

Proposed Extension – 41-47 Slade Lane, Longsight, Manchester

Transport Statement

Darus Salam Mosque

240347

FEBRUARY 2025



SCP GENERAL NOTES

Project No.: 240347-TS (2.1)

Title: Proposed Extension – 41-47 Slade Lane, Longsight, Manchester, Transport Statement

Client: Darus Salam Mosque

Date: 20 February 2025

Office: Manchester

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Revision	Date	Status	Prepared by	Approved by
1	20.02.25	Planning	OP	MD

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

Darus Salam Mosque

Proposed Extension – 41-47 Slade Lane, Longsight, Manchester, Transport Statement

240347-TS (2.1)

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1 INTRODUCTION

General

- 1.1 SCP have been instructed by Darus Salam Mosque to produce a Transport Statement (TS) as part of a planning application for the extension of the existing Darus Salam Mosque & Islamic Centre at nos.41-47 Slade Lane.
- 1.2 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "Guidance on Transport Assessment" document and the National Planning Practice Guidance.
- 1.3 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform the Manchester City Council (MCC), as the local highway and planning authority, together with stakeholders regarding the nature and magnitude of their impact.
- 1.4 A site visit was undertaken on Friday 24th May during Friday prayers at the existing mosque to observe the prevailing transport conditions.

Background

- 1.5 A planning application was submitted on the 28th July 2021 (Application Reference: 130538/FO/2021 for the Change of use for No 43, B1 (offices) – to F1, place of worship. The primary reason for this change of use was to facilitate and accommodate members of the congregation who had to pray outside in the car park during Friday lunchtime prayers.
- 1.6 On the 20th October 2021, Manchester City Council (MCC) approved the applications with the condition that;

'Within 3 months of the date of the planning permission hereby granted, a travel plan shall be submitted to and agreed in writing by the City Council as local planning authority. In this condition a travel plan means a document which includes:

- I. The measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development;*
- II. A commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time;*

- III. *Mechanisms for the implementation of the measures to reduce dependency on the private car;*
 - IV. *Measures for the delivery of specified travel plan services;*
 - V. *Measures to monitor and review the effectiveness of the travel plan in achieving the objective of reducing dependency on the private car.*
 - VI. *Within six months of the first use of the development, a revised travel plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any travel plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.*
- 1.7 On the 4th July 2022, a Travel Plan was submitted with an application to discharge the above condition to MCC, under planning reference CDN/22/0714.
- 1.8 A further planning application (Application Reference: 138438/FO/2023) was submitted to the MCC in January 2024 for the 'Change of use from of No. 41 from Offices (Class E) to place of worship (Class F.1) and proposed minaret to the side.' On the 22nd January 2024 a response from the planning officer at MCC requested that a Transport Statement was required. The Transport Statement was submitted on 5th July 2024. The application was approved subject to a number of conditions set out in the Decision Notice, which was received in July 2024.
- 1.9 This Transport Statement is to support a new planning application at the existing Mosque and Islamic Centre site.

Purpose and Structure of Report

- 1.10 The structure of the report is summarised below:-
- Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
 - Chapter 3 – defines the development proposals including the proposed access, servicing and car parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;

- Chapter 5 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

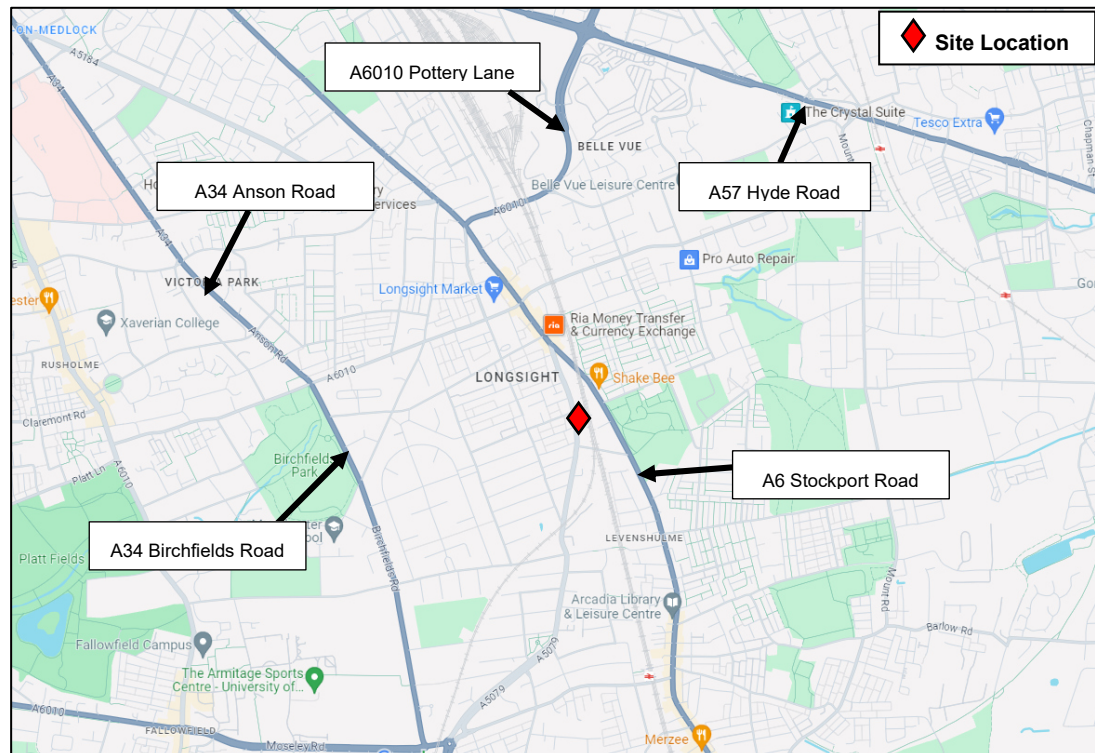
General

- 2.1 This chapter provides a detailed description of the location of the site and composition, local highway network, existing traffic conditions and road safety record.

Site Location and Composition

- 2.2 The application site is located to the east of Slade Lane, approximately 4.7km south of Manchester City Centre and 5.6km north of Stockport Town Centre.
- 2.3 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below.

Figure 2.1 – Site Location – Wider Highway Network



- 2.4 The location of the site in relation to the local highway network is shown on **Figure 2.2** below.

Figure 2.2 – Site Location – Local Highway Network



- 2.5 Currently the existing site is a two-storey building used as offices immediately to the north of the existing mosque.
- 2.6 The site is part of a row of commercial properties being mainly surrounded by residential areas to the west, with some industrial uses to the east.

Local Highway Network

A5079 Slade Lane

- 2.7 The A5079 Slade Lane is located to the western boundary of the application site and links the application site to the A6 Stockport Road to the north and the A5079 Kingsway to the south.
- 2.8 In the vicinity of the site, Slade Lane has a carriageway width of approximately 9.5m with c.2m wide footways on both sides of the carriageway. Slade Lane benefits from regularly spaced street lighting columns and is subject to a mandatory 30mph speed limit.
- 2.9 Slade Lane benefits from Traffic Regulation Orders (TROs) including 'no parking at any time' double yellow lines on both sides of the carriageway which prevent vehicles from parking along key sections of the highway, including the junctions which abut the route.

Crowcroft Road

- 2.10 Stanley Street is located to the south of the application site and provides a link from the A6 Stockport Road to the A5079 Slade Lane.
- 2.11 Crowcroft Road is a one way road permitting only westbound traffic and has a carriageway width of approximately 5.5m with 2m wide footway on both sides of the road. Crowcroft Road benefits from regularly spaced street lighting on both sides of the carriageway and is subject to a mandatory 20mph speed limit.
- 2.12 Crowcroft Road benefits from TROs including 'no parking at any time" double yellow lines on both sides of the carriageway, which prevent vehicles from parking along key sections of the highway, including the junctions which abut the route.

A6 Stockport Road

- 2.13 The A6 Stockport Road is located to the east of the application site and links the application site to Manchester City Centre to the north and Stockport Town Centre to the south.
- 2.14 In the vicinity of Crowcroft Road, Stockport Road has a carriageway width of approximately 12m with a 3m wide footway on the eastern side of the carriageway and a 2m footway on the western side of the carriageway. Stockport Road benefits from regularly spaced street lighting on both sides of the carriageway and is subject to a mandatory 30mph speed limit.
- 2.15 The A6 Stockport Road benefits from TROs including 'no parking at any time" double yellow lines on both sides of the carriageway which prevent vehicles from parking along key sections of the highway, including the junctions which abut the route.

Parking

- 2.16 It was observed during our site visit that the limited number of vehicles parking associated with the mosque was focussed on Slade Lane, north of the site, where there are no TRO's in place.
- 2.17 On-street parking is prevalent in the area generally, associated with the various uses around the site.

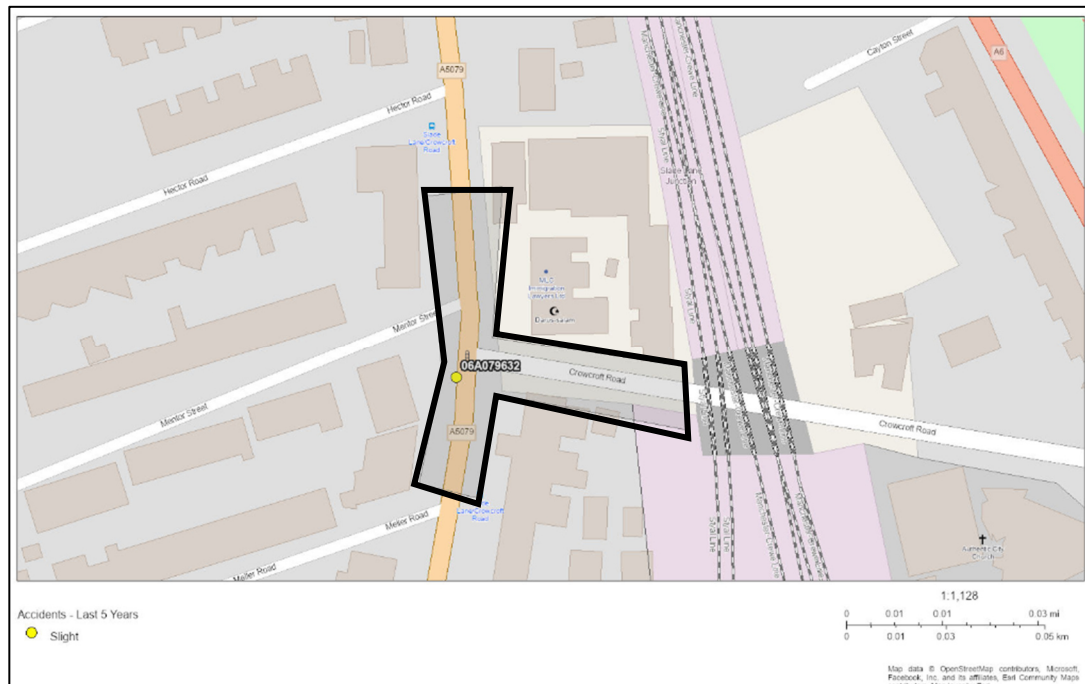
Road Safety

- 2.18 The Planning Practice Guidance (PPG) 'Transport evidence bases in plan making and decision taking' document states that, "Critical locations on the road network with poor *accident records should be identified. This is to determine if the proposed development*

will exacerbate existing problems or, if proposed, whether highway mitigation works, or traffic management measures will help to alleviate the problems”.

- 2.19 In order to identify any critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource website ArcGIS for the most recently available 5-year period ending 31st December 2023 as shown on **Figure 2.3** below.

Figure 2.3 – Road Safety Record



- 2.20 The 5-year accident analysis demonstrates that there has been one accident recorded at the junction of Slade Lane and Crowcroft Road, with a 'slight' severity.
- 2.21 Having regard to the above analysis and low number of accidents which have occurred over the five-year study period, the existing accident record does not represent a material concern in the context of the proposed change of use.

3 PROPOSED DEVELOPMENT

Overview

- 3.1 The proposed extension involves the change of use from Offices (Class E) to place of worship (Class F.1) and proposed minaret to the side located on the right hand side of the main mosque site.
- 3.2 The proposed site layout plan and floor plans are contained in **Appendix A**.
- 3.3 This proposed extension is to improve facilities and rationalise various functions at the mosque into dedicated areas and would not result in any additional trips being generated.
- 3.4 The rationalisation of the floor area includes the two ground floor prayer halls are to be combined into a single hall and dedicated areas for classrooms, administration areas and shoe storage. No dedicated areas currently exist and these uses are forced to share the main hall.

Site Operations

- 3.5 The mosque is usually open 15 minutes before prayer starts and then closes 15 minutes after prayer ends. The mosque runs five worship sessions per day, the typical prayer timetable (from February 2024), is listed below:
1. First Prayer, Fajr – 06:45
 2. Second prayer, Zuhr – 13:00
 3. Third prayer, Asr – 15:15
 4. Fourth prayer, Maghrib – 16:48
 5. Fifth prayer, Isha – 19:45
- 3.6 In addition to the above, **Table 3.1** below demonstrates the average number of daily visitors to the site.

Table 3.1 – Average Number of Daily Visitors

Day	No. of Staff / Volunteers per Prayer	Approx. No. of Visitors per Prayer
Monday - Thursday	5	30
Friday Prayers (1, 3, 4, 5)	5	30
Friday Lunchtime Prayer (Sermon)	10	200
Saturday - Sunday	5	30

- 3.7 Friday lunchtime prayers (Sermon) at 13:00, are typically the busiest of the week, with there being on average 200 attendees. The mosque is usually open 15 minutes before prayer starts and then closes 15 minutes after prayer ends.
- 3.8 The purpose of the application is not to increase the prayer and congregation volume, but to increase the space available and improve facilities for existing attendees, therefore the number of people accommodated, and subsequent trips / car parking demand will not be affected by the application proposals and will remain as existing.

Proposed Access and Servicing Arrangement

- 3.9 Pedestrians will be able to use two entrances; the main entrance will be provided from Slade Lane, as per the existing arrangement and a further entrance located off Crowcroft Road which will operate as a separate women's entrance. A bike store will be provided at the front of the building with capacity for 12 bicycles.
- 3.10 Servicing will be unaffected by the extension with the bin store retained at the rear of the properties, off Crowcroft Road.

Parking

- 3.11 No car parking is provided at the site. This is considered acceptable in this instance for the following reasons:-
- The extension will not result in an increase of attendees or traffic to and from the site, but is proposed to be an extension for amenity, this includes separate women and men's entrances / areas, extra storage space and education space. Storage areas and education space currently takes place in the wider prayer area, but separate dedicated areas are needed. The attendee numbers are to remain as existing and therefore the current parking situation will not change.
 - The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and, by providing a car free development which will help to reduce the reliance on the use of the private car and meet policy objectives.

- The site benefits from high levels of accessibility, being within a reasonable walk distance of local facilities, such as food stores and schools, as well as numerous transport links including several bus services as detailed later.

3.12 A Travel Plan for the existing mosque was submitted with the previous application for the change of use to No. 43. The measures to promote sustainable travel and minimise car use / parking demand will continue to be applied following the proposed extension.

- The existing car ownership levels in the area have been obtained from the 2011 census data, as summarised in the Table below. This demonstrates that car ownership levels in the vicinity of the site are low (52%), which is to be expected given the highly sustainable location of the site and close proximity to the city centre and public transport facilities. The proposed car free development is therefore considered to be acceptable.

Vehicle Availability per Household	Output Area - E022001071: Manchester 027	Manchester 2011 super output area - middle layer
No cars or vans in household	48%	45%
1 or more cars or vans in household	52%	55%

- As detailed earlier, the A5079 Slade Lane, Crowcroft Road and the A6 Stockport Road, are protected by existing TRO's. in the unlikely event that a parking demand is created by the development, it is clear that key sections of highway in the vicinity of the site are protected by waiting restrictions, which helps to ensure that parking does not result in any road safety or operational issues; and
- 12 Sheffield Stands for cycles are proposed outside the main entrance.

4 ACCESSIBILITY

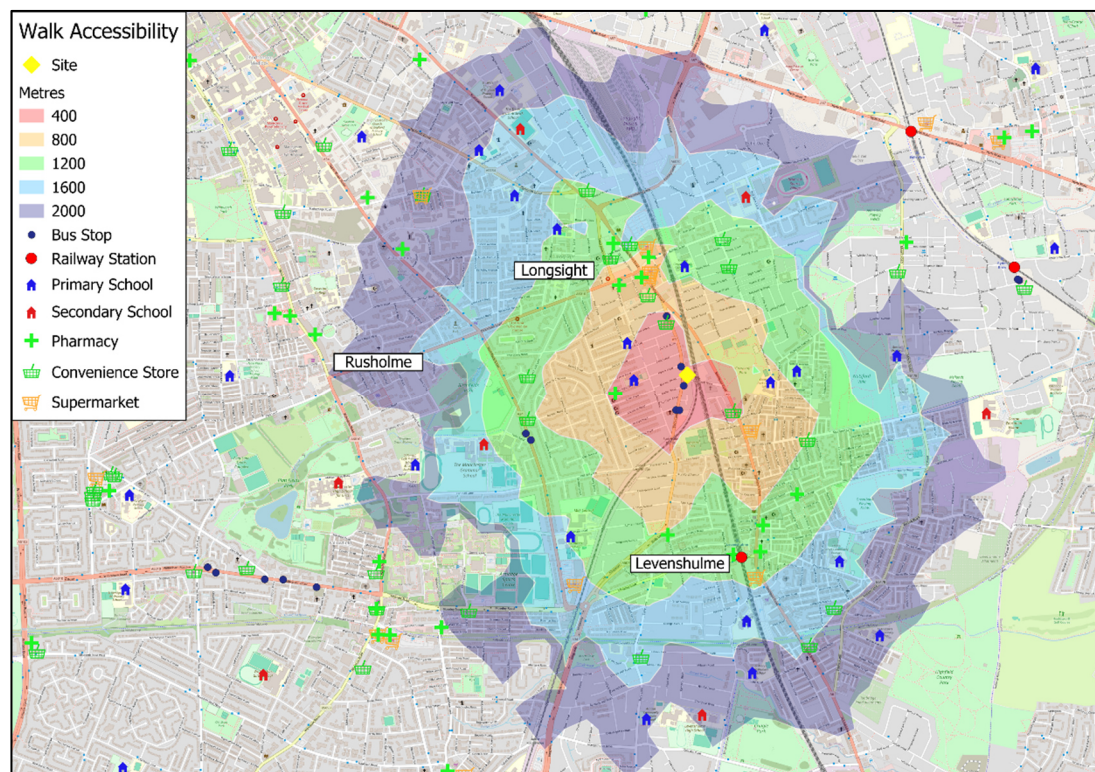
General

- 4.1 This section presents a review of the accessibility of the site by walking, cycling and public transport modes.

Access on Foot

- 4.2 Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which visitors may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone



- 4.4 The site is within an acceptable walking distance of areas such as Longsight, Levenshulme and Rusholme, as well as a number of local facilities surrounding the application site. A selection of the key facilities located within an acceptable walk distance of the site access are summarised in **Table 4.1** below, including transport, retail, education and healthcare.

Table 4.1 - Local Facilities

Facility	Details	Distance from Site
Convenience Store	Kashco, Slade Lane	>25m
Primary School	Longsight Community Primary School, Farrer Road	290m
Bus Stop	Stockport Road (NB)	350m
Bus Stop	Stockport Road (SB)	400m
Pharmacy	Medinet Pharmacy, Montgomery Road	400m
Primary School	St Agnes Primary School, Hamilton Road	450m
Supermarket	Asda Levenshulme, Stockport Road	500m
Primary School	Crowcroft Park Primary School, Northmoor Road	550m
Supermarket	Lidl, Stanley Grove	600m
Primary School	St Richard's, Primary School, Wilpshire Avenue	650m
Primary School	Stanley Grove Primary Academy, Stanley Grove	650m
Supermarket	Asda Superstore Longsight, Stanley Grove	750m
Train Station	Levenshulme	1.1km
Secondary School	MEA Central, Lytham Road	1.1km
Secondary School	St Peter's High School, Kirkmanshulme Lane	1.4km
Secondary School	Manchester Grammar School, Old Hall Lane	1.6km
Train Station	Ryder Brow	1.9km

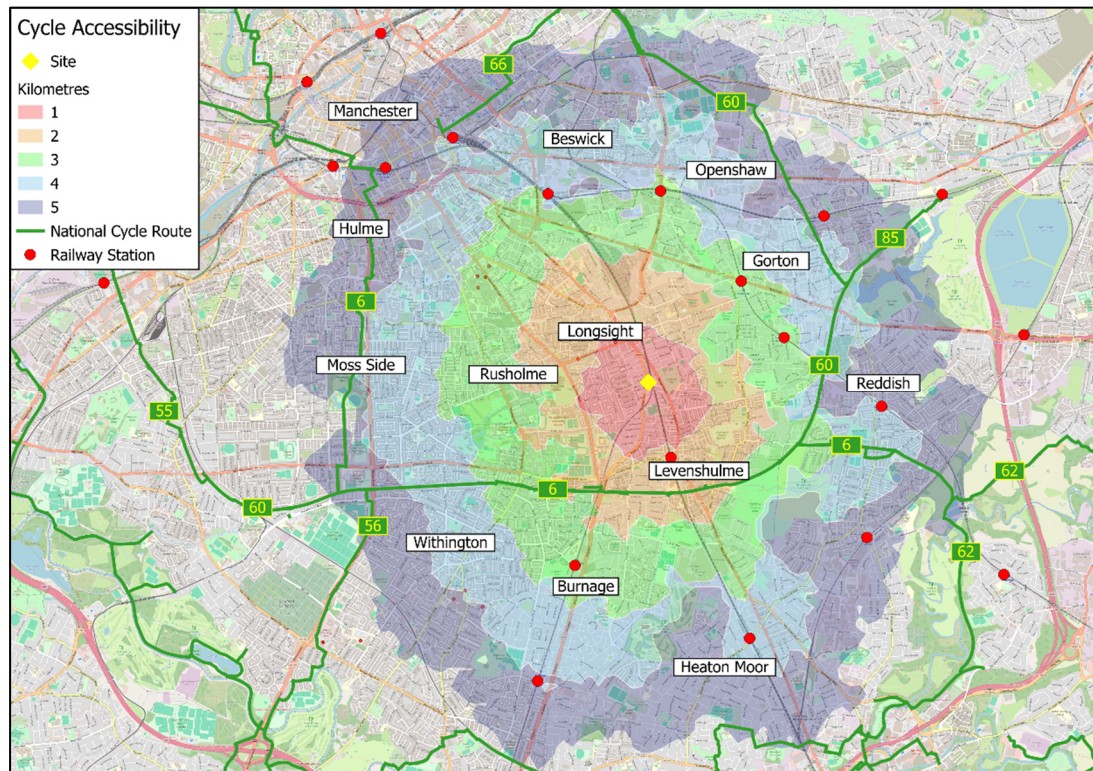
- 4.5 The local area benefits from street lighting and natural surveillance from the houses and businesses that abut all the main walking routes.
- 4.6 Overall, the site benefits from high levels of accessibility by foot, with Longsight, Levenshulme and Rusholme and numerous local facilities being only a short walk from the site, allowing walking to be a viable alternative to private car use for staff and visitors.

Access by Cycle

- 4.7 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

- 4.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 – Cycle Accessibility 5km Isochrone



- 4.9 The plan demonstrates that the nearby areas of Gorton, Reddish, Heaton Moor, Withington, Moss Side, and Manchester City Centre, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective visitors to travel via bicycle.
- 4.10 **Figure 4.2** also shows the sites proximity to a number of National Cycle Routes (NCR), such as NCR 6, 60, and 85.
- 4.11 NCR 6 is located to the south of the application site and locally links Reddish in the east, to Whalley Range and Moss Side in the west before Manchester City to the northwest of the application site.
- 4.12 NCR 6 links with NCR 60 in the east, linking the application site with Gorton and Clayton, as well as Fairfield (via NCR 85). NCR 6 also links with NCR 60 to the west of the application site, linking Whalley Range to NCR 55 with routes heading towards Old Trafford and Stretford.

- 4.13 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for staff and visitors.

Access by Public Transport

Bus

- 4.14 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
- 4.15 A summary of bus services that operate within the area are listed in **Table 4.2** below.

Table 4.2 – Bus Service Summary

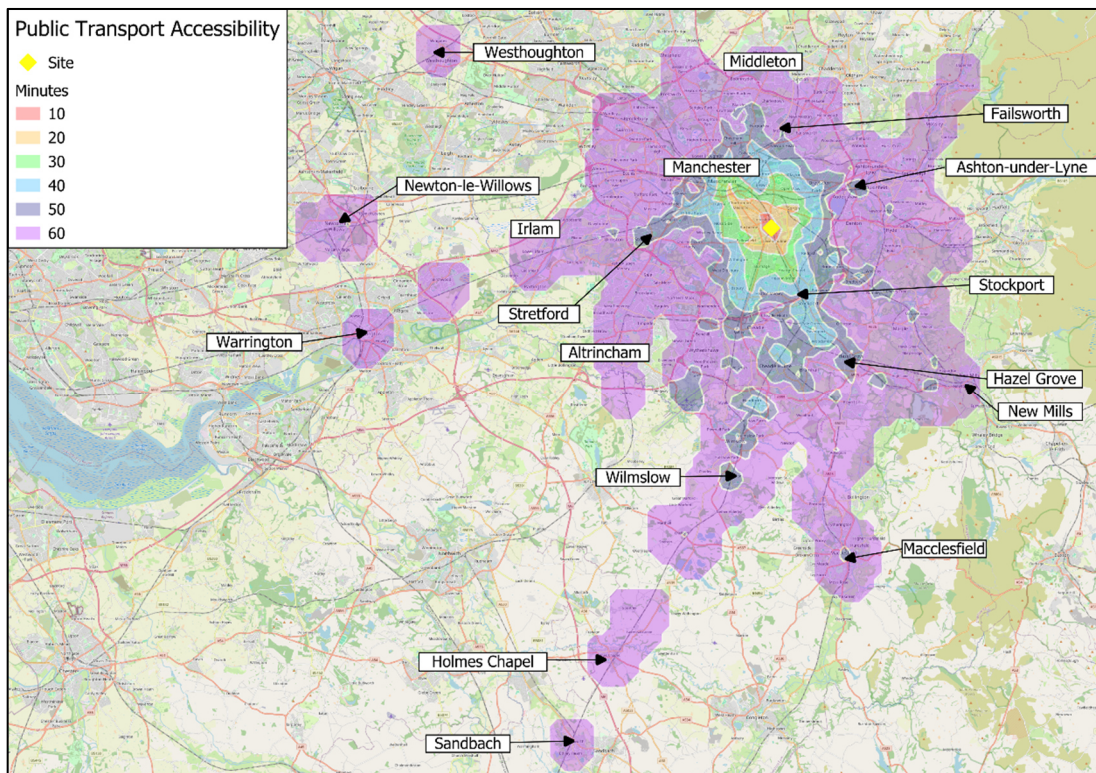
Service Number	Route	Average Service Headway (mins)			
		Mon-Fri		Sat	Sun
		AM	PM		
150	Gorton – The Trafford Centre	30	30	30	60
191	Chorlton Street – Hazel Grove P&R	30	30	-	-
192	Piccadilly – Hazel Grove P&R	5	5	10	10
197	Manchester - Stockport	20	20	30	60
742	Burnage – Loreto Sixth Form College	School Bus			
749	Burnage High School - Moss Side	School Bus			

- 4.16 The closest bus stops to the application site are located on the A6 Stockport Road, 350m (NB) and 400m (SB) walking distance to the east of the application site which is within an acceptable walk distance.
- 4.17 Having regard to the above, staff and visitors of the site will have access to a number of bus services stopping within an acceptable walk distance from the site which provides access to key destinations at a good frequency.

National Rail

- 4.18 In terms of rail services, Levenshulme Train Station is located approximately 1.1km south of the application site and is therefore within an acceptable walking (16 minutes) and cycling (4 minutes) distance. Levenshulme Train Station is managed by Northern and offers regular direct services throughout the week to Manchester Piccadilly, Buxton and Crewe. Services to these destinations run every 20 – 60 minutes).
- 4.19 In addition to the above, Ryder Brow train station is located approximately 1.9km east of the application site and is therefore within an acceptable walking (26 minutes) and cycling (7 minutes) distance. Ryder Brow train station is managed by Northern and offers regular direct services throughout the week to Manchester Piccadilly and New Mills Central. Services to these destinations run every hour.
- 4.20 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.4** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.4 – Public Transport Accessibility



- 4.21 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester, Warrington, Sandbach, Macclesfield, New Mills, Ashton-under-Lyne, Failsworth and Irlam, amongst others, are all within an acceptable 60-minute commute time.

Summary

- 4.22 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has both a large range of local amenities within walking distance. Access to the site on foot and by cycle is of a high standard and there are bus, tram and train services within close proximity providing access to a range of local destinations.
- 4.23 These findings demonstrate that staff and visitors have ample opportunity to rely on sustainable transport modes without the need to travel by car.

5 SUMMARY AND CONCLUSIONS

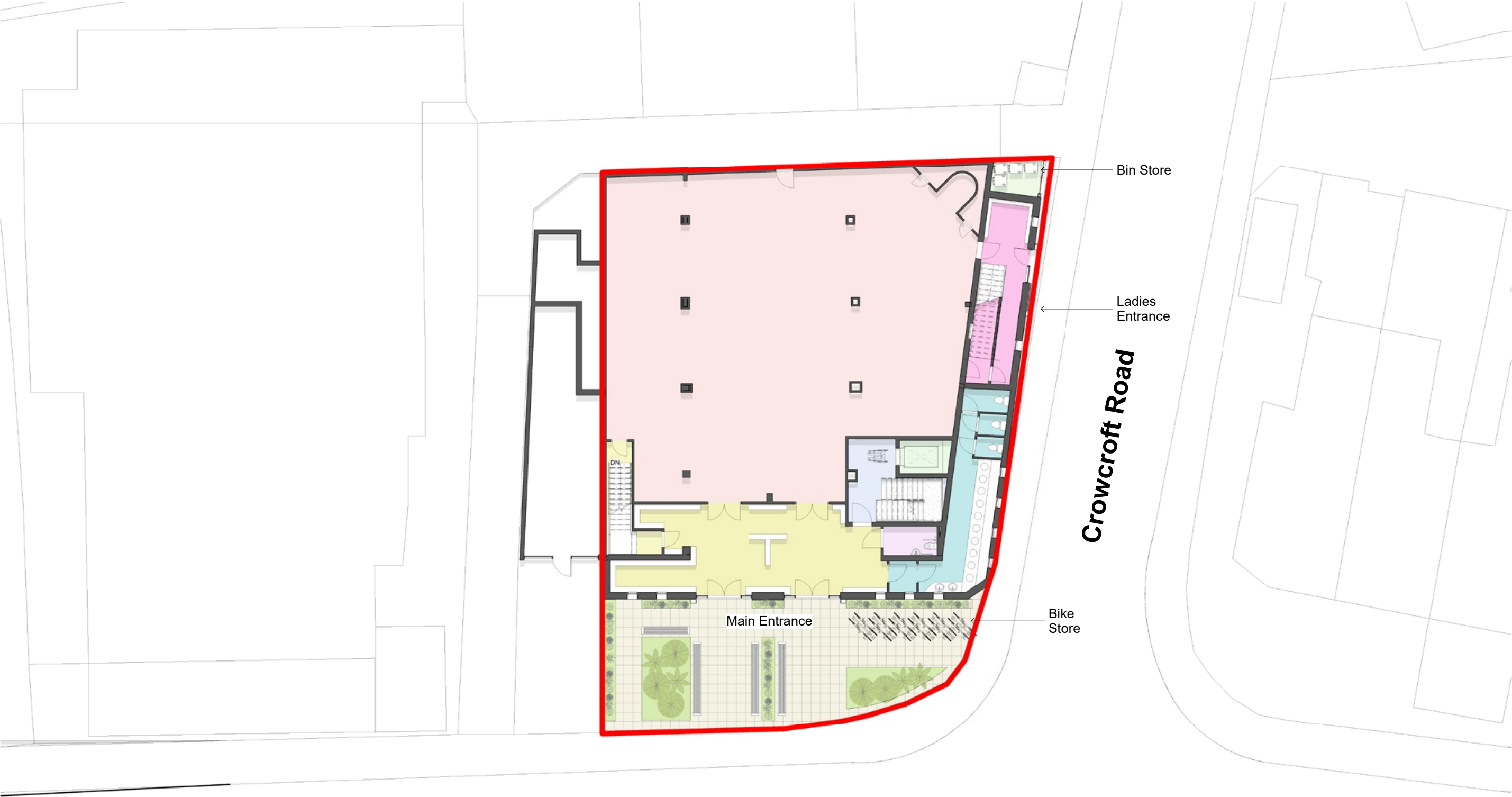
- 5.1 SCP have been instructed by Darus Salam Mosque to produce a Transport Statement (TS) as part of a planning application for the extension of the existing Darus Salam Mosque & Islamic Centre at nos.41-47 Slade Lane..
- 5.2 Pedestrian and cycle access will be provided from the same locations as per the existing arrangement with a separate ladies access provided, whilst servicing arrangements will also be unaffected.
- 5.3 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 5.4 A Travel Plan for the existing mosque was submitted with the previous application for the change of use to No. 43. The measures to promote sustainable travel and minimise car use / parking demand will continue to be applied following the proposed extension.
- 5.5 It has been demonstrated that the development benefits from high levels of accessibility by sustainable modes. These findings demonstrate that prospective site users will not be reliant on the private car to travel to and from the site.
- 5.6 The existing car ownership levels in the area have been obtained from the 2011 census data, as summarised in the Table below. This demonstrates that car ownership levels in the vicinity of the site are low (52%), which is to be expected given the highly sustainable location of the site and close proximity to the city centre and public transport facilities. The proposed car free development is therefore considered to be acceptable.
- 5.7 There will be no change to the number of trips or car parking demand for the mosque as a result of the application proposals, whilst the demand associated with the existing office use will be removed.
- 5.8 Having regard to the analysis presented in this TS, it is considered that the change of use proposals are acceptable with regard to transport.

S|C|P

APPENDIX A



2.4 Proposed Plans - Site Plan



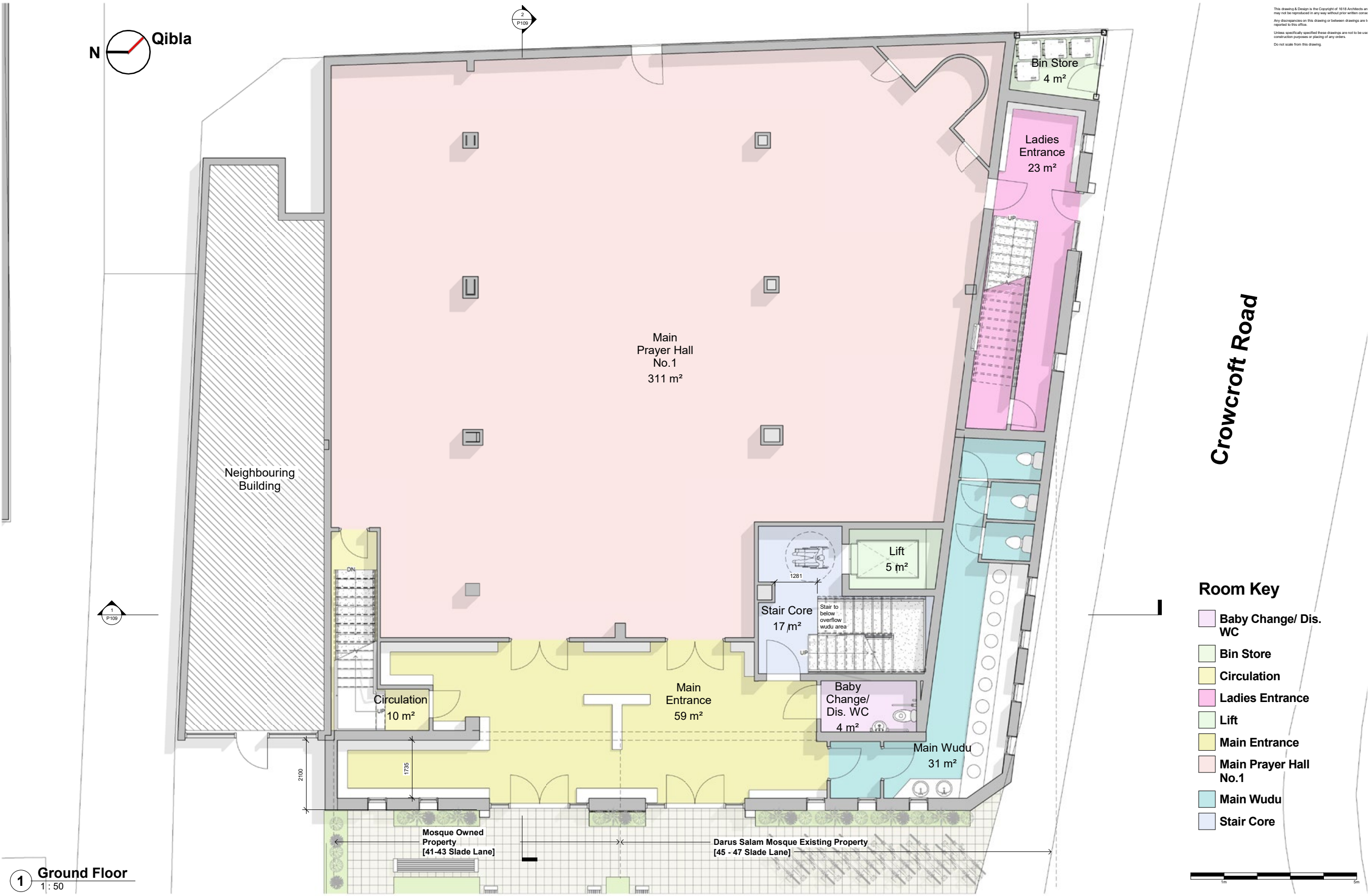
Slade Lane





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2.5 Proposed Plans - Ground Floor



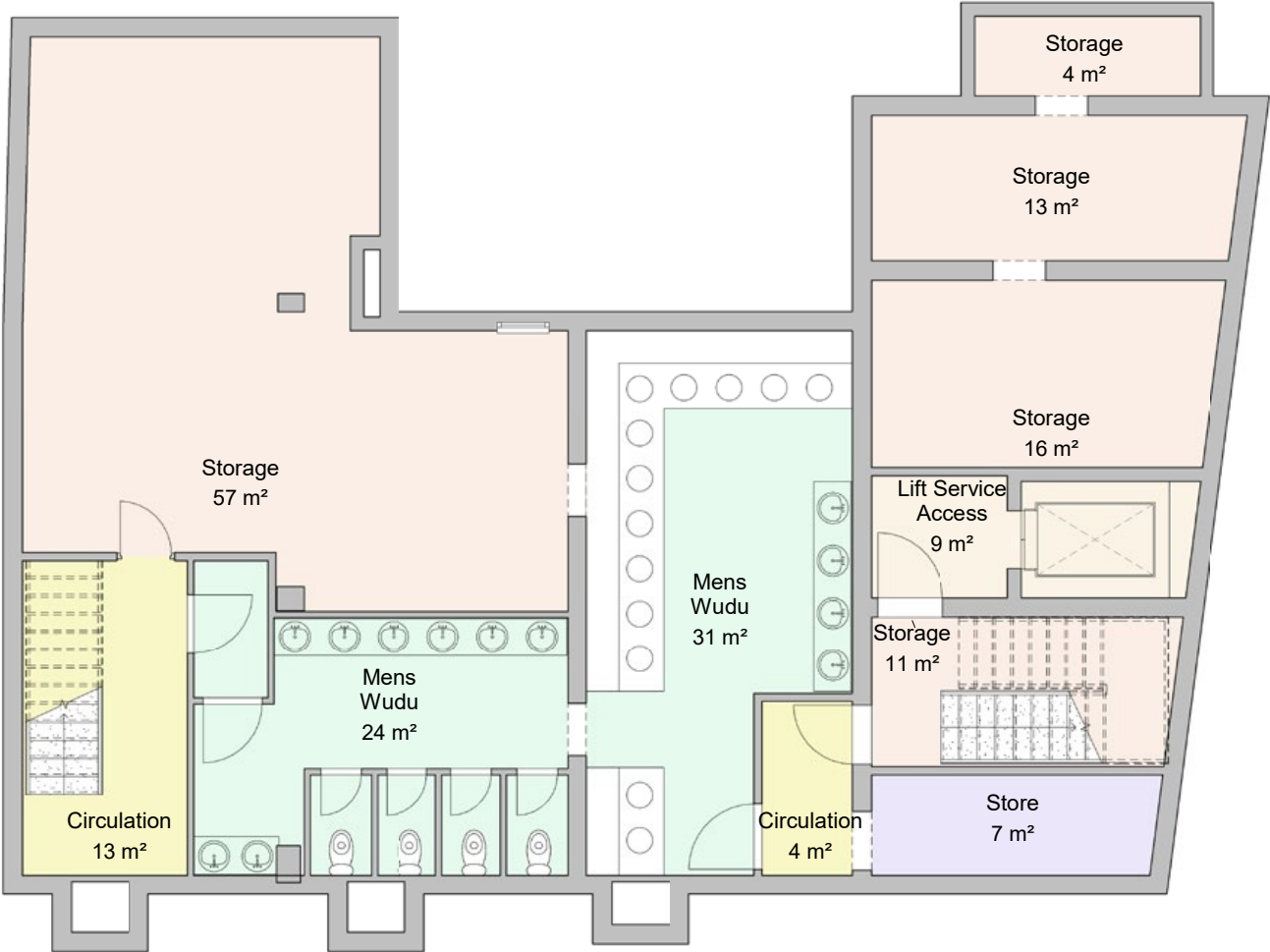
Crowcroft Road

- Room Key**
- Baby Change/ Dis. WC
 - Bin Store
 - Circulation
 - Ladies Entrance
 - Lift
 - Main Entrance
 - Main Prayer Hall No.1
 - Main Wudu
 - Stair Core

2.6 Proposed Plans - Basement Floor Plan



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Room Key

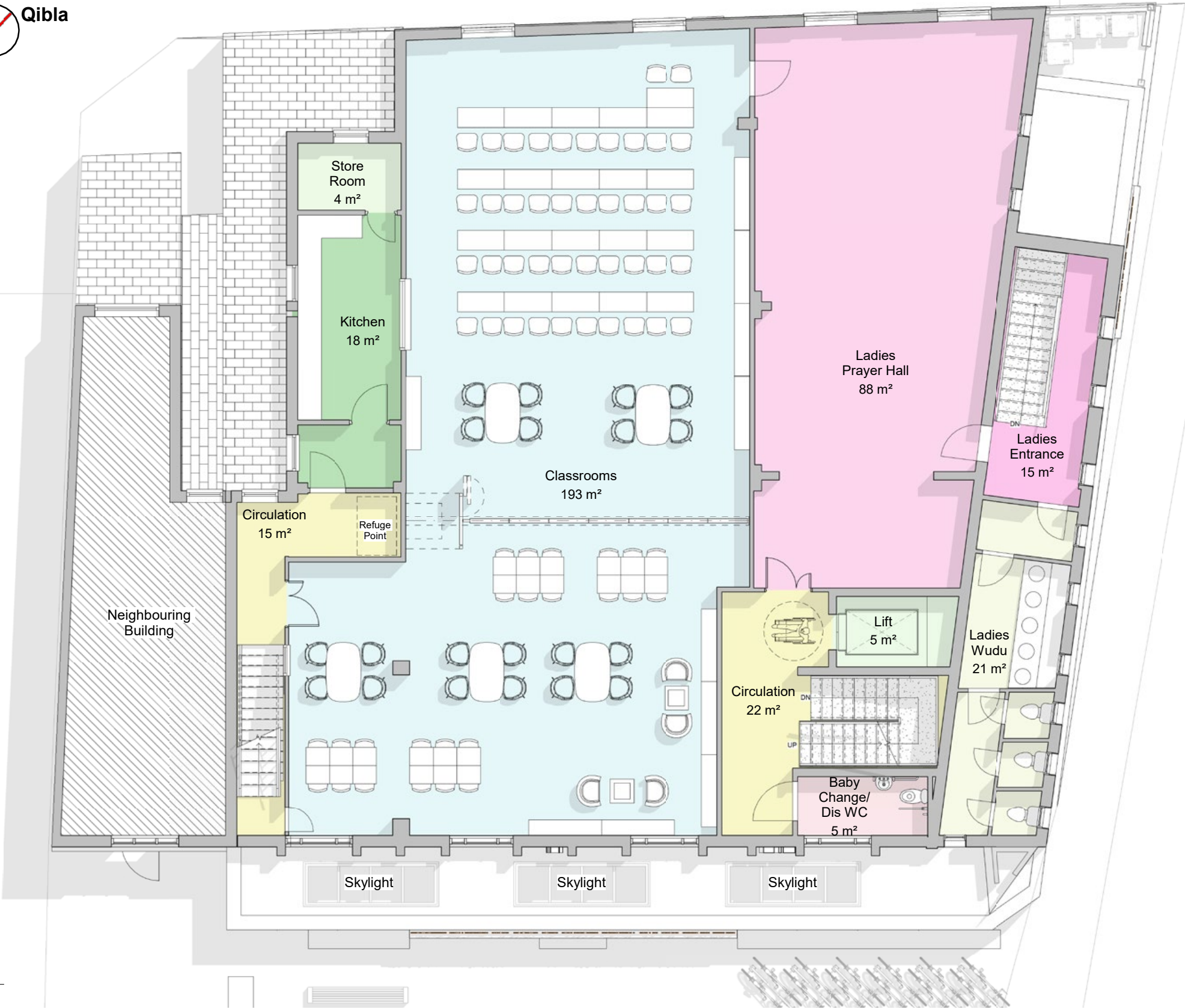
- Circulation
- Lift Service Access
- Mens Wudu
- Storage
- Store





2.7 Proposed Plans - First Floor Plan

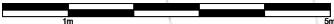
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Crowcroft Road

Room Key

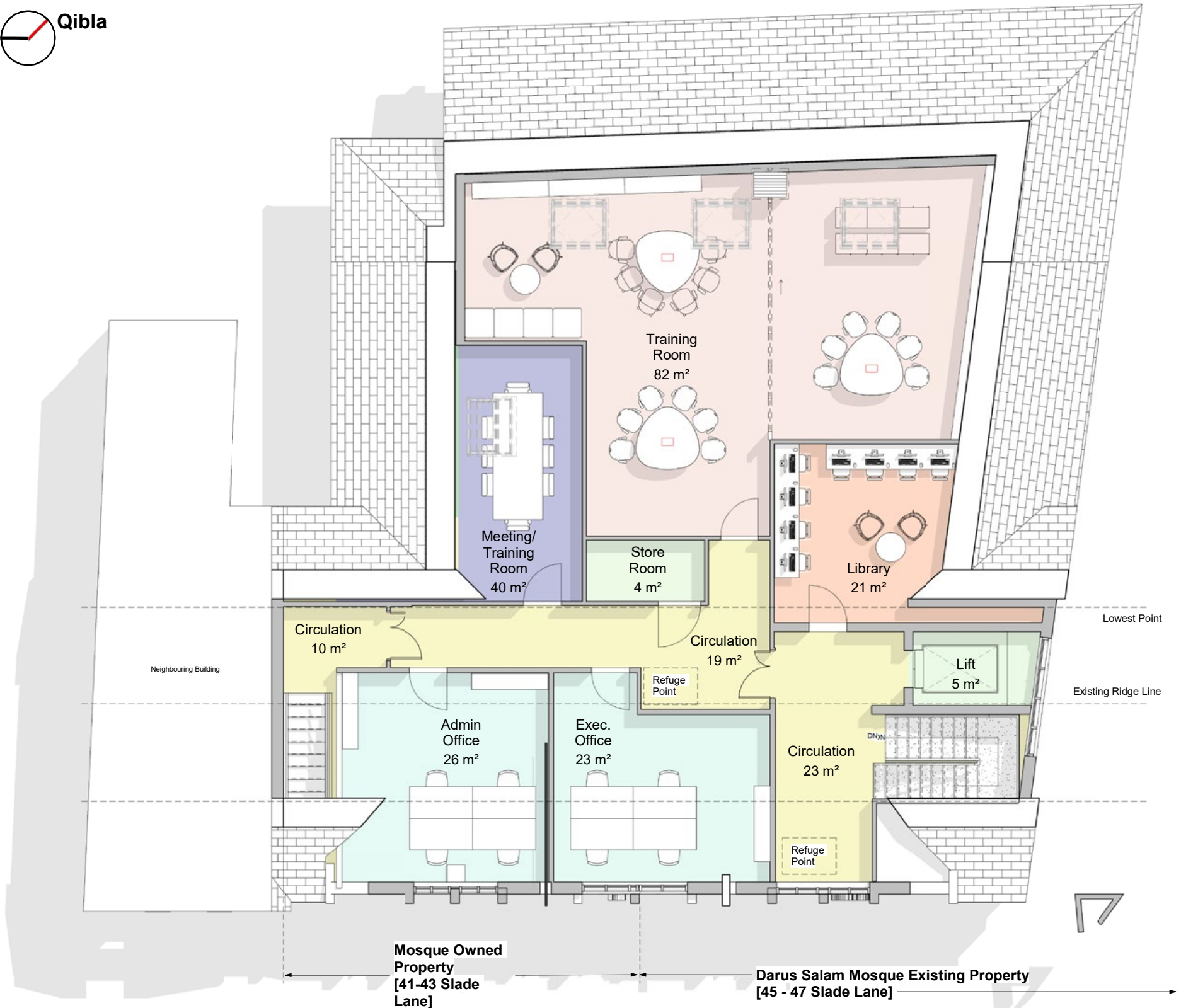
- Baby Change/ Dis WC
- Circulation
- Classrooms
- Kitchen
- Ladies Entrance
- Ladies Prayer Hall
- Ladies Wudu
- Lift
- Store Room





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2.8 Proposed Plans - Second Floor Plan



Room Key

- Admin Office
- Circulation
- Exec. Office
- Kitchen
- Library
- Lift
- Meeting/ Training Room
- Store Room
- Training Room

