APPLICATION FOR PROPOSED EXTENSION TO UNITED SHALOM PENTECOSTAL CHURCH, FLOATSHALL ROAD, WYTHENSHAWE

TECHNICAL NOTE

AMNI TRANSPORTATION

APPLICATION FOR PROPOSED EXTENSION TO UNITED SHALOM PENTECOSTAL CHURCH, FLOATSHALL ROAD, WYTHENSHAWE

TECHNICAL NOTE

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TECHNICAL NOTE

1.0 Introduction and Background

1.1 This Technical Note (TN) has been produced to provide a response to comments from the Highways Officer on the application to extend the United Shalom Pentecostal Church located at 89 Floatshall Road, Wythenshawe, M23 1JB (the site). The Church building is located on the south side of Floatshall Road, Wythenshawe (139359/FO/2024 refers). The site layout has been revised and a reduced car park with 25 spaces has been proposed. This reduction in 3 spaces has been required to avoid impacting on site trees. The revised site plan is included in **Appendix A**.

1.2 The Highways Officer has requested further information on the following matters :

- Car Park Accumulation Assessment should be undertaken using the results of the travel survey mode share and the proposed car park provision (25 spaces as suggested). Please submit to LPA
- The parking survey assessment (Transport Statement appendix C & D dated 28/4/24) - provide a plan of the assessed area which details which specific sections of the road were assessed & TROs observed. Submit details whether parking occurred on areas of TROs.
- Cycle store usage should be monitored as part of the Travel Plan – please amend TP
- Further information on any discussions with local schools / businesses on the use of their car parks to be provided if necessary
- Confirmation is required that the development will not be operative during weekday evening peak hours. (Trip assessment work shows one Sunday only – need more information to allow weekday use)
- TROs could be implemented surrounding the site to ensure that parking does not overspill on street and to guarantee appropriate event management. (S278 agreement)

1.3 The following provides a response to each of the points above.

2.0 Responses

2.1 Car Parking Accumulation Assessment

2.2 The Table below sets out the current level of car parking compared to the current scheme proposals and the revised car parking numbers of 25 spaces.

Table 1 - Parking Ratio Comparison

Item	Current Scheme	Earlier Submitted Scheme	Revised Scheme
People	130	298	298
Parking Provision	10	28	25
Parking Ratio (Space per Number of People)	13	10.64	11.92

2.3 The current parking proposals with 25 spaces provides a greater level of provision per head of congregation compared to the existing car park with 10 spaces.

2.4 The Transport Statement did set out the mode share analysis and the impact of the proposed scheme.

Table 2 - Traffic Generation and Mode Share Derived from Travel Survey

Existing Travel Method	Number	% Mode Share
Car Driver	41	24%
Car Sharing	115	68%
Taxi	14	8%
Total People	170	100%

2.5 The Travel Survey showed a strong propensity for car sharing to the Church. The Travel Survey also revealed a car occupancy of 3.8 people per vehicle. Taxi occupancy was shown to be 3.5 people per taxi trip. The congregation are generally employed in the NHS and work shifts and / or on-call so the potential for larger travel group sharing opportunities would be limited.

2.6 The Travel Survey results are attached in **Appendix B**. This was Appendix C in the submitted Transport Statement. Parking Survey results were included in Appendix D of the Transport Statement and are attached to the Technical Note in **Appendix C**.

2.7 The Design and Access Statement showed that the proposed extension will cater for an increase in capacity of circa 130 people, with a total capacity of 298. The Transport Statement did note that if the results from Table 2 above (Table 7 in the Transport Statement) are projected using the car driver mode share of 24% then forecasts 72 cars in total travelling to the site when the extension is open. The increase in congregation is expected to be drawn from a similarly wide spread area and travel will result in a number of different roads being used to travel to and from the Church. This should not result in any significant impacts when travelling on the local road network. With the provision of the Travel Plan and commitment to sustainable travel wherever possible then the impacts are expected to be less.

2.8 The current scheme provides a greater ratio of parking per head of congregation compared to the existing scheme operating. The impact of the now revised car park with 25 spaces is not expected to have a detrimental impact.

2.9 Parking Survey Assessment

2.10 The Highways Officer has asked for a plan of the surveyed street which shows the local TROs. The Figure below shows the streets surveyed and the local TROs.



Figure 1 – Streets Surveyed and TROs

2.11 The plan showing the area assessed, the streets included in the survey and the TROs in the streets is contained in **Appendix D.**

2.12 The Highways Officer asked if any parking was observed in the survey area on TROs. It is confirmed that no parking of vehicles was observed during the survey period on any TROs in the survey area.

2.13 Cycle Store Usage

2.14 The Highways Officer asked that cycle parking monitoring should be undertaken as part of the Travel Plan. Table 8 in the submitted Travel Plan did set out the monitoring schedule which included that cycle parking would be monitored on an annual basis. The Table 8 from the submitted Travel Plan is shown below.

Table 3 - Monitoring Schedule (Table 8 from the Travel Plan)

Monitoring Type	Monitoring Method
Mode of travel by Church members	Every year travel survey
Car use by Church members	Every year travel survey
Car parking survey	Every year parking survey
Cycle parking usage	Every year travel survey, every year cycle parking surveys
Use of car share initiatives	Every year travel survey
Use of public transport	Every year travel survey

2.15 As the Travel Plan submitted already contains a commitment to survey the cycle parking there should not be a need to update the Travel Plan.

2.16 Discussions with Other Schools and Landowners Nearby

2.17 As yet no discussions have taken place with other schools and other nearby landowners. The intention was to do this post planning application decision and then report on it through the Travel Plan.

2.18 Weekday Operation

2.19 The Applicant has confirmed that the busy period at the Church is Sunday and this is the reason for only one parking survey being survey as it coincided with peak demand at the church. The Applicant has confirmed that the church is operational during Saturday evenings and Sunday mornings.

2.20 TROs Could be implemented around the site

2.21 The parking survey confirmed that parking associated with the church occurred in the streets near to the church building. The peak demand for parking is on Sunday and this would possibly mean that any Traffic Regulation Orders would need to be implemented on nearby streets to cover the Sunday but this would be expected to need to include all the other days of the week which would impact on local residents and their visitors. The Applicant feels that these Traffic Regulation Orders could have an adverse impact on local residents.

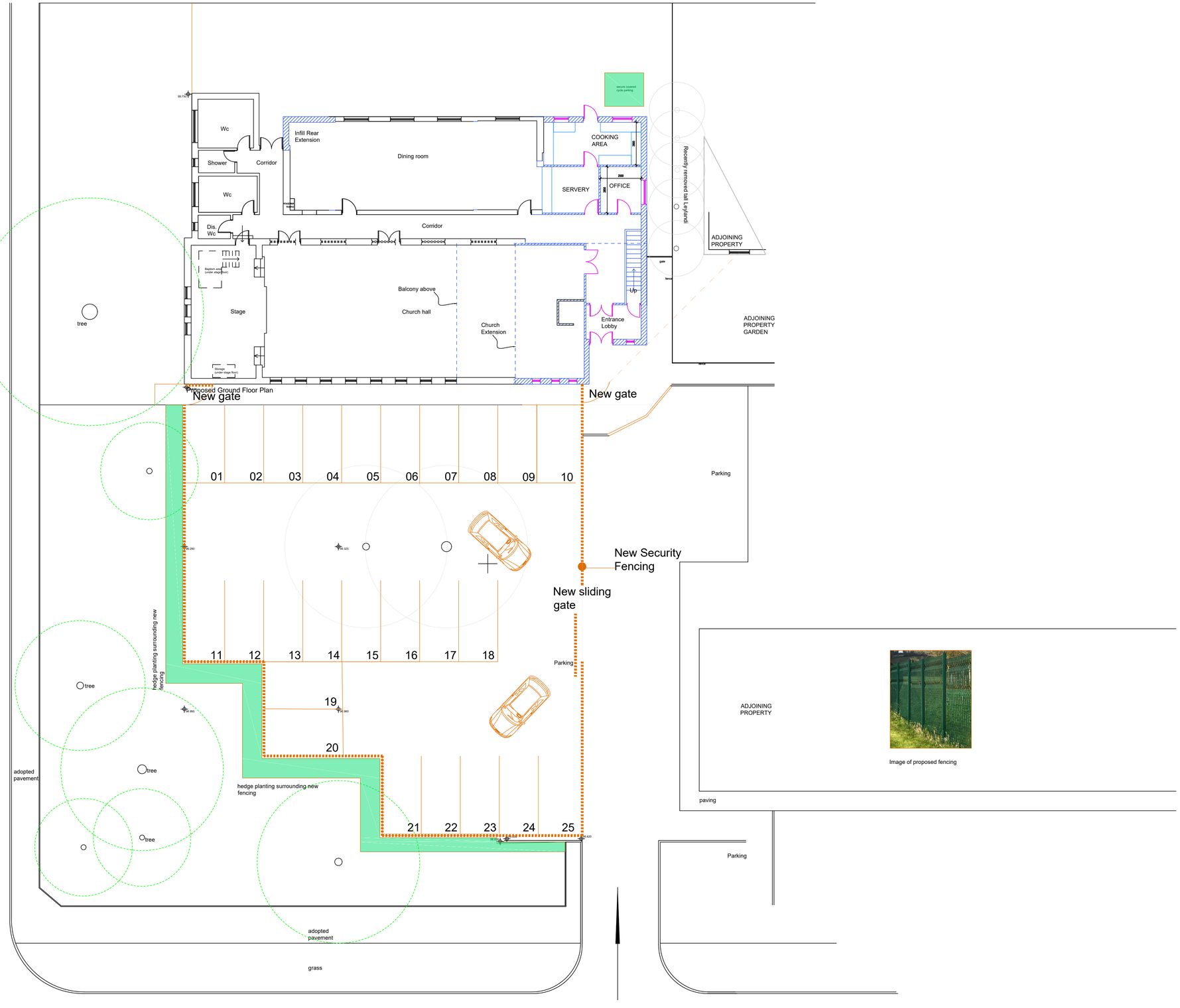
3.0 Summary and Conclusions

3.1 This Technical Note (TN) had been produced to respond to comments provided by the Highways Officer.

3.2 The current scheme proposals include a slightly smaller car park (25 spaces compared to 28 spaces in the original submitted scheme.). The current proposals do offer a higher parking ratio per head of congregation compared to the existing scheme operating with 10 spaces.

3.3 It is hoped that the now submitted responses plus the previous commitments set out in the various submitted transport related reports will be sufficient for the Highways Officer to now support the scheme.

Appendix A



Proposed Site and Building Plan

Notes

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Do not scale from this drawing.

All dimensions are to be checked on site prior to construction, manufacture of any components and ordering of materials and equipment.

Any discrepancies are to be reported to the architect for clarification.

All materials and workmanship to be in accordance with the current British Standards and codes of practice.

Rev	Date	Drawn by	Comments
E	21-06-24	JD	Car park amended at request of tree officer
D	10-05-24	TW	Drawings name amends
C	22-04-24	TW	Amendments for planning application inc carpark, hedge, fence and cycle parking
B	22-04-24	TW	Amends
A	04-12-23	jad	Internal Alterations after client discussions

Client

United Shalom Pentecostal Church

Project

Proposed Extensions to Church
89 Floatshall Rd, Wythenshawe

Drawing

Proposed Site and Building Plan

Date	Drawn by	Scales
July 2023	jad /tw	1:125 @ A1

Job No - Dwg No - Rev

23038-104 rev E

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Appendix B

Date 28/04/2024 Establishment United Shalom Pentecosta Church

Group size	Did you travel together *If not together fill in number for each group		Walk	Public Transport	Car Driver	Car Passenger	Cycle	Dropped Off by Car/Taxi		Other, please state	Postcode	All	Car
	YES	NO										How far have you traveled?	Where did you park?
5	✓				1	4					[redacted]	5 miles	Car Park
4	✓				1	3						4 miles	Car Park
4	✓				1	3						20 miles	Nearby Street
5	✓				1	4						17 miles	Car Park
4	✓				1	3						2	Street
4	✓				1	3						5	Street
5	✓				1	4						8 miles	Street
4	✓				1	3						5	Street
4	✓				1	3						3	Street
5	✓				1	4						10	Street
2	✓							✓	2			10	Not needed
4	✓				1	3						7	Street
4	✓				1	3						8	Street
4	✓				1	3						9	Street
4	✓				1	3						5	Street
4	✓				1	3						5	Street
4	✓				1	3						5	Street
5	✓							✓	5			5	Street
3	✓							✓	3			3	Street
6	✓				2	4						4	Car Park
4	✓							✓	4			7	N/A
3	✓				1	2						3	Street
4	✓				1	3						7	Street
4	✓				1	3						7.5	Street
4	✓				1	3						5	Street
3	✓				1	2						4	Street

4	✓				1	3						20 km	Street
3	✓				1	2						22 miles	Street
2	✓				1	1						15 min	Street
4	✓				1	3						25 min	Street
3	✓				1	2						10 min	Street
4	✓				1	3						25 min	Street
4	✓				1	3						25 min	Street
4	✓				1	3						10 min	Street
3	✓				1	2						20 min	Street
4	✓				1	3						5 min	Street
4	✓				1	3						35 min	Street
4	✓				1	3						10 min	Street
4	✓				1	3						5 min	Street
4	✓				1	3						30 min	Street
4	✓				1	3						5 min	Street
2	✓				1	1						10 min	Street
4	✓				1	3						10 min	Street
3	✓				1	2						30 min	Street
170					41	115			14	170			
1					24%	68%	0%	0%	8%	100%			
						2.804878			2.8				

Appendix C

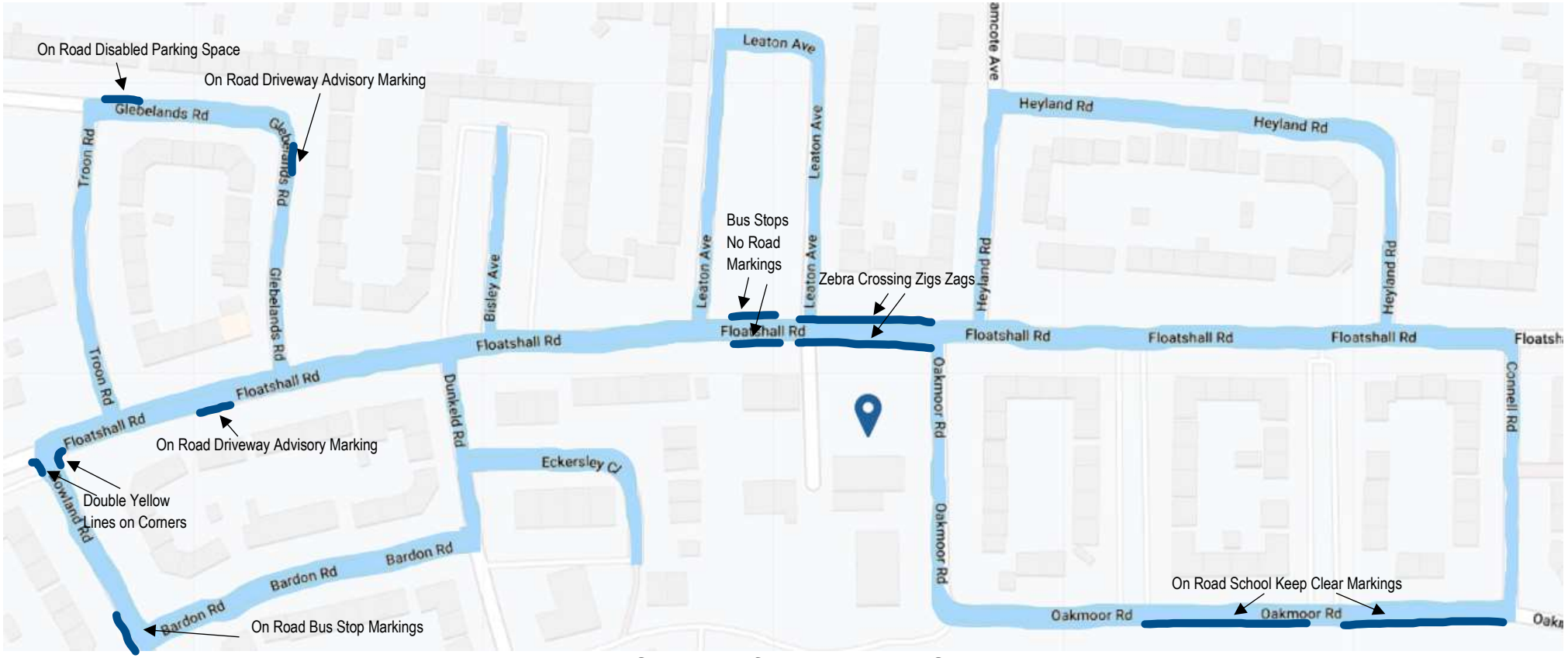
United Shlom Pentacostal church
Floatshall Road, Wythenshaw
Date 28/4/2024 Sunday

PARKING SURVEY

	9.10	9.40	10.00	10.30	11.00	11.30	12.00	12.30	13.00	13.30	14.00	14.30	15.00
Floatshall Rd site toConnell Rd S	11	8	7	8	8	9	10	7	7	7	7	8	5
on the grass of the site					3	4	4	4	4	4	4	2	
Floatshall Rd site toConnell Rd N	5	4	4	5	3	3	3	3	2	2	2	2	1
Oakmoor Rd from Floatshall Rd E	4	4	4	4	5	5	3	3	4	4	3	3	4
Oakmoor Rd from Floatshall Rd W	0	0	2	4	9	10	10	10	10	10	9	3	0
			3	8	6	8	8	8	8	8	7	7	
Oakmoor Rd to Connall Rd N	16	14	15	15	14	14	15	13	13	13	12	12	11
Oakmoor Rd to Connall Rd S	5	5	5	6	6	5	5	6	6	4	6	5	5
Connall Rd E	1	1	1	1	1	1	0	0	0	0	0	0	1
Connall Rd W	0	0	0	0	0	0	0	0	0	0	1	1	1
Hayland Rd west E	1	2	2	2	3	2	2	3	2	1	1	1	2
Hayland Rd west W	0	2	2	2	2	2	1	1	2	1	1	2	2
Hayland Rd north N	7	6	5	5	5	4	4	4	5	4	6	6	6
Hayland Rd north S	3	2	2	2	3	2	2	2	2	2	3	3	2
Hayland Rd east E	2	1	1	1	2	1	1	1	1	1	1	0	1
Hayland Rd east W	2	0	0	1	1	1	1	1	1	1	1	1	0
Floatshall Road to Bowland Rd N	6	5	7	6	8	8	8	8	9	7	7	6	6
Floatshall Road to Bowland Rd S	3	3	3	3	3	3	3	3	3	3	3	3	3
Bowland Road to Bardon Rd E	0	0	0	0	0	0	0	0	0	0	1	1	0
Bowland Road to Bardon Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Bardon Rd N	1	1	1	1	1	1	1	1	1	1	0	0	0
Bardon Rd S	5	5	5	4	4	2	3	3	4	4	5	4	4
Dunkeld Rd to Bardon Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Dunkeld Rd to Bardon Rd W	3	3	3	3	3	3	3	3	4	4	3	3	3
Troon Rd E	4	4	4	4	3	4	4	3	4	4	4	4	4
Troon Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Eckerslet Close S	1	1	1	1	1	1	1	1	1	1	1	1	1
Eckersley Close N	0	0	0	0	0	0	0	0	0	0	0	0	0

	9.10	9.40	10.00	10.30	11.00	11.30	12.00	12.30	13.00	13.30	14.00	14.30	15.00
Gleblands Rd north N	2	1	2	2	3	4	2	2	2	2	2	2	2
Gleblands Rd north S	1	1	0	0	0	1	1	1	1	1	1	1	1
Gleblands Rd east E	3	3	2	2	3	3	3	2	2	2	2	1	1
Gleblands Rd east W	4	4	4	4	3	0	3	3	3	3	3	3	2
Bislay Avenue W	8	8	8	8	7	7	6	5	6	6	7	7	7
Bislay Avenue N	5	5	5	4	5	5	3	4	4	3	4	3	4
Leaton Avenue East E	3	7	8	8	9	9	9	9	9	10	10	8	5
Leaton Avenue North N	3	3	3	3	4	4	4	4	4	4	4	3	3
Leaton Avenue West W	4	6	5	5	9	9	9	9	9	9	9	6	6

Appendix D



Roads Surveyed for the Parking Survey