# Transport Statement: Addendum 3

Transportation Planning : Infrastructure Design
an RSK company

## Proposed Community Hall – 2 Seymour Road, Manchester

**Our Ref: 230098/TSA/03 – 29th April 2025 – MCC Planning Ref: 140755/FO/2024**

### Introduction

1. SCP are retained by Minhaj ul Quran International to provide transport consultancy services in connection with a planning application for a proposed Community and Islamic Centre.

### Planning Background

2. A planning application for the scheme was submitted in August and validated in September 2024 under Manchester City Council (MCC) reference 140755/FO/2024, including a Transport Statement and Travel Plan prepared by SCP.

3. MCC's highway officer subsequently provided a first consultation response in October, which was addressed by an earlier Transport Statement Addendum. Some further information has subsequently been requested by the highway officer, which was provided in a second Addendum.

4. Following this further information has been requested to identify the likely car parking demand and how this would be accommodated, which this third Transport Statement Addendum has been prepared to provide, including:

    - Further information on likely travel patterns and modal split.
    - Details of how the resulting car parking demand will be accommodated.

### Modal split and Car Parking Demand

5. The applicant has confirmed that the maximum capacity at the peak usage of the site during Friday prayers would be 75 people. This would be self enforcing as the floor area of the proposed prayer hall is 75sqm and greater numbers could not realistically be accommodated, however this could be secured by condition or a management plan if required.

6. Further information on the likely modal split has been obtained from the Travel Plan for the nearby Khizra Masjid mosque, with the proportion of attendees travelling by each available transport mode set out in **Table 1**.

**Table 1 – Estimated Modal Spit**

| Transport Mode | Percentage of Attendees (%) |
|---|---|
| Driving a car or van | 28 |
| Passenger in a car | 1 |
| Taxi | 0.5 |
| Train, tram or light rail | 0 |
| Bus, minibus or coach | 0.5 |
| Motorcycle, scooter or moped | 0.5 |
| Bicycle | 0.5 |
| On foot | 69 |

7. This information was provided in the Travel Plan submitted as part of an application to extend the Khizra Masjid; which was approved without any requirement to increase the 37 available car parking spaces. It is understood that the mosque can accommodate 1,000 attendees (see https://www.khizramosque.org/facilities/#:~:text=Our%20Mosque%20has%20the%20following,a%20capacity%20for%20600%20worshippers.) and the car parking ratio is therefore significantly lower than that proposed as part of the Seymour Road application site.

8. Applying the 28% vehicle modal split to the 75-person capacity hall equates to a car parking demand of 21 vehicles for visitors, excluding staff.

9. The Khizra Masjid is one of several large mosques in the area surrounding the application site, reducing the likelihood that attendees would travel from outside of a walkable area and the application of the above modal split is therefore considered to be robust.

10. Other mosques in the area include the central mosque of Cheetham Hill (capacity c.2,700 people, c.135 car parking spaces) and North Manchester Jamia Mosque (capacity c.3,262 people, c133 car parking spaces), which demonstrates the low parking ratios that are typically provided at mosques in the area, reflecting the localised catchment areas and large number of attendees travelling on foot.

### Car Parking Provision

11. 10 car parking spaces are proposed within the site, which would be managed by a barrier controlled access and be for the use of staff (both this based at the site and those visiting) and disabled visitors.

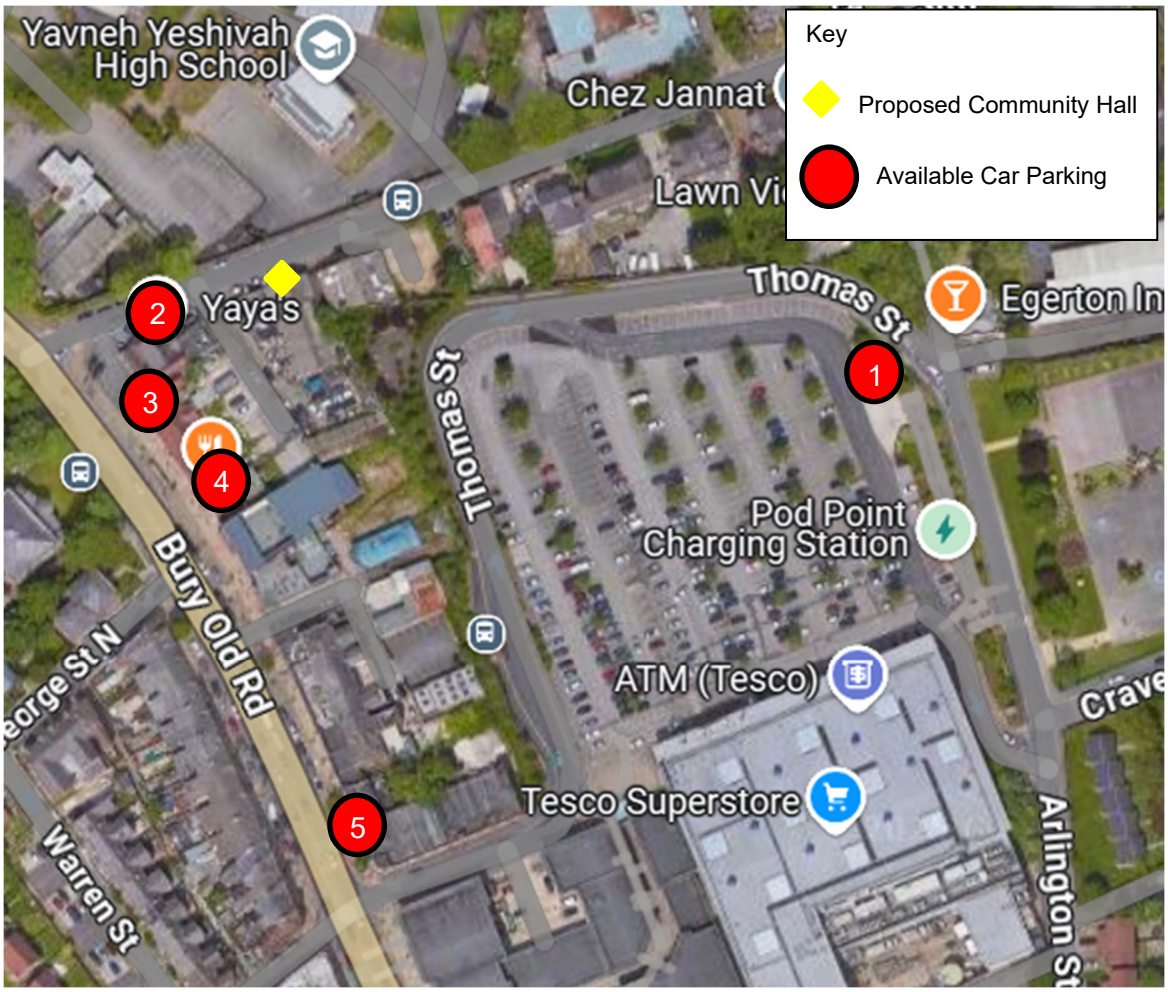
12. Visitor car parking demand would be primarily accommodated in the nearby car park adjacent to the Tesco supermarket whilst some car parking in the direct vicinity of the site has been agreed with some adjacent landowners. Details of the parking availability is set out in later paragraphs.

13. The available car parking is set out in **Table 2**, with the locations shown in **Figure 1**.

**Table 2 – Estimated Modal Spit**

| No. | Location | Capacity | Walking Distance from Site |
|---|---|---|---|
| 1 | Tesco Car Park | c.500 | 250m |
| 2 | Yahya's Restaurant | 10 | 50m |
| 3 | Jungle Grill Takeaway | 2 | 50m |
| 4 | Smokey's Takeaway | 2 | 70m |
| 5 | Chaiwala Takeaway | 2 | 140m |

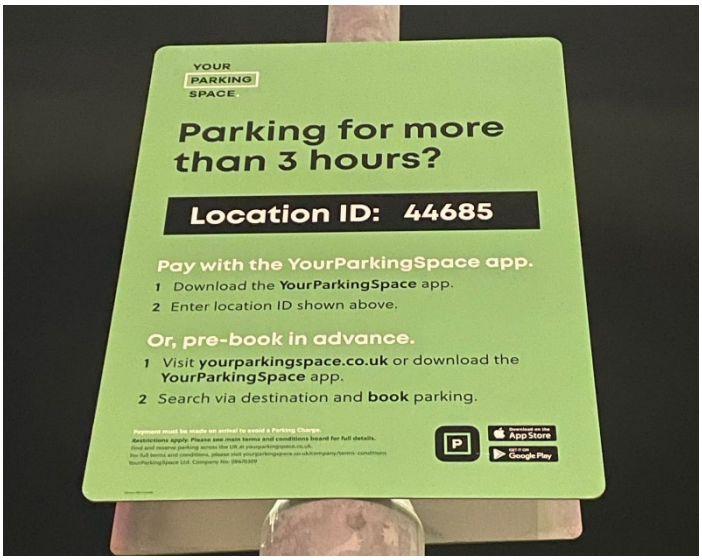
**Figure 1- Parking Location Plan**




## Car Parking Provision – Car Park Adjacent to Tesco

14. Whilst being located adjacent to Tesco, the car park is understood to be owned by Manchester City Council and is operated by Your Parking Space (https://www.yourparkingspace.co.uk/). It offers free car parking for up to 3 hours, as shown by the signage within the car park shown in **Figure 2**.

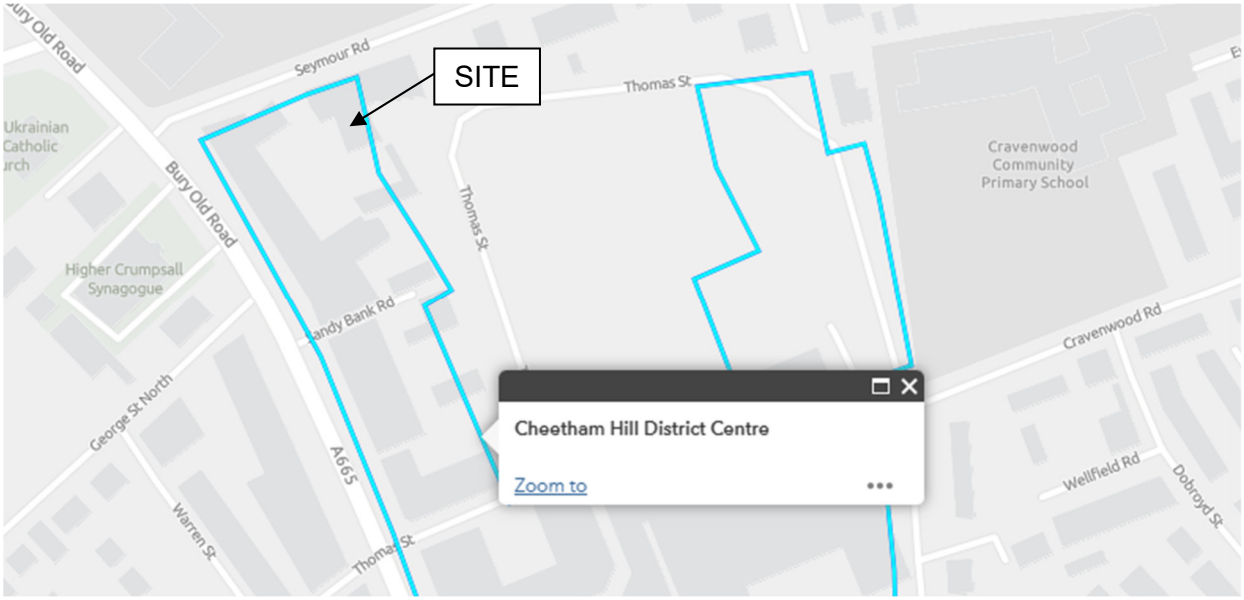
**Figure 2 – Your Parking Space Signage**




15. It is intended to serve both the Tesco store and northern end of Cheetham Hill District Centre, including the application site (see district centre-boundary in **Figure 3** below) and would therefore accommodate the car parking demand during the peak usage periods of site (Friday prayers), the duration of which falls within the free parking period of up to 3-hours. Longer durations of stay are available at a charge and can be pre-booked on the Your Parking Space website.

16. The car park is within a comfortable walking distance of the site with a continuous footway provided along the route via St Mary's Hall Road and Seymour Road and no roads to cross along the route.

**Figure 3 – Cheetham Hill District Centre Boundary (MCC Core Strategy Proposals Map)**



### Car Parking Provision – Direct Vicinity of the Application Site

17. It has been agreed with the respective landowners to use car parking from the adjacent Yaya's restaurant and car parking to the rear of three take-aways along Bury Old Road, each within close proximity to the application site.

18. The peak usage of the site would not coincide with the opening times of these uses and the agreed car parking would be retained for use by the proposed community hall during Friday prayers.

19. The use of this car parking would be pre-allocated to visitors to Friday prayers by the community hall.

### Summary

20. The likely maximum visitor car parking demand associated with the proposals has therefore been calculated based on empirical data from a nearby comparable mosque and can comfortably be accommodated within the nearby district centre car parking, whilst the use of some car parking in the direct vicinity of the site has also been agreed.

21. Staff and disabled car parking continues to be proposed within the site car park, which would be barrier controlled.

22. It is therefore concluded that the maximum car parking demand associated with the proposed community hall can be comfortably accommodated within available local car parking.