

Proposed Change of Use Application – St. Pauls Methodist Church, Wilmslow Road, Didsbury – Transport Note 02 – January 2026

Introduction

- 1 Eddisons have been instructed by Atmos International Ltd to advise on the traffic and transport issues relating to a change of use application from Use Class F 'Place of Worship' to Use Class E 'Office at St. Pauls Methodist Church off the A5145 Wilmslow Road in Didsbury (Planning Ref: 144214/LO/2025)
- 2 This Note has been produced in response to the comments raised by the highway's officers at Manchester City Council on the planning application. The Note will provide responses to the following comments on the planning application proposals
 - *Justification for provision: Please provide details of the level of trips generated by the site. We also require further justification for the parking provision associated with the site. This information is required to determine whether there is sufficient capacity.*
 - *Deliveries/servicing: Please provide a swept path assessment which demonstrates the manoeuvrability of the largest anticipated delivery/servicing vehicle for the site, illustrating internal circulation following the proposed reconfiguration of the existing parking layout.*
 - *A delivery/servicing management strategy will need to be conditioned.*
 - *A travel plan will need to be conditioned.*

Parking Provision/Demand

- 3 As detailed within the submitted Transport Note, the proposals will formalise the car parking arrangements on the application site to provide a total of 18 car parking spaces, which together with the existing spaces accessed off Sandhurst Road equates to a total of 40 spaces.
- 4 It is important to note that the spaces on the application site are currently used by Atmos International Ltd and the proposed change of use proposals are to provide additional office floorspace for the existing staff and there are no proposals to increase the number of staff on the site.
- 5 The site is in a highly sustainable location and therefore not all trips to and from the site are undertaken by private car. As way of demonstration, a snapshot staff travel survey was completed on Tuesday 3rd February 2026, which is a typical working day. The results of these surveys of the 31 staff members in the office that day are summarised below.

- Car Driver = 21 staff members (68%)
- Walking = 5 staff members (16%)
- Cycling = 2 staff members (6%)
- Public Transport = 3 staff members (10%)

- 6 As can be seen above, 32% of those surveyed travel to the site by sustainable modes and 21 staff members (68%) travel by car. Therefore, demonstrating that the car parking provision on the site is more than sufficient to accommodate the demand.
- 7 In terms of the traffic generation from the site, as detailed previously, the change of use proposals is to provide additional office floorspace for the existing staff and there are no proposals to increase the number of staff on the site. Notwithstanding this, even if the trips were new to the network the impact would be minimal i.e. around 1 additional vehicle every 3 minutes even during the peak periods.
- 8 It is therefore concluded that the proposals will provide sufficient car parking provision for the proposals and that the proposals will have a negligible impact on the operation on the local highway network.

Servicing

- 9 The largest service vehicle that will use the proposed application site is that of 3.5t 7.5m Van, however, for robustness a swept path analysis has been undertaken using the 7.5t vehicle. This analysis is displayed in **Drawing 5083_SPO2B**. This demonstrates that the site can be serviced in a safe and efficient manner.
- 10 Although the site can be serviced in a safe and efficient manner, if deemed necessary the requirement for a delivery/servicing management strategy can be attached as a condition to any future planning application.

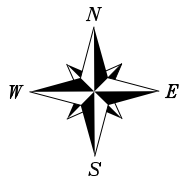
Travel Plan

- 11 As detailed previously, the proposals will not result in any increase in staff numbers on the site and therefore it is not clear whether a Travel Plan would be necessary for the development proposals. However, if deemed necessary the requirement for a Travel Plan can be attached as a condition to any future planning application

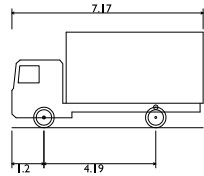
Conclusions

- 12 The above Technical Note has addressed the concerns raised by Manchester City Council. In conclusion, there are no highway and transportation reasons why the application should not be granted planning permission.

DRAWINGS



NOTES



FTA Design 7.5 Tonne Rigid Vehicle (2016)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m



REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
ATMOS INTERNATIONAL LTD

PROJECT:
**ATMOS INTERNATIONAL ST PAUL'S,
WILMSLOW ROAD, DIDSBURY**

DRAWING TITLE:
SWEPT PATH ANALYSIS

SCALES:
1:500 @ A3

DRAWN:	GM	CHECKED:	TSB	DATE:	FEB 26
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BTG Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@eddisons.com
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

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