MANCHESTER
CITY COUNCIL

Development Management
Citywide Support (Highways)

Telephone:
[redacted]

Hammerstone Road Depot,
Manchester M18 8EQ

Memorandum

To	Sue Wills
From	[redacted]
Date	19 February 2025
Subject	**141622/FO/2024** **Erection of Place of Worship (Use Class F.1) following demolition of building, with associated landscaping, parking, and alterations to existing access.**

We have reviewed the above application in relation to highways and our comments are as follows:

CONTEXT:
The site is located to the west of Chain Road which comprises the former Convent of the Good Shephard and vacant land.

Adjacent to the north of the site is the St Euphrasia's Care Home and new convent. To the south of the site is Meade Hill School and Our Lady's High School. Further to the east of the site are existing residential properties accessed from Northridge Road.

Access to the site is provided from Chain Road. It is adopted to a point to the north of the access to the existing Meade Hill School. Beyond this point, extending to the northernmost section of the road Chain Road is unadopted.

HIGHWAY RESPONSE:
The proposed development will see the erection of the following:
o Main chapel building comprising of the following:
- Main auditorium;
- Offices;
- Consulting and Counselling Rooms;
- Children's/Teens Church;
- Bookshop;
- Restaurant and Café; and
- Classroom.

A worst case of 1,500 visitors is expected every Sunday, split over 3 services with 30 minutes between each service:
o 08:00 - 09:40;
o 10:10 - 11:50; and

o 12:20 - 14:00

Currently 1,050 people attend the congregation at the existing site.

Up to 5 events per year will take place which will attract up to a total capacity of 1,500 attendees.

Services will take place every Wednesday evening 18:00 - 20:00 for around 200 visitors/staff.

Prayer groups are expected Monday - Saturday between 06:00 - 07:00 for around 30 attendees.

Weddings will take place throughout the year on a Saturday Frequency is unknown as it is based on demand. It is anticipated that between 100-150 guests will be present.

TfGM have been consulted and their comments are herein included.

TRIP GENERATION AND JUNCTION CAPACITY:
Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) issued in support of the development proposals and have provided comments in respect of the relevant sections.

I. Road Safety
We consider that the accident data should be updated to include the whole of 2023.

II. Trip Generation
The trip generation and distribution assessment work contained within Section 5 of the TA is acceptable.

III. Junction Modelling
The modelling shows that the junction of Rochdale Road / Victoria Avenue will exceed practical capacity during the evening peak period. With the addition of development traffic, the junction will operate at slightly worse levels. However, given that there is a potential improvement scheme at this junction and the junction is already operating under SCOOT, as well as being under CCTV coverage, TfGM consider that no junction mitigation is required at this location.

SITE ACCESSIBILITY:
The site has a GMAL accessibility level of 4 demonstrating that it is reasonably accessible by public transport.

The closest bus stops to the site are located circa 750m from the site on Victoria Avenue. Regular bus services are provided on Victoria Avenue.

It should be noted that Sunday bus services are reduced. This is the day where the highest congregation will be on site. Therefore, this is unlikely to limit the number of car trips to the site.

ACCESS:
Vehicular access to the development site is provided from Chain Road which also provides access to Meade Hill School and St Euphrasia's Care Home.

It is understood that Chain Road will be widened to a minimum of 5.5m to enable coaches to pass cars. A new minibus/coach pick-up and drop-off area will be provided adjacent to the entrance.

Swept path analysis plans are provided within the TA, which demonstrate the manoeuvres associated with the intended service vehicles, utilising the minibus / coach drop off facility.

Double yellow line Traffic Regulation Orders (TROs) are proposed from the Chain Road/Northridge Road junction and through the site. This is welcomed by Highways.

Three new car parks are to be provided within the site with access points off Chain Road.

There is an existing presbytery which is to be retained. Clarification is required from the applicant on whether vehicle access points will be provided to the Presbytery.

A new vehicular access point from Chain Road will be provided for the proposed 3no. residential car parking spaces. Dropped kerbs will be required covering the extent of the access point.

It is unclear whether the proposed residential car parking spaces will impact upon the existing street light located adjacent to proposed spaces. The applicant should liaise with MCC's Street Lighting team (email: streetlighting@manchester.gov.uk) and the applicant may be required to fund relocation of the street light.

A vehicular visibility assessment has been undertaken at the following vehicular access points:
o Proposed car parks;
o Proposed minibus/coach drop-off zone; and
o Existing Meade Hill School vehicular access point
It demonstrates that a 2.0m X 25.0m visibility splay is achievable in accordance with MfS subject to TROs.

Highways requests that following are provided:
o Updated access arrangement plan which should include dimensions & radii of the at the proposed new car parks, proposed coach pick-up/drop-off, existing presbytery, and proposed residential parking spaces;
o Swept path assessment demonstrating that a minibus/coach and cars can safely pass each other along Chain Road while accessing or egressing from the site;
o Swept path assessment demonstrating that a large car can access the car park, manoeuvre, and exit in a forward gear. This analysis should include the car park end bays and the three residential parking spaces;
o Swept path assessment demonstrating vehicles associated with the St Euphrasia's Care Home can access the site, manoeuvre and exit in a forward gear.

PARKING:
The TA acknowledges the proposed car parking spaces to be provided at the site which is the following:
o189no. car parking spaces including 20no. (10%) EV charging and 12no. (6%) disabled bays.

10 motorcycle parking spaces will also be provided.

A Travel Survey was conducted in June 2024 for the existing church to understand current travel patterns with 254 responses. This represents around 42% of the main congregation (600 people).

The findings of the Travel Survey identified the following:
o 66.2% of attendees to the current site arrive by car followed by 13.57% Church Bus and 10.08% Public Bus;
o Average car occupancy = 4 people.
o Existing Sunday services identified that 47% attend the first service, 34% the second service and 19% the third service.

The Travel Plan proposes a mode split target of 49.2% for attendees arriving by car.

Appendix E in the TA provides a breakdown of Sunday arrival/departure data and a car parking accumulation assessment.

Using existing breakdown of church attendance with the congregation services growthed to 1,500 attendees and a proposed mode shift target of 49.2% (arriving by car). A total parking demand of 110 car parking spaces will be required at 9.45am.

In addition, there will be 5 events a year where 1,500 people will attend a single service. The peak car parking accumulation for the service is projected to be 184no. vehicles.

Using the existing mode split for the current congregation, for the 5 large events per year the maximum parking accumulation is 174 cars.

Highways have significant concerns on the following:
o Proposed number of car parking spaces may be insufficient, particularly during large events; and
o The methodology for justifying the proposed car parking numbers

The proposed 49.2% car occupancy mode shift is optimistic given the anticipated increase in congregation numbers, potential increased catchment area and reduced Sunday public transport services (buses) close to the site. Highways request that this is based on the existing 66.2% mode share.

Highways request that the following are provided:
o Additional data and analysis to support the proposed parking numbers.
o Applicant re-evaluates the mode shift target and considers additional measures to encourage alternative transport modes.
o Applicant undertakes a car parking survey at the existing site to understand current car parking demand.
o Further information on the existing location and distances travelled by congregation attendees. A detailed catchment analysis should be provided to better understand travel patterns and to inform parking and transport planning.
o How would attendees be managed for each congregation to ensure even distribution across all three Sunday congregation services.

The proposed 30-minutes interval between each Sunday service may be insufficient for congregation turnover. Congregation attendees may stay on-site longer leading to overlap between incoming and outgoing attendees which may exacerbating parking demand.

Highways recommends that a minimum interval time of 45-minutes between services is provided to allow sufficient time for attendees to leave the site before the next group arrives.

Highways request the EV points have a minimum charging unit of 7Kw.

Standard spaces should be a minimum dimension of 2.4m x 4.8m. Disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6-metre aisle width.

3no. car parking spaces are proposed for the residential dwellings to the south of the site. Clarification is sought on which residential dwellings will the car parking spaces be allocated to.

EVENT TRAFFIC MANAGEMENT:
An event traffic management strategy document has been provided by the applicant.

No services will take place which coincide with the school starting/finishing times (8-9am and 3-4pm).

It is understood that the larger car park will be available for attendees to use. Volunteer organisers will be present at 4no. locations along Chain Road to assist with attendees arriving and department from the site.

Coaches/mini-buses/taxes will be directed to the drop-off/pick up zone to ensure Chain Road is kept clear.

Highways request that a robust Event Traffic Management Strategy is condition to any planning permission attached.

PEDESTRIAN ACCESS:
A new pedestrian entrance is to be provided to the east of the access road.

Upon review there appears to be an existing adopted pedestrian footway running along the eastern side of Chain Road.

The Proposed Site Plan indicates that the footpath will be extended over council maintained land. A pedestrian footway route is proposed within the site red-line boundary along the eastern side of the Chain Road providing access to the car parks, existing presbytery and main entrance.

All pedestrian routes within the curtilage of the site must be constructed to a minimum width of 1.8m in alignment with MCC's Design For Access 2 Guidance.

Highways request that the following are provided:
o Tactile paving and dropped crossings should be installed across the site access.
o Tactile paving and dropped crossings should be installed at the proposed overflow car park.

OFF-SITE HIGHWAYS WORK:
It is understood that the following Highway works will be undertaken and is subject to a S278 agreement:
o Widening of Chain Road a minimum of 5.5m.
o Double yellow line Traffic Regulation Orders (TROs) are proposed from the Chain Road/Northridge Road junction and through the site.

The applicant should note the below as part of the Highways works:
o Dropped kerbs will be required off Chain Road for the 3no. car parking areas, 3no. residential car parking spaces and any vehicular access points to the existing presbytery.
o Any alterations made to the adopted footway on Chain Road linking to the footway within the site boundary is subject to a S278 agreement.
o Double Yellow Line TROs should cover the extent of the proposed car parks.

o Any redundant access points bordering the site should be reinstated accordingly;
o Tactile paving and dropped crossings should be installed across the site access;
o Tactile paving and dropped crossings should be installed at the proposed overflow car park;
o Tactile paving and dropped kerb should be provided at the Northridge Road /Chain Road junction.
o Provision of 2-metre-wide footways serving the site.
o Footway along the eastern side of Chain Road should be widened to 2.0m including footway resurfacing to both side of Chain Road from the Charnwood Road junction.

A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 Statutory Approvals team.

Following an assessment of the scope of works, all additional estimated costs are required to be paid in full prior to the expenditure of the initial deposit, or work on the technical approval process will cease and can delay the programme for the start of works on site. The minimum standard S278 technical approval timescale is between 4-6 months and, *TRO's can take 12 months so please programme this into your timetable*.

Please note: you will not be able to start works on the highway until technical approval has been given by the S278 Engineer and the relevant highways permits granted.

It is essential for this scheme that the applicant factor in the TRO timescales of 12 months to ensure these are agreed prior to occupation.

Any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams. This will be funded at the applicant's expense. The following link provides access:
https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

For any projects that require a S278 agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is expected to include the following:
o 5 years of accident history
o Audit of key pedestrian routes (crossing points, footway widths, condition etc.)
o Audit of key cycling routes (ASLs, cycle lanes etc.)
o Highway layout including, but not limited to (visibility assessments, speed limits, TROs, traffic calming etc.)

A copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

CYCLE PARKING:
40no. covered and secure cycle sparking spaces are proposed adjacent to the south of the building. Highways understand that the proposed number of cycle parking spaces is based on the Travel Survey results.

Highways recommend that a comparison should be provided on cycle parking provision with reference to MCC's Core Strategy. This should be based on the maximum number of attendees at any given time, i.e. during normal operations.

The applicant should also consider how cycle parking will be provided/managed during large events held at the site.

Internal cycle storage for staff is recommended for longer-stay cycle parking.

Cycle parking should have sufficient lighting and be covered by CCTV. Welfare facilities should also be provided for staff to include showers, changing rooms and lockers.

BOUNDARY TREATMENTS:
It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

The applicant should be advised that all gated accesses and doors will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

PUBLIC REALM:
As per Proposed Landscape General Arrangement Plan, an area of public realm will be to the south of the proposed building. It is understood that this will be within the red-line boundary and not impact upon the highway boundary.

The developer should ensure that all pedestrian routes within the curtilage of the site are constructed to a minimum width of 1.8m in alignment with MCC's Design For Access 2 Guidance.

REFUSE AND SERVICING:
The proposed refuse store will be located within the building. Site management will relocate the refuse bins to the collection point adjacent to the coach drop-off area.

Highways request that the following is provided:
o Detail on delivery arrangement associated with the site including frequency and vehicle type.
o Detail on access for emergency service vehicle;
o A swept path assessment to demonstrate that the largest anticipated refuse, delivery and emergency service vehicle can access the site and the adjacent St Euphrasia's Care Home, manoeuvre and exit in a forward gear.

Highways requests that refuse servicing and deliveries take place outside of AM and PM peak hours and does not affect normal site operation.

Highways requests that a waste & service management strategy is conditioned as part of the planning permission.

TRAVEL PLAN:
A Travel Plan has been provided as part of the application. The TP is aimed at the employees and visitors associated with the proposed development.

The Travel Plan will be managed by a Travel Plan Coordinator (TPC). The TPC will be appointed by the developer, Winners Chappel International. This should be prior to the development being occupied.

A Baseline Survey will be undertaken within 3 months of initial occupation of the site. This information will be used to establish final targets and provide information on the modal splits. The surveys will then be carried out on an annual basis.

An annual monitoring/review report is to be provided and submitted to MCC within 12 weeks of the survey being completed.

The TP should be updated to a full TP within 3 - 6 months of undertaking the baseline travel survey. Monitoring should be carried out for a period of at least 5-years.

The development, submission, implementation and monitoring of the full Travel Plan should be included in the conditions of any planning consent.

CONSTRUCTION MANAGEMENT:
Construction vehicles access to the site will be limited via Chain Road. A Traffic Management Plan is to be developed to ensure the access through the site is kept clear from stationary vehicles at all time and avoid crossover with nearby schools.

Temporary site hoarding/fencing will be provided around the western side of the site beyond the access road. It is requested that the proposed hoarding/fencing should not affect the access road and vehicular movement along Chain Road particularly with the nearby St Euphrasia's Care Home.

A full detailed CMP/CEMP will need to be conditioned with any planning approval. This should include the following information:
o The duration/phasing of construction works and associated vehicle trips;
o Routing of construction traffic within the site and on highway - this should be evidenced by appropriate swept-path assessment;
o Site logistic plan including location of welfare facilities, waste storage, and loading/unloading areas
o Details of the location and arrangements for contractor parking;
o A robust Traffic Management measures for vehicles, pedestrians and cyclists;
o Manage and coordinate construction activities with reference to ongoing/imminent construction works in the locality:
o Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location; and
o Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk

The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

SUGGESTED CONDITIONS:
-EV;
-Cycle Parking;
-Event Traffic Management Strategy;
-Off-Site Highways Works;
-Waste & Service Management Strategy;
-Travel Plan;
-CMP/CEMP

Highways Reference: 16543/FO/2025