
RE: 141622 - 114 Chain Road

From [REDACTED]

Date Fri 16.5.25 8:34 AM

To Sue Wills [REDACTED]

Cc [REDACTED]

Morning Sue,

The RSA brief is acceptable if they want to get on with that.

Kind regards,

[REDACTED]

Engineer - Highways Development Control
Neighbourhoods Directorate
Manchester City Council

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



UPCOMING ANNUAL LEAVE –

From: Sue Wills [REDACTED]

Sent: 15 May 2025 11:58

To: [REDACTED]

Subject: 141622 - 114 Chain Road

Dear [REDACTED],

Mosodi who are the architects for the scheme would like a meeting with you to discuss the comments provided by Highway Services, as they feel that their previous responses do not appear to have been fully considered as in their view similar comments have been provided, and they want to understand where the concerns expressed have stemmed from.

Please see their responses in red text sent on 12th May 2025 below.

UPDATED HIGHWAY COMMENTS - 09.05.2025

Highways still have a number of concerns on the proposals and associated operations.

As such, Highways are unable to support the proposals for the following reasons:

- Submitted swept-path assessments demonstrate that the site design cannot safely accommodate opposing car and coach movements.

Drawing 24015.ATR.06 shows that a coach can pass a car along the entire section up until the main car park where the probability of meeting another car is highest – as per the traffic management plan the movement of any coaches will be managed. The management plan also confirms that the car park at the northern end will be filled by staff and will be filled first, prior to the coaches arriving. Sufficient visibility is provided to ensure that when coaches do arrive and exit there are opportunities to pass. It should also be noted that this is a worst-case scenario as the majority of attendees will come via mini-bus, but the worst case coach has also been assessed and works. Where two coaches are expected, the management plan (section 3.1.4-3.1.6) confirms that the arrival and departure will be staggered.

- Demonstration of efficient coach parking capacity/operations remains unclear.

Drawing 24015-ATR-03 shows how coaches can exit the coach drop off from any point within the bay. The drop off area can stack up to 7 coaches (this accommodates circa 350 people in one go). The on-site traffic management will confirm which buses are on Site and provide a timetable for departure/arrivals to ensure that the congregation are managed through the process.

- Highways still do not agree that the anticipated car mode shift to 49.2% from the existing 66.28% is realistic given the likely increased catchment area and limited public transport availability on Sunday when the site will be operating at its busiest.

The proposal is in line with the vision led approach advocated in planning policy, where means of improving access via sustainable modes is achieved first – the provision is also in line with Greater Manchester transport policy to reduce car use to 50%. The church users are intended to arrive by private buses/coaches with a more limited number by public bus, the surveyed mode split for the public bus use has been utilised with no increase proposed. The travel plan will be conditioned to the application and includes confirmation that secondary travel plan measures will be provided if the mode split targets are not met.

- Highways have concerns that the proposed parking provisions will not operate efficiently due to the 30-minute interval proposed between services. Furthermore, no measures have been put forward to manage/allocate attendees during the three Sunday services.

An increase in the offset is not deemed to be required, however in order to provide additional comfort, the church can increase the offset. The different services currently suit different age groups and are likely to retain the existing surveyed split of attendance. There is significant spare capacity in car parking for the services for a usual Sunday.

- The site will not provide sufficient car parking provision for large-scale events. The proposed internal parking management plan is not considered acceptable by Highways as the car stacking arrangement will lead to internal operational and safety issues, with likely overspill onto the surrounding highway network.

The car park will be managed as per the parking management plan and travel plan which will both be conditioned to the application. Due to the commitment to provide coaches/mini-buses, it is not considered likely that vehicles will need to be stacked as the proposed car park wouldn't be full. It is considered that by over-providing car parking, then the sustainable travel options being promoted would be undermined.

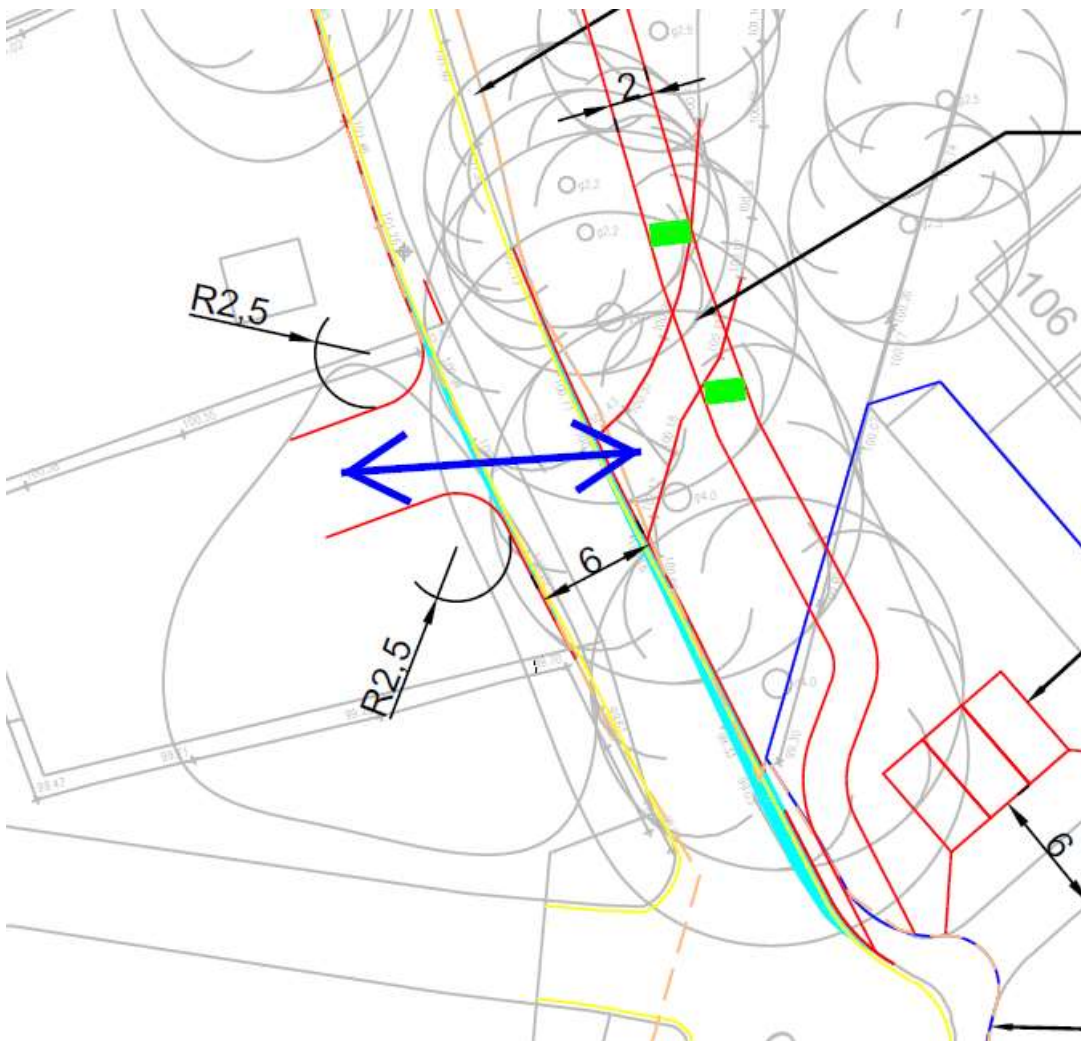
If stacking does occur on Site at any event, then the travel plan and traffic management is failing and the secondary measures within the travel plan would need to be implemented. In order to give comfort to the highway authority, a section could be added to the Management Plan to confirm that total congregation would need to be capped in line with the surveyed modal split – i.e. if the modal split isn't achieved then the total congregation would decrease proportionally to reflect the mode split. As the mode split will be monitored by the travel plan and the number of users will gradually increase, this provides an

opportunity for the highway authority to monitor the use prior to full occupation of the Site.

The plan (24015-IN-02) shows how the existing car driver mode split could be accommodated temporarily with the 1,500 congregation to ensure no offsite impact on the highway network, again this provides added comfort in case the congregation grows by 50% on first occupation. The proposed modal splits are set out in the travel plan and will be conditioned to the application alongside the traffic management plan.

- No pedestrian facilities are provided to enable connectivity between the overflow car park and proposed footway at the eastern side of Chain Road.

Dropped crossing facilities are provided between the access to the overflow car park and the proposed footway, utilising the access drive as shown below. Due to the limited number of movements, an increased provision is not deemed required, however happy to consider specific design tweaks if considered necessary.



- A Stage 1 Road Safety Audit has still not been provided

We are awaiting Highways to confirm the audit brief is approved prior to the RSA taking place. Please could this be signed off ASAP to allow this to take place.

Please could you let me have your availability for a meeting.

Kind regards,

Sue Wills

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