Policy JP-C8 sets out the Transport Requirements for New Development.

Manchester Core Strategy (2012)

Policy T2 – Accessible areas of opportunity and need

2.8 The most relevant portion of this policy, which is referred to in the justification for Condition 6, is the final bullet point, which seeks to ensure that new development *"Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues".*

Greater Manchester Transport Strategy 2040

2.9 The Greater Manchester Transport Strategy was developed by Transport for Greater Manchester [TfGM] in partnership with key stakeholders within the Greater Manchester area. The document provides a plan of how local transport develops within the Greater Manchester area over the period to 2040.

2.10 Greater Manchester is an important driver of economic development within the region, and therefore an extensive, safe, integrated transport network is therefore essential to support and encourage economic development within the region; the document therefore contains both a long-term strategy and short-term implementation plan to ensure this development continues and is undertaken in the most sustainable way.

2.11 A key aim for Greater Manchester is to ensure closer integration in both service delivery and in travel choices. In part this is achieved through encouraging travel by more sustainable modes by informing users of the range of options available to access.

2.12 Where possible, initiatives will be undertaken to ensure that all new developments make best use of walking, cycling and public transport routes. Cycle and pedestrian infrastructure will be provided at new developments, including leisure facilities, to support this objective. Initiatives to encourage the use of public transport to new developments will also be undertaken.

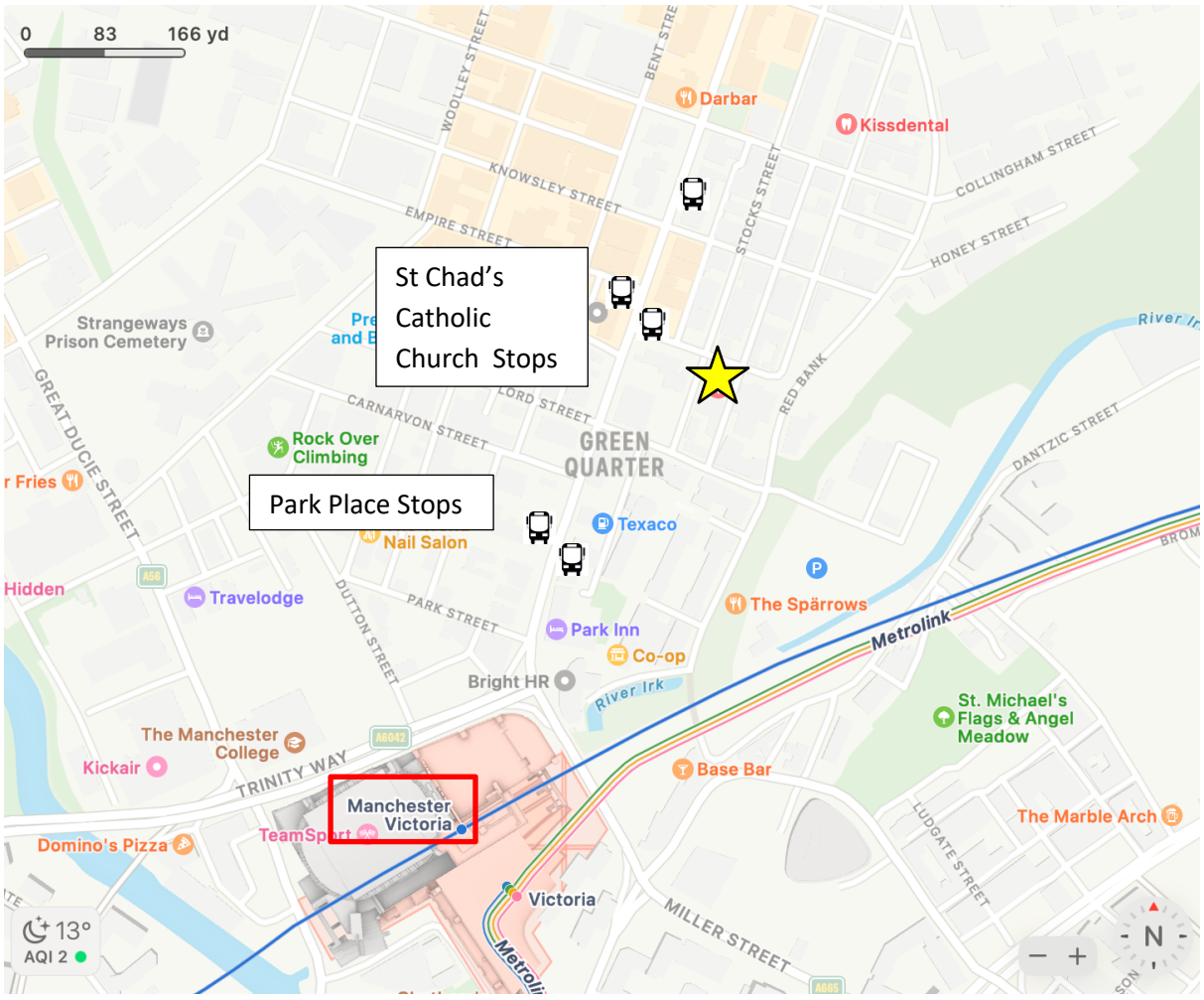
2.13 The plan goes on to identify that the main town centres are well placed to benefit from the existing concentration of activity and good accessibility. This should make any development in these locations ideally situated to benefit from these good transport and accessibility links.

3 Baseline Conditions

Introduction

3.1 This section provides a description of the existing highway network surrounding the site, and considers the accessibility of the site by non-car modes of transport, including on foot, bicycle and public transport. The site location and local highway network are shown in Figure 3-1.

Figure 3-1 Site Location and Local Highway Network



Existing Use

3.2 The site was previously in B2 general industrial use until becoming vacated. The site is located on the south side of St Chad's Street, with Stocks Street to the west and Stocks Street East, to the east. The site is north of an existing industrial building. Convenient access is provided to Cheetham Hill Road A665 to the west.

3.3 A crossover is provided across the footway towards an entrance, which can provide for vehicles entering site via a roller shutter entrance to the building at Stocks Street. The site frontage includes a footway of approximately 2m width. There are double yellow lines at junctions by the site frontage, although the majority of the car parking outside of the junctions is unrestricted.

Local Road Network

3.4 St Chad's Road is an east-west route that acts as a service road for the group of industrial units. The carriageway is some 7m in width, and operates a 30mph speed limit. There are double yellow lines and controlled parking for portions of the road, including on junctions with side roads, which includes Stocks Street and Stocks Street East.

Pedestrian Network

3.5 The footways nearest to the site are some 2m wide, and the network is comprehensive in coverage, allowing journeys on foot between the site and Cheetham Hill Road.

3.6 An image of the site towards the site, showing the adjacent highway network, is shown in Figure 3-2.

Figure 3-2 View towards site on right hand side



Source: Google Maps

Public Transport

Bus

3.7 Bus services from Cheetham Hill Road are accessible via St Chad's Catholic Church. The stops, northbound and southbound, are conveniently reached within 150-200m or less than five minutes walk. The stops are served by two Bee Network bus routes, including the 41 and 135 services, which operates at frequent intervals of every 7 to 20 minutes during the day in each direction.

3.8 The bus services, which are part of the Bee Network that operate from this stop are detailed as follows.

Table 3-1 Local Bus Services

SERVICE	DETAILS	
	Route	Daytime Headway each direction
41	Middleton to Sale	Every 20 minutes
135	Manchester to Bury	Every 10 minutes

National Rail

3.9 The nearest local railway station is Manchester Victoria which is some 750m to the south of the site. The station is served by Northern and Transpennine Express routes. The station is also the nearest point for access to the Metrolink network. The station therefore offers frequent services across a wide range of destinations and can be reached in either 12 minutes on foot or in less time when walking is combined with a bus journey.

Personal Injury Accident Data

3.10 Personal Injury Accident Data for a five-year period from January 2019 to December 2023 has been reviewed for the local area, including routes to the local crossing points. It is noted that there is no record of collisions in the local area focused on St Chad's Street and the adjoining streets that link to the site. The collision record therefore indicates no concern regarding the functioning of the local road network from a highway safety perspective.

4 Proposed Scheme

Outline of Proposals

4.1 The proposal is to seek consent for the conversion of the existing building to operate as a place of worship (F1 land use). The key details in terms of opening times, worship times and staff attendance, are set out as follows:

- The proposed hours of worship are from 09:00 to 12:00 on a Sunday, and 18:30 to 20:30 on a Wednesday. On the last Friday of every month there is a night service that operates from 21:00 to 05:00 which may be attended by approximately 40 people.
- A choir rehearsal will take place on Saturday from 14:00 to 16:30.
- A community outreach meeting for the homeless and rough sleeping to take place between 21:00 and 01:00 on the first Friday of every month.
- The church would seek to host events and wedding ceremonies on a Saturday although these would be limited to once or twice per year.
- The existing floorspace of the building is approximately 625 sqm and this will be unchanged.
- There is a forecast of around 50 worshippers for the Sunday service, plus 25 children in a separate space. The total for a Wednesday service is expected to be up to 30 attendees.
- The church does not generate substantial waste or deliveries given the nature of the land use. Refuse and delivery vehicles service the site from St Chad's Street as was the case under the established B1 land use.

4.2 Provision for cycle storage is provided within the reception areas of the building and could accommodate a minimum of 10 bicycles, dependent on demand. Separate storage areas are provided for waste which are subject to a commercially arranged collection procedure.

Access and Parking

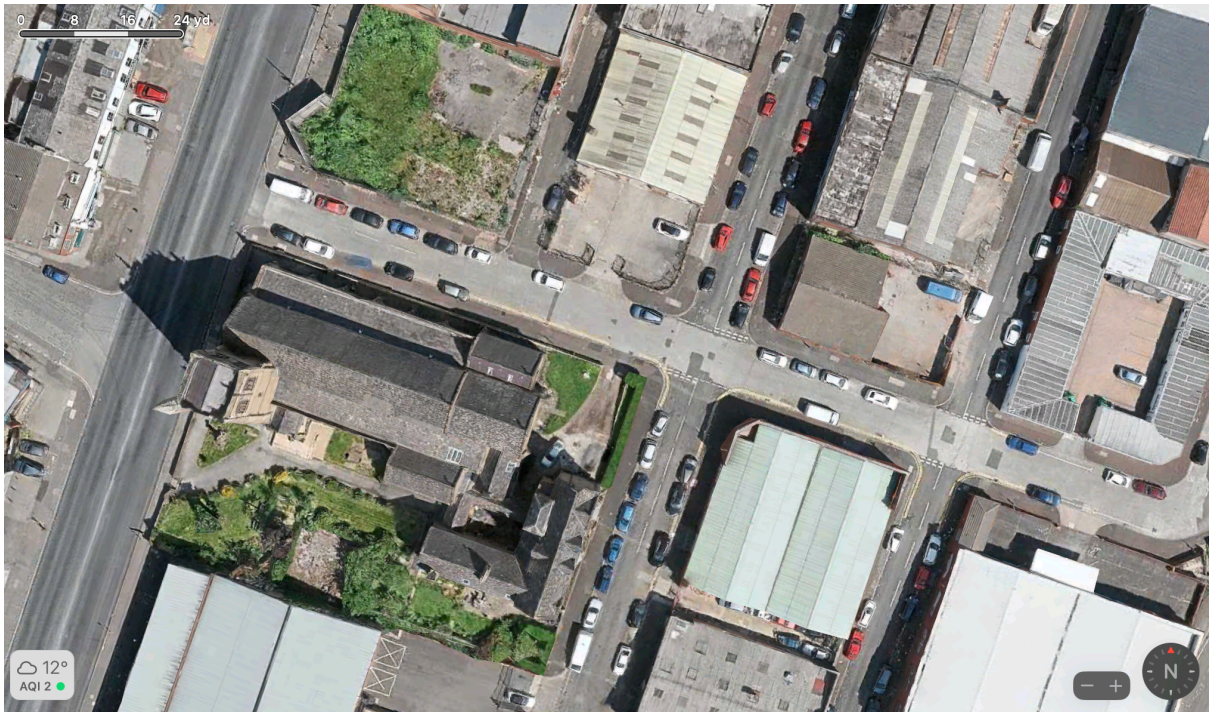
4.3 The premises do not require any changes to existing vehicular access or car parking arrangements. The existing servicing access operates with a roller shutter and abuts with St Chad's Street. This will be retained as part of the change of use, albeit at a significantly lower level of servicing demand.

4.4 An extract of the scheme layout, as a change of use, is shown in Figure 4-1.

Figure 4-1 Site Layout (Ground Floor)



Figure 4-2 Site and Adjacent Highway



Deliveries and Servicing

4.5 As stated, the nature of the land use is such that low levels of servicing are required. For example the principal item for supplies will be furniture such as chairs. It is expected that the majority of deliveries will be via small vans, all of which would be accommodated using the kerbside where a roller shutter is located on St Chad's Street.

4.6 Refuse vehicles would undertake collections from the property using the carriageway and drop-off area as per existing arrangements.

5 Effect of the Proposals

5.1 This section considers the proposed use and considers the effect of the change of use on the local highway and transport networks. As an establishment that does not operate services on weekday mornings, minimal trips could be generated during the critical morning peak hour. Evening trips on a Wednesday and occasional Friday, will be linked to the timing of services and not linked to the traditional network peak hours. Trips made on a Sunday take place during a period when the surrounding commercial establishments are largely closed.

5.2 In terms of vehicle trip generation through the proposed working hours, the potential to generate trips is limited by the presence of good quality access to public transport, most notably the access to bus stops but also proximity to the City centre and Manchester Victoria station. Public transport relating to the proposals will typically be accessed during off-peak periods. In addition, groups of worshippers typically include groups of family members and thus significantly increase the opportunity for those to share their journeys.

5.3 It is understood from review of the site that the streets in the vicinity of the site experience significant levels of car parking on the lengths of unrestricted kerbs, outside of junctions where double yellow lines are in place. Car parking is, to a certain extent, self selecting. This means that drivers will either park cars within available unrestricted kerbside near to the site, or will park on one of the many adjacent streets and walk within a 5-10 minute journey to the site. It is also likely that car parking demand on local streets would be at relatively lower levels during times of peak activity, due to the predominance of commercial uses in the vicinity. For example:

- Wednesday service 18:30 – 20:30 will take place at a period when most offices and industrial users will be closed and drivers using the streets to park as part of their commute into Manchester on foot or by rail will also depart during these hours.
- Sunday service 09:00 – 12:00 will also take place when the majority of local businesses are closed.

5.4 It is nonetheless recognised that journeys to site take place by car, and that there is capacity on Hertford Road, including spaces perpendicular to the carriageway. It is also noted that there are sections of double yellow lines which are in place to ensure that through access is not obstructed by parking. No new traffic manoeuvres would be created that are not already inherent to the local highway network that are not already taking place in this location.

5.5 The following diagram shows the sections of yellow lines and crossover points where parking is restricted, within the vicinity of the site. Although there are areas with parking restrictions in the vicinity of the site, there are also significant extents of unrestricted kerbside, with the use of these largely not affecting residential areas, and with potential demand outside typical daytime working hours.

Figure 5-1 Local Car Parking Restrictions



5.6 The plan demonstrates that there are parking opportunities either on the two side roads adjacent to the site, or on the streets adjacent to the north.

5.7 A travel survey was carried out in 2024 for a similar establishment, known as City of Faith Ministry in east London and achieved a full response rate. The survey found the following with regard to mode share, the following was observed.

Table 5-1 Mode Share (City of Faith Ministry 2024 survey)

Mode Type	**Mode Share**
Public Transport	58%
Car	30%
Walk	12%
Total	**100%**

5.8 If the car mode share in Table 5-1 is applied to the 50 adults attending a Sunday service, this could result in a maximum of 15 parked cars. For 30 adults on a Wednesday, this would result in 9 cars.

5.9 It is noted that the survey did not gather information on the extent to which passengers car share. Travel Plan measures are to be put in place to encourage mode shift towards more sustainable forms of transport, with a focus on car sharing, for which there will be an inherent feature where families, couples and friends will attend together.

5.10 The site benefits from excellent public transport accessibility, and all attendees will receive promotion of these opportunities, was a key factor in the site selection for the proposals.

6 Conclusion

6.1 4D Planning has been commissioned to prepare a Transport Statement in respect of proposals to convert a former commercial unit to a place of worship at Mirage House, 25-27 St Chad's Street, Manchester, M8 8QA. The proposal is a change of use and does not involve any amendments to the highway network for access purposes.

6.2 It is notable that the site has access to frequent bus services within an acceptable walking distance, together with rail and Metro services, and that there is significant potential to increase car sharing. The site access and servicing arrangements are unchanged. A significant benefit in traffic terms will be that the venue is unlikely to generate trips during the key morning peak hour, and trips during the evening peak hours will be restricted to Friday and after the peak hour, when other local units are closed.

6.3 The proposed development would not have any perceptible impact on the local highway network, or any local population. From a transport perspective, in respect of local and national policy, we recommend that the proposal should be approved.