SCP
TRANSPORT PLANNING
INFRASTRUCTURE DESIGN
an RSK company

God's Reconciliation Garden Ministry

Transport Statement

1143 Oldham Road

260608

JULY 2026



SCP GENERAL NOTES

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Client: God's Reconciliation Garden Ministry

Date: 17 July 2026

Office: Manchester

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Date:	20/07/2026	Date:	21/07/2026
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Date:	21/07/2026		

Revision	Date	Status	Prepared by	Approved by
0.0	21/07/26	Draft	BV	TR

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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.

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1 INTRODUCTION

1.1 SCP have been instructed by God's Reconciliation Garden Ministry to provide transport and traffic advice in support of a planning application for a proposed change of use from Club (sui generis) to a church, office and ancillary accommodation.

1.2 This Transport Statement (TS) has been prepared to support the planning application and has been developed in accordance with the now superseded Department for Transports (DfT's) March 2007 "Guidance on Transport Assessment" document and gives due regard to the National Planning Practice Guidance (NPPG).

Background

1.3 The application site relates to The Amber Club (1143 Oldham Road) within the north Manchester ward of Miles Platting & Newton Heath. The application site accommodates a detached, two storey building situated at the corner of Oldham Road and Lonsdale Street.

1.4 The site has been used as church and community centre (use class F1) from 1 June 2023 however formal planning permission is now sought for this use. A planning application for the change of use was submitted in March 2026 however was refused partly on highways grounds, with Manchester City Council Highways department objecting to the proposal citing the need for further transport information, specifically in relation to:

- Operating characteristics and trip generation forecasts.
- Confirmation of the proposed level of car and cycle parking.
- Information on parking demand.
- Information on the availability of parking within the Reliance Street car park.
- Clarification on the refuse collection strategy.

Report structure

1.5 The structure of this report is as follows: -

- Section 2 describes the site and local highway network, including analysis of collision data. It also provides an overview of the site's accessibility by sustainable modes of transport;
- Section 3 sets out the development proposals, providing details on access, parking and servicing;
- Section 4 sets out the forecast trip generation of the development and presents a parking assessment; and
- Section 5 provides a summary and conclusion to the report.

2 SITE AND SURROUNDINGS

General

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

Site Location

2.2 The application site is located approximately 1km west of Failsworth and approximately 5km northeast of Manchester City Centre. The site is bound by Oldham Road to its south and Lonsdale Street to its east. The location of the site in relation to the wider highway network is shown in **Figure 2-1**.

Figure 2-1: Site Location (Wider Context)



2.3 The site boundary is shown in relation to the local highway network in **Figure 2-2**.

Figure 2-2: Site Location (Local Context)



2.4 The sites previous use was a social club.

Existing Travel Behaviours

2.5 A review of the travel characteristics amongst people travelling to work in Newsham Heath within which the site is located has been undertaken referncing census data. Method of Travel to work data for the Middle Super Output Area (MSOA) in which the site is located, Manchester 011, has been reviewed. The 2011 dataset has been selected as the 2021 dataset represents the situation during the Covid-19 pandemic when travel patterns were affected by lockdowns, other restrictions on movement and furlough, and is therefore not considered to be suitably representative of typical travel behaviours.

2.6 The mode share derived using the 2011 Census data is summarised in **Table 2-1**.

Table 2-1: Existing (2011) Mode Share

Travel Mode	Percentage %
Underground, metro, light rail or tram	0%
Driving a car or van	65%
On foot	10%
Bus, minibus or coach	11%
Train	1%
Bicycle	3%

Passenger in a car or van	7%
Motorcycle, scooter or moped	1%
Taxi	1%
Other method of travel to work	0%

2.7 Based on the above travel to work data private car is the predominant mode of travel in the area (65%). Active travel modes make up 13% and bus travel makes up 10% of trips. This shows the good availability of bus services and pedestrian infrastructure in the area.

Local highway network

A62 Oldham Road

2.8 Oldham Road is a two-way, two-lane carriageway in the vicinity of the site. In its full length it stretches approximately 7.4km in a general east-west alignment. At its eastern end it remains part of the A62 and connects to M60 J22, at its western extent it connects to the A665 Manchester Ring Road. In the vicinity of the site, it is subject to a 30mph speed limit with street lighting present and double yellow lines on either side of the carriageway.

Lonsdale Street

2.9 Lonsdale street is on the eastern side of the site and is a side street with space for parking for local businesses. It connects directly onto A62 Oldham Road and an industrial unit to its northern end.

Reliance Street

2.10 Reliance Street is a two-way, single carriageway which runs in a north-south alignment located west of the site stretching approximately 350m in length. It connects to A62 Oldham Road at its southern extent and becomes a dead end at its northern extent where it provides access to a waste and recycling centre. Streetlights are present for its full length and is subject to a 30mph speed limit.

Droylsden Road

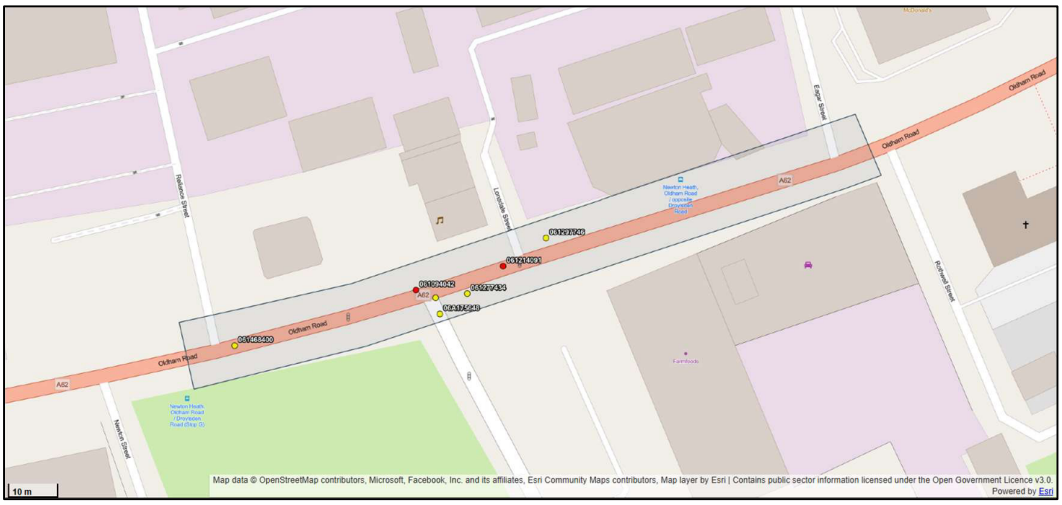
2.11 Droylsden Road is a two-way, single carriageway which runs in a general north-south alignment. It is located south of the site and stretches approximately 1km in length connecting to the A62 Oldham Road at its northern extent and merging into Graver Lane at its southern extent. Regular street lighting is present and there are double yellow lines on either side of the carriageway within the vicinity of the site. It is subject to a 20mph speed limit.

Accident analysis

2.12 In order to review the highway safety record for the local highway network, STATS19 data has been obtained from ARCGIS for the most recently available 5-year period (2020-2024).

2.13 A review of the STATS19 data has demonstrated that there have been 7 collisions within the vicinity of the site over the 5-year period. The location and severity of these collisions are shown in **Figure 2-3**.

Figure 2-3: Accident Data Summary



2.14 Of the 7 collisions, 5 were classified as slight in severity and 2 were classified as serious. The collisions were distributed across A62 Oldham Road and a single collision occurred on Droylsden Road opposite the site.

2.15 Of the two serious collisions, one occurred at the signal-controlled junction with Droylsden Road in 2021. The collision involved a car and a motorcycle, and the motorcycle driver was the only casualty. The second serious collision also appears to have occured at the junction with Droylsden Street in 2022 and involved a car and a pedal cycle, with the cyclist as the only casualty.

2.16 Neither of these serious accidents appear to have involved turning movements at the Lonsdale Street junction and there is no evidence of a safety problem at the Lonsdale Street junction with Oldham Road.

Access on foot

2.17 The site is located in an established urban area, and benefits from an accessible network of existing pedestrian infrastructure.

2.18 Well surfaced footways are provided along the extent of A62 Oldham Road and typically these are between 2m and 3m in width, as well as regular street lighting and natural surveillance from residential and business frontages. There are a mix of crossing facilities including dropped kerb and tactile paving at unsignalised crossing points and signal-controlled crossings close to the site.

2.19 In addition to the pedestrian infrastructure there are a number of local amenities close to the site including supermarkets, takeaway food restaurants and a post office.

Access on cycle

2.20 In the vicinity of the site there are no dedicated cycle lanes, however cyclists are able to use the existing carriageway and there are advanced cycle stop lines at multiple junctions. Traffic speeds in the area are generally low at 20 and 30mph due to the urban setting.

2.21 The site is also within close proximity to National Cycle Route (NCR) 66 which runs along the Rochdale Canal. The route runs from Manchester City Centre to Hull, via Bradford, Leeds and York.

Public transport

Bus

2.22 The A62, Oldham Road is a busy bus route with regular services to and from Manchester City Centre. The closest bus stop to the site is Droylsden Road (eastbound) and Droylsden Road (Stop G) (westbound) located on the A62 approximately 60 and 100m from the site respectively. A summary of the bus services is outlined in **Table 2-2**.

Table 2-2: Bus Service Summary

No.	Route	Mon-Fri		Sat		Sun	
		Start-End	Ave Freq.	Start-End	Ave Freq.	Start-End	Ave Freq.
Droylsden Road							
83	Manchester - Sholver	05:01 – 00:16	10 mins	05:26 – 00:16	10 mins	06:43 – 00:16	20 mins
84	Manchester - Uppermill	05:18 – 00:33	10 mins	05:41 – 00:31	10 mins	06:56 – 23:46	10-20 mins
Droylsden Road (Stop G)							
83	Sholver - Manchester	04:33 – 23:48	10 mins	04:58 – 23:42	10 mins	06:12 – 23:48	20 mins
84	Uppermill - Manchester	04:53 – 00:07	10 mins	05:13 – 00:03	10 mins	06:21 – 23:18	10-20 mins

Source: Traveline

National rail

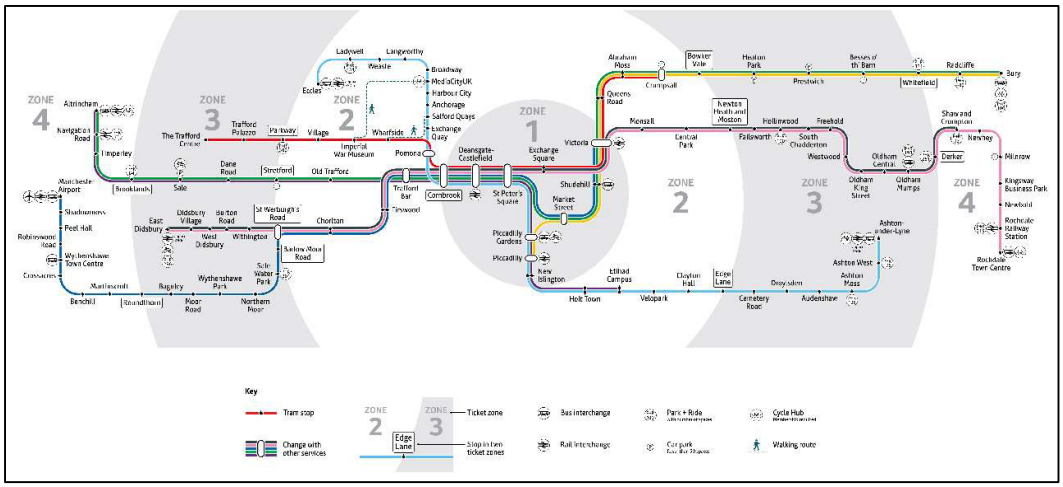
2.23 The closest train station to the site is Moston Railway station located approximately 2.7km northeast of the site. The station comprises of two platforms with step free access and tactile warnings, as well as benefitting from shelter on both platforms. The station has unsheltered cycle storage in the form of Sheffield Stands for up to 10 bicycles.

2.24 The station is managed by Northern and provides regular services to Clitheroe, Rochdale and Blackburn as end points with connections to Manchester Victoria, Salford and Bolton amongst others providing regular services to stations with onward connections.

Metrolink

2.25 Regarding Metrolink services, Newton Heath & Moston Metrolink stop is located 500m northwest of the site which is within an acceptable walk (6 minute) and cycle (4 minute) distance. This Metrolink stop is part of the Greater Manchester Tram Network, located on the pink line within Zones 2 & 3 as shown in **Figure 2-4** below. The stop provides services every 7-15 minutes between 06:00 and 02:00 Monday-Saturday and between 06:00 and 00:30 on Sundays. The pink line runs between East Didsbury and Rochdale Town Centre with stops including West Disbury, Chorlton, Deansgate-Castlefield, Exchange Square, Failsworth, Oldham Central, Shaw and Crompton and Rochdale Railway Station amongst others.

Figure 2-4: Greater Manchester Tram Network Map



Source:TfGM

2.26 Overall, the accessibility of the site by active travel and public transport means is high providing realistic alternative travel modes to private car use for visitors to the site.

3 PROPOSED DEVELOPMENT

General

3.1 The section provides a description the development proposals, including information on the development schedule, the provision of car and cycle parking and the strategy for servicing and refuse collection.

Proposed Development

3.2 The application proposals consist of a change of use of premises from a social club (sui generis) to a ground floor church (Class F1) and first floor Office (Use Class E) and ancillary managers accommodation.

3.3 A copy of the proposed site layout plan is shown in **Appendix 1**.

Operating Characteristics

3.4 The main weekly activity at the site is the Sunday service that takes place from 11:00 until 13:00. This generates the peak in visitor attendance, with approximately 50-70 people on site for each service.

3.5 The only other activity on the site is music training on a Saturday afternoon. A summary is provided in Table 3.1.

Table 3.1: Summary of Regular Activities

Day / Time	Activity	Frequency	Typical Attendance
Sunday 11:00-13:00	Service	Weekly	50-70 people
Saturday 15:00-18:00	Music Training	Weekly	<10 people

3.6 The site is therefore not intensively used and does not generate any trips during the weekday peak hours.

3.7 The current use of the site is therefore already generating regular trip movements that are safely accommodated on the surrounding transport networks.

3.8 The upstairs office and accommodation is ancillary to the Church use.

Access Strategy

3.9 Vehicle access to the site will be unchanged via Lonsdale Street. Three on-site parking spaces will be marked out adjacent to the building along with a drop off/delivery space as shown in the plan at **Appendix 1**. Cyclists and pedestrians will also access the site via

Lonsdale Street as per the existing arrangement and the main pedestrian access to the building is from Lonsdale Street.

Parking

3.10 Manchester's parking standards for new developments is set out in the Core Strategy document however there are no standards for F1 land uses. Notwithstanding, the proposed level of car and cycle parking described below has been developed to meet the needs of the Church, making best use of the available space on site.

Cycle parking

3.11 Cycle parking will be accommodated within a secure, covered cycle store at the southern elevation of the building. One cycle parking space is proposed which is appropriate given the observed level of demand for cycle parking generated by the Church's activities.

Car parking

3.12 Car parking currently occurs adjacent to the building however it is proposed that three car parking spaces would be formally marked out to provide 2 standard car parking spaces and 1 disabled parking space.

3.13 A swept path assessment of the car parking spaces is presented in Drawing SCP/260608/ATR01 at **Appendix 2,** demonstrating that the spaces can be accessed safely even when cars are parked on the eastern side of Lonsdale Street.

3.14 Demand for car parking in excess of the three spaces provided on site can be accommodated in the nearby Reliance Street car park which is a 24-hour surface pay car park providing 67 spaces for use by the public. The location of this car park and wayfinding from the site are outlined in the plan at **Appendix 3**.

3.15 To demonstrate the availability of car parking spaces within the Reliance Street car park, surveys were undertaken at the car park on Saturday 20th and Sunday 21st June 2026. The surveys recorded the occupancy of the car park at hourly intervals between 14:30 and 18:30 on Saturday 20th June and between 14:30 and 18:30 on Sunday 21st June. This covers the peak periods for activity generated by the Church use of the building.

3.16 The images captured of the parking areas in the survey are detailed in **Appendix 4**. A summary of the survey results is provided below.

Reliance Street Car park

3.17 A summary of the survey results for the Reliance Street car park is provided in Table 3.2.

Table 3.2: Summary of Reliance St Car Park Survey

Time	Spaces Occupied	Available Spaces
Saturday 20th June		
14:30	0	67
15:30	0	67
18:30	0	67
Sunday 21st June		
10:30	0	67
11:30	3	64
12:30	3	64
13:30	4	63

3.18 The survey results show that the car park operates well within capacity during the Saturday afternoon and Sunday late morning / early afternoon period, with a minimum of 63 spaces available.

Servicing

3.19 Refuse collection for the building will continue to occur as per the current arrangement with a weekly collection.

3.20 Other servicing and delivery activity is limited and occurs in small vans which can be accommodated on site. A dedicated Drop-off/Delivery Zone will be provided at the south-eastern corner of the building to formalise this. This space will be clearly marked to ensure deliveries can be undertaken safely and without disruption to the surrounding highway network.

4 TRIP ANALYSIS AND PARKING DEMAND

4.1 This chapter considers the forecast vehicle trip generation and parking demand associated with the development.

Visitor Trips

4.2 As detailed in the previous chapter, the peak in visitor activity at the stie occurs on a Sunday for the weekly Sunday service at 11:00. Attendance typically ranges between 50 to 70 people.

4.3 The peak trip demand is therefore on a Sunday morning between 10:00 and 11:00 when up to 70 person trips are attracted to the site, with the same number then departing in the hour after 13:00.

4.4 Sunday is outside of the traditional network peak periods which are weekday mornings (08:00-09:00) and evenings (17:00-18:00) when the surrounding highway network would be expected to be experiencing the greatest level of demand.

4.5 The only other regular activity at the site is music training on a Saturday afternoon which attracts fewer than 10 visitors. Trip demands are therefore small and outside of the weekday peaks and the effect of trip demand associated with these activities is negligible.

4.6 The upstairs office and ancillary accommodation are ancillary to the Church use of the site and therefore will not generate any significant trips in their own right.

Parking Demand

4.7 A forecast parking demand can be generated for the proposed development using the expected number of visitors. The expected peak visitor demand occurs on Sundays between 10:00 and 11:00, with a total of 70 visitors anticipated during the busiest hour. To estimate the number of vehicles arriving at the site, the assessment applies mode share proportions based on typical travel-to-work patterns, adjusted to reflect the nature of church attendance.

4.8 Driving a car or van accounts for 65% of visitors (45 of 70 people as a worst case), with a further 7% (5 people) arriving as passengers. Combined, this represents a total of 50 visitors travelling by car. Based on the nature of the use, attendees are more likely to travel in shared vehicles, and an average car occupancy of around 2 people per vehicle is considered appropriate. Applying the shared-travel assumption of an average car occupancy of 2 people per vehicle, this results in an estimated parking demand of approximately 25 cars for the Sunday service, arriving in the hour 10:00-11:00. Applying an average car occupancy of 3 people per car, this would result in a total of 17 cars.

4.9 Aside from the three on-site parking spaces, all remaining parking demand can be accommodated within the Reliance Street car park. The survey undertaken on Sunday 21st June showed that demand for parking within the car park is lower than this and therefore in practice, travel to the church by car is likely to be much lower than described above. Notwithstanding, it is evident from the survey data that there would be sufficient spare parking capacity in the Reliance Street car park to accommodate even the worst-

case assumptions above regarding car use and car occupancy. There would therefore be no adverse impact upon on-street parking in the area.

Summary

4.10 The current use of the site is already generating regular trip movements that are safely accommodated on the surrounding transport networks.

4.11 The peak trip demand is on a Sunday morning between 10:00 and 11:00 when up to 70 person trips are attracted to the site, with the same number then departing in the hour after 13:00. This is outside of the network peak periods.

4.12 The only other regular activity at the site is music training on a Saturday afternoon which attracts fewer than 10 visitors. Trip demands are therefore small and outside of the weekday peaks and the effect of trip demand associated with these activities is negligible.

4.13 An estimate of peak parking demand has been presented showing that even a worst-case assumption of car use and car occupancy amongst visitors results in a parking demand that can be comfortably accommodated within the Reliance Street car park. There would therefore be no additional demand for on-street car parking generated by the proposal.

4.14 The proposal does not therefore result in any adverse impact upon the operation of the surrounding highway network or highway safety.

5 SUMMARY AND CONCLUSION

5.1 SCP have been appointed by to provide transport and traffic advice in support of a planning application for a proposed change of use to a church, office and ancillary accommodation at 1143 Oldham Road.

5.2 The site is located approximately 1km west of Failsworth and approximately 5km northeast of Manchester City Centre.

5.3 The site is in an accessible location, with a good level of public transport accessibility and pedestrian infrastructure.

5.4 A review of recent road safety records shows that there are no pre-existing road safety problems that would raise concerns regarding the proposed development.

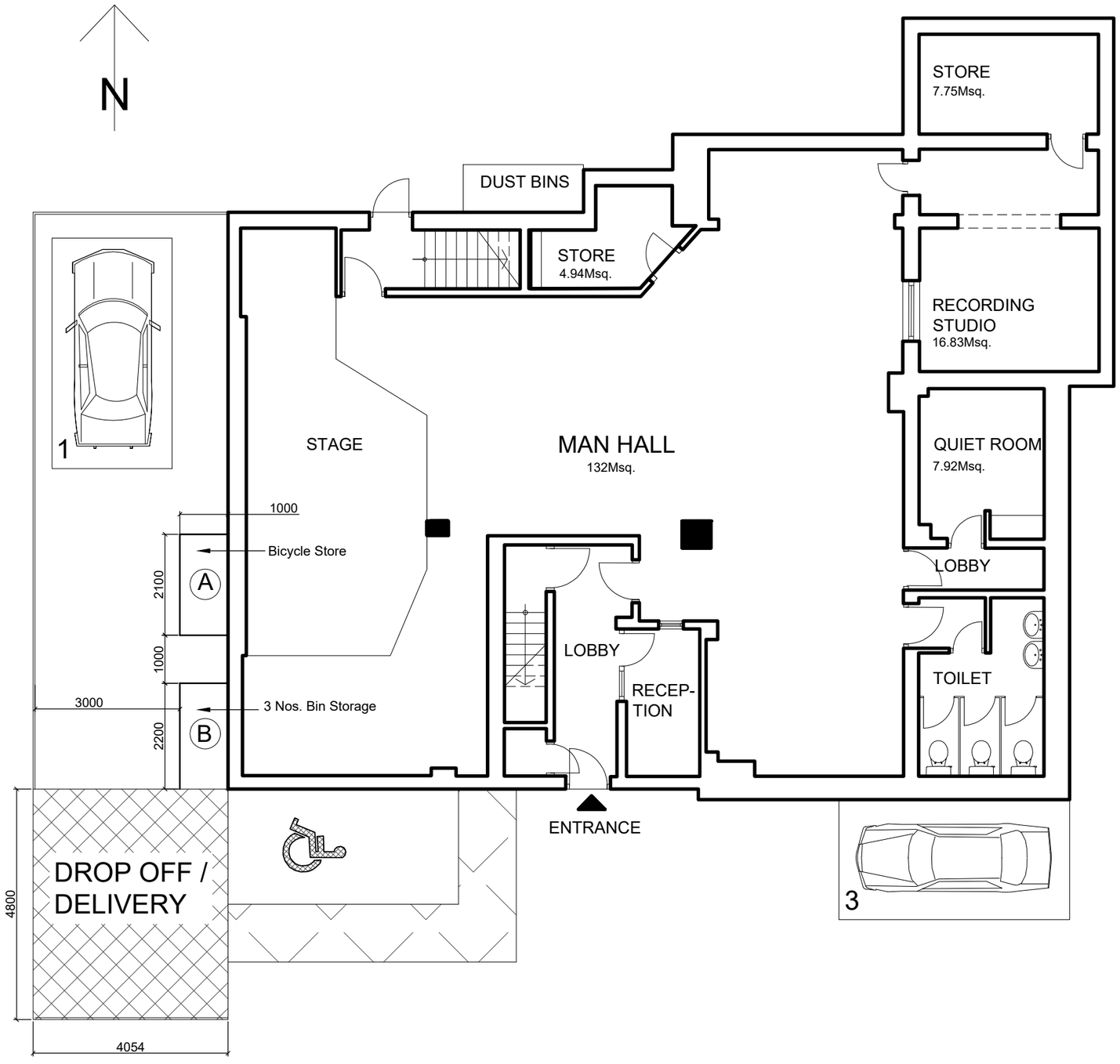
5.5 There will be 3 parking spaces in the site boundary including 1 accessible space. The remaining parking demand is expected to be accommodated in the nearby car park on Reliance Street. A parking demand exercise and car park survey has been completed to show there is sufficient capacity on this car park.

5.6 The proposed development will therefore have no impact upon the safe operation of the surrounding highway network.

5.7 It is concluded that the proposed development is acceptable in highways and transport terms.

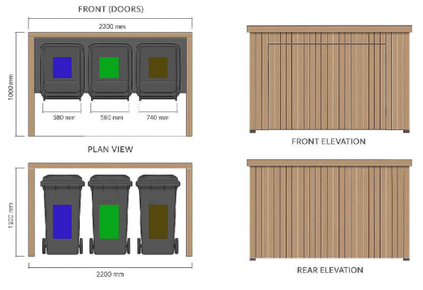
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APPENDIX 1



EXISTING GROUND FLOOR
PLAN SCALE 1:100

A Bicycle storage



B 3 no. Bin storage

General Notes

1. Car park, revised.
   Bicycle and bin storage added

FULL PLANNING
APPLICATION

No.	Revision/Issue	Date

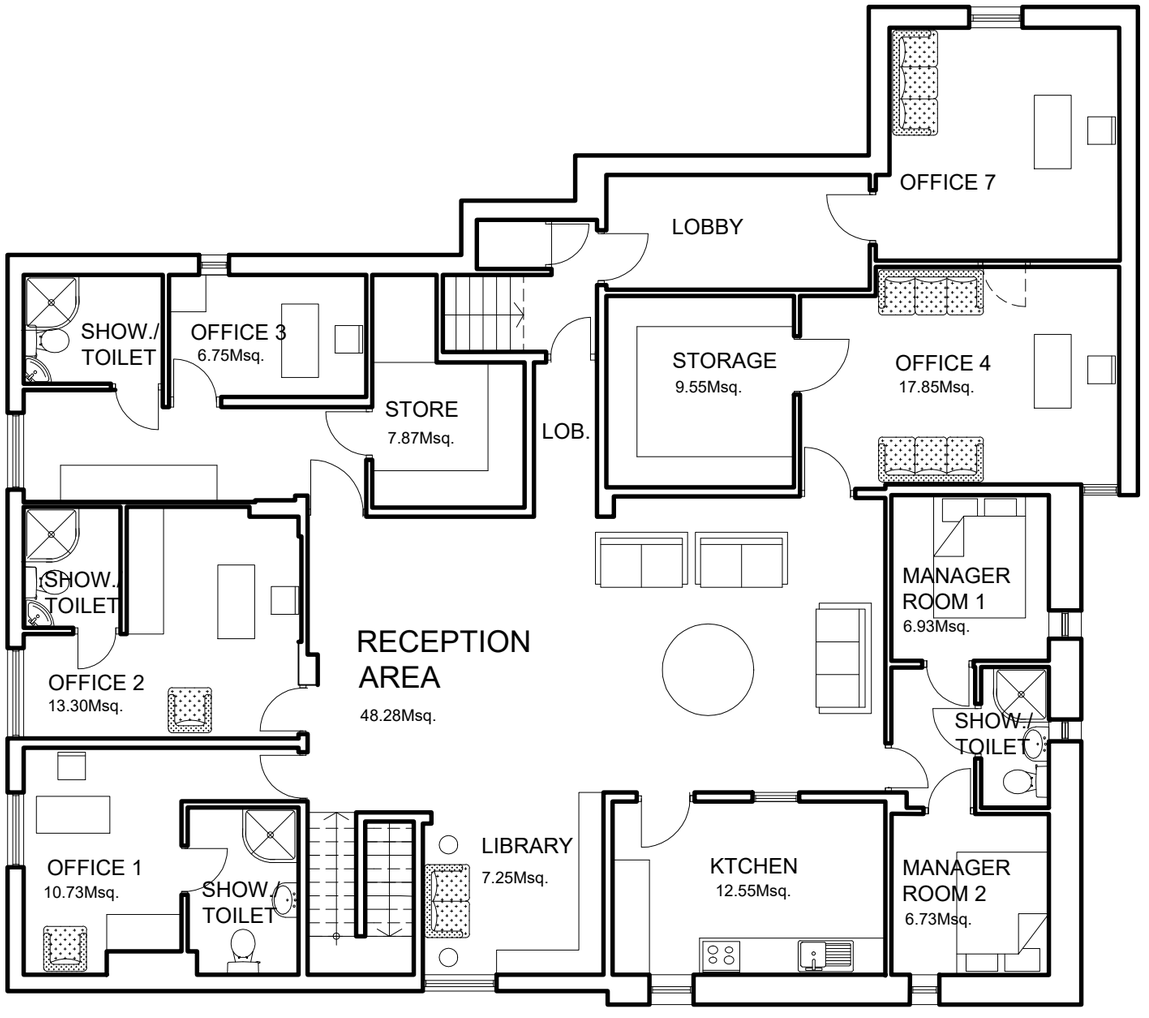
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CLIENT:
Pastor James Enotiemwonmwan
3a White Bank Road
Oldham
OL8 3JU

Project Name and Address
CHANG OF USE:
From an old social club to a Worship centre
ADDRESS:
1143 Oldham Rd. M40 2FU

Drawing:
Existing G. Floor Plan

Project	Sheet
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Date: 15/01/2026	03.Rev.1
Scale: 1:100	



EXISTING FIRST FLOOR
PLAN SCALE 1:100

General Notes

FULL PLANNING
APPLICATION

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rpj associates
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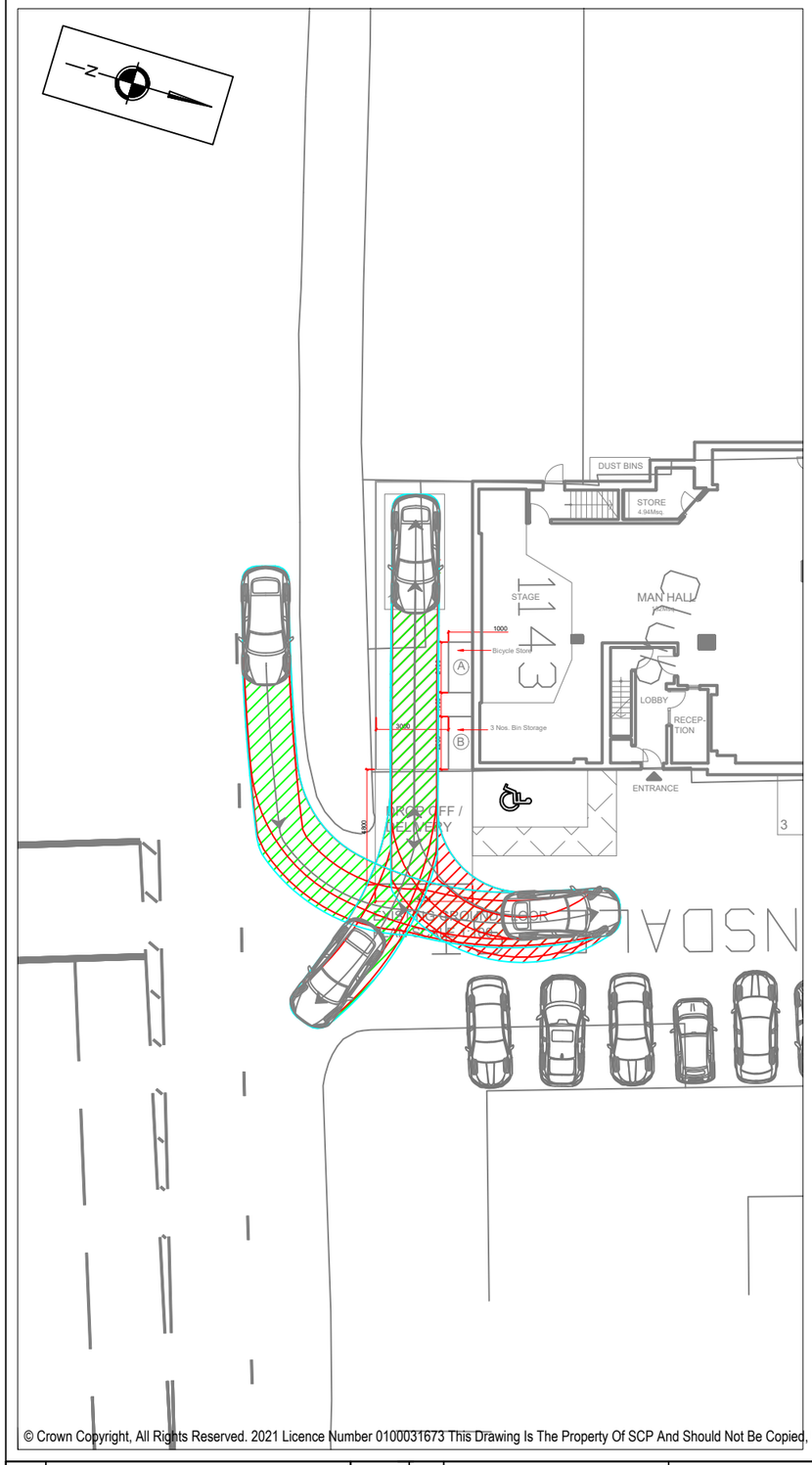
Project Name and Address
CHANG OF USE:
From an old social club to a Worship centre
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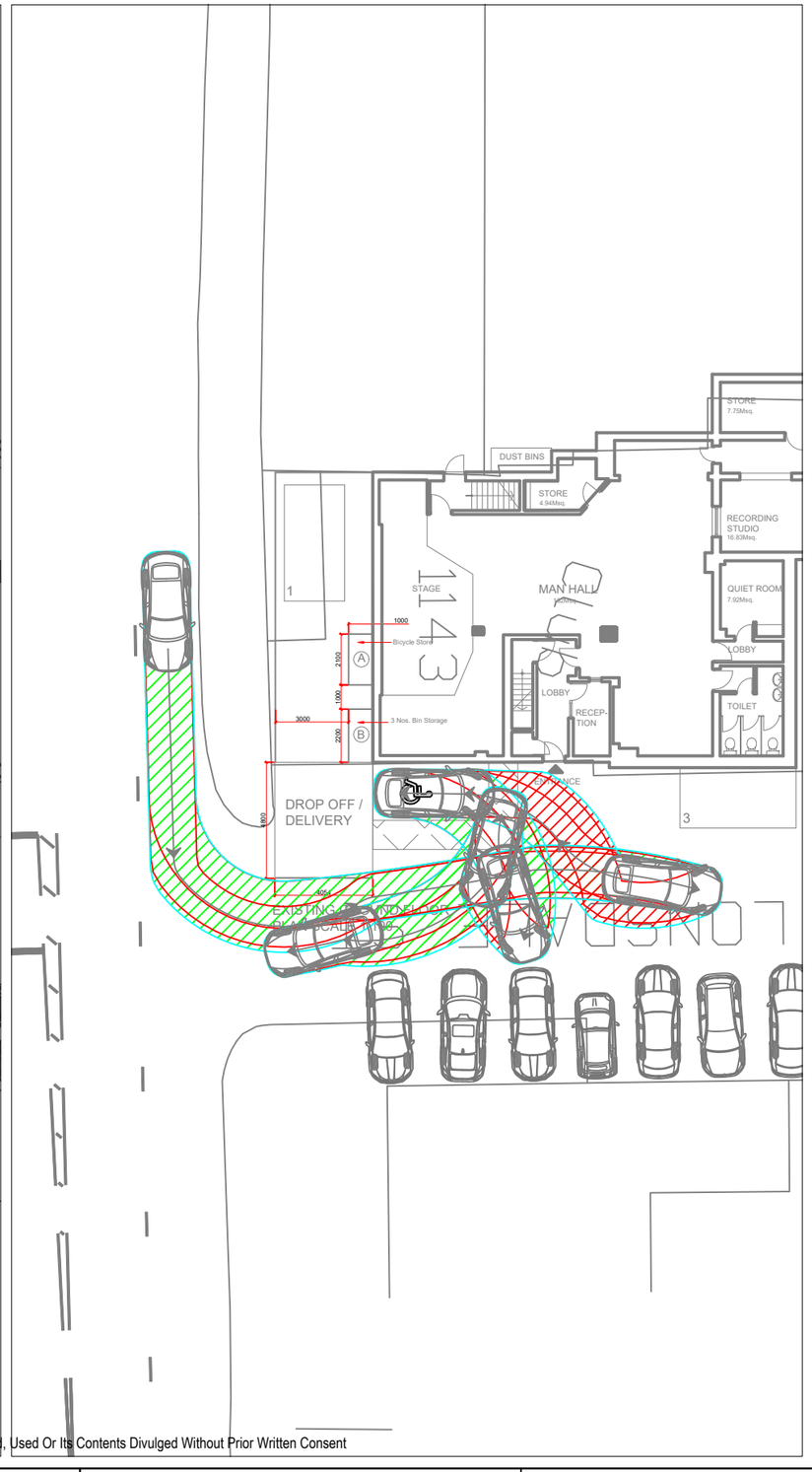
Drawing:
Existing 1st Floor Plan

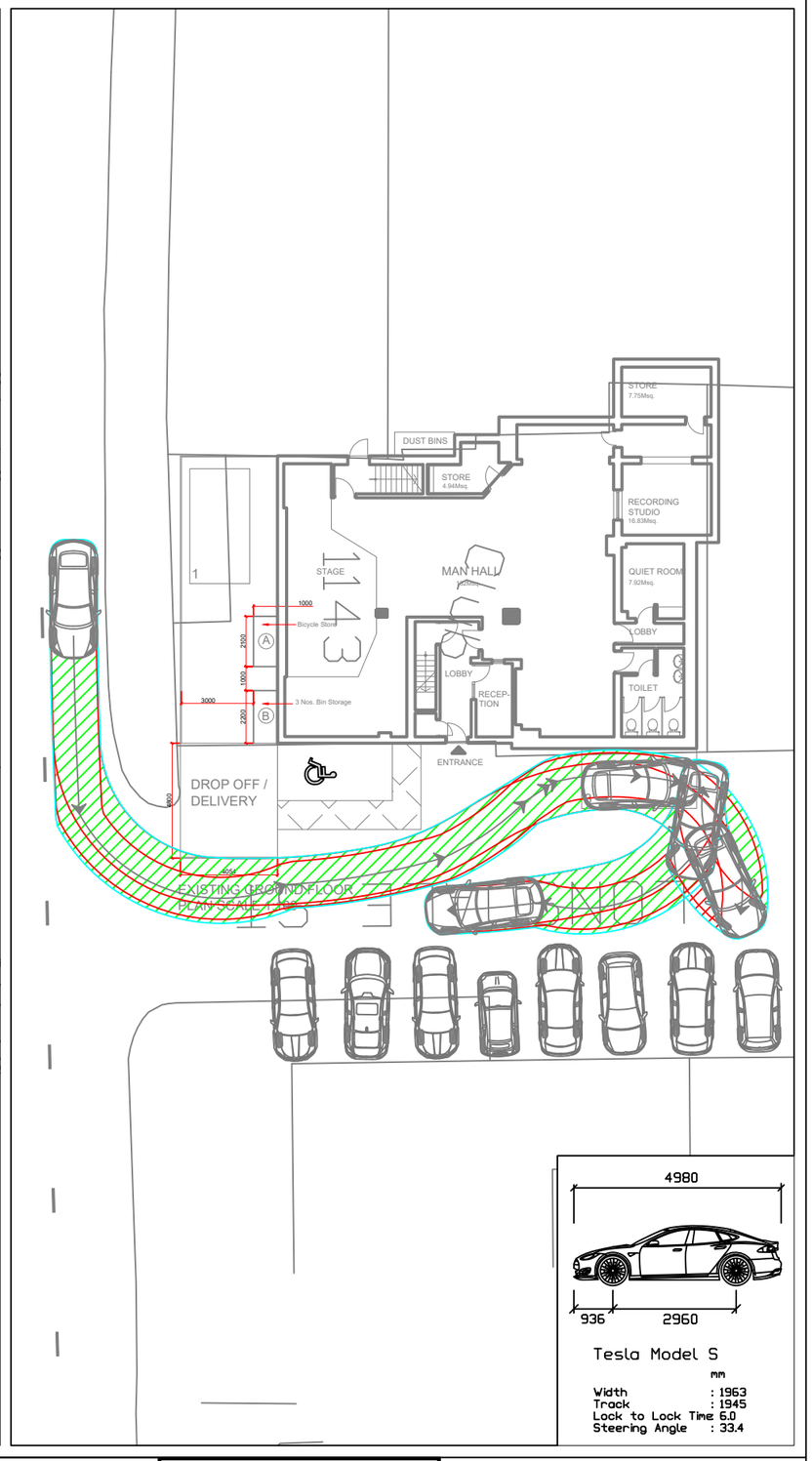
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APPENDIX 2







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Rev	Description	Date	By
–	–	–	–
–	–	–	–
–	–	–	–
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REVISIONS

Drawn By: LD

Date: 17.07.2026

Checked: TR

Scale@A3: 1:250

Approved: TR

Status: PLANNING

Client Name: GOD'S RECONCILIATION GARDEN MINISTRY

Project Title: OLDHAM ROAD, MANCHESTER

Drawing Title: SWEPT PATH ANALYSIS - LARGE CAR

Drawing No. SCP/260608/ATR01

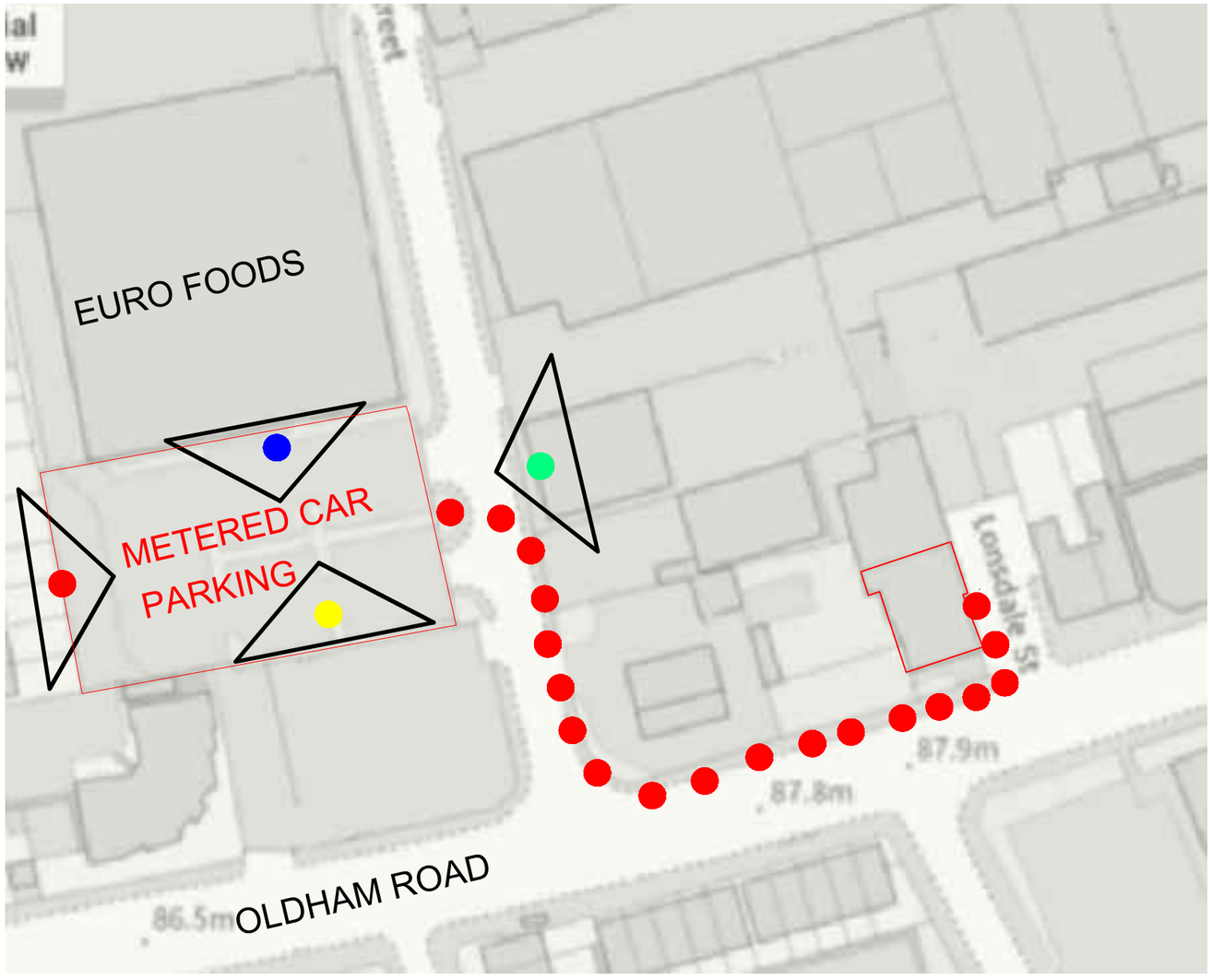
Rev. -

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APPENDIX 3

VIEWS AROUND THE CAR PARK ON RELIANCE STREET

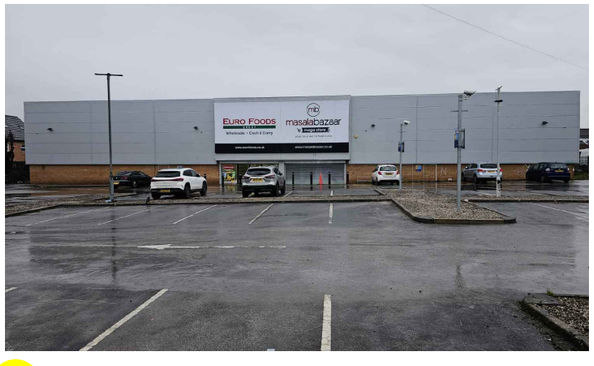








View from the right of Euro food store.



View toward Euro food store door



View opposite Euro food store door



View from the left of Euro food store.

General Notes

FULL PLANNING APPLICATION

No.	Revision/Issue	Date

rpj associates
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Drawing:
CAR PARK 1of 2

Project	Sheet
COU	A3: 08
Date: 14/12/2026	
Scale: 1:100	

S|C|P

APPENDIX 4


MANCHESTER
MOT CENTRE
20 June 2026 15:36


masalabazaar
mega store
20 June 2026 15:36


20 June 2026 18:27


20 June 2026 18:25