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APPENDIX J



Turing House,
5 Archway
Manchester
M15 5RL

SuDS MAINTANENCE PLAN

For

Proposed New Religious Development

At

8 – 16 Park Grove

Levenshulme

Manchester

Project: J6974

Date: 10/07/2020

Author: A Morris

Revision: -

The Owner's manual

This will include the following:

- This document.
- Location of all SuDS component on site (drainage and suds drawings).
- Operation and maintenance schedule (below) and a maintenance record.
- Emergency Plan (below)
- Explanation of the consequences of not carrying out the maintenance that is specified (below)
- Identification of areas where certain activities are prohibited for example, stockpiling materials on pervious surfaces (below).

General Requirements

Collection of all litter and debris from communal areas is to be undertaken on a monthly basis by the management company. Home owners should be made aware of the permeable road build ups and should avoid the use of chemical weed killers and de-icing agents where possible.

Financial Management

It is proposed that all SuDS facilities will be managed and maintained in perpetuity by members of the Mosque themselves or outsourced to a management company in perpetuity. This is to be confirmed prior to development works commencing.

Modular Cellular Storage

These comprise of geo-cellular (hollow box) systems wrapped in an impermeable geo-textile. The units have a high void ratio (often 95%) to provide storm-water storage underground. Water from the building roof and associated hardstanding areas (including pavements, driveways and roads) is routed to a series of these cellular storage tanks. The storage tank location and arrangements can be found on Bell Munro Consulting Drawing number J6974/PLANNINGEX01. The maintenance of the modular cellular storage is to be undertaken by the Client or their appointed management company. The operation and maintenance requirements are given in the table below;

Maintenance Schedule	Required Action	Recommended Frequency
Regular maintenance	Remove sediment and debris from catch pits and geo-cellular crates and air vents	Annually
Remedial Actions	Repair/rehabilitation of inlets, outlets and vents	As required
Monitoring	Inspect catch pits and note rate of sediment accumulation	Monthly in the first year, annually thereafter.

Vortex Flow Controls

These are proprietary systems which are custom made to control the discharge off site to greenfield or brownfield levels. Some of the proposed flow controls may be prone to blocking and should be monitored closely. The maintenance of the flow control is to be undertaken by the Client or their appointed management company. The operation and maintenance requirements are given in the table below;

Maintenance Schedule	Required Action	Recommended Frequency
Regular maintenance	Remove litter and debris and grass cuttings (if applicable) from the upstream SUDs systems to prevent these being washed into the control. Inspection of control chamber and removal of any sediments, debris etc.	Quarterly or as required following monitoring
Remedial Actions	Check drain down doors are operational, check the vortex flow control fixing to manhole chamber and access into the control chamber is functional	Quarterly or as required following monitoring
Monitoring	Inspect flow controls and check flow is not impeded	Monthly or after periods of heavy rainfall

Inlet Structures and Inspection Chambers

Inlet structures such as rain water down pipes, road gullies and channel drawings. They should be free from obstruction at all times to allow free flow through SuDS. Inspection chambers and rodding eyes are used on bends or where pipes come together. They allow access and cleaning to the system if necessary.

Maintenance Schedule	Required Action	Recommended Frequency
Regular maintenance	Inspect rainwater down pipes and Aco drains, removing obstructions and silt as necessary. Check there is no physical damage.	Monthly
	Strim vegetation 1m min surround to structure and keep area free from silt and debris	Monthly
	Remove inspection chamber cover and inspect. Water should be free flowing and the exist route is unobstructed. Remove debris and silt. Undertake inspection after leaf fall in Autumn.	Annually
	Check topsoil levels are 20mm above edges of chambers to avoid mower damage.	As necessary
Remedial Actions	Repair physical damage if possible or replace if required.	As required / annual
Monitoring	Visual inspections to check for damage as required	As required

Below Ground Drainage Pipes

Below ground drainage pipes convey water to the SuDS system. They should be free from obstruction at all times to allow free flow.

Maintenance Schedule	Required Action	Recommended Frequency
Regular maintenance	Inspect and identify any areas that are not operating correctly. If require take remedial action.	Monthly for the first 3 months, then annually.
	Remove debris from the catchment surface (where it may cause risks to performance).	Monthly
	Remove sediment from pre-treatment inlet structure and inspection chambers.	Annually or as required
	Maintain vegetation to designed limited within eh vicinity of the below ground drainage pipe and tanks to avoid damage.	Monthly or as required
Remedial Actions	Repair physical damage if possible or replace if required.	As required / annual
Monitoring	Inspect all inlets, outlets and vents to ensure that they are in good condition and operating as designed.	Annually
	Survey inside of pipe runs for sediment build up and remove if necessary.	Every 5 years or as required.

Design Life

The design life of the development is likely to exceed the design life of each of the SUDs components listed above. During the routine inspections of any drainage components, it may become apparent that they have reached the end of their functional lifetime. In the interest of sustainability repairs should be the first-choice solution where possible. If this is not the case then it may be necessary for the property owners (if on their property) or the management company to undertake complete replacement of the component in question.

Emergency Plan

Key indicators to prevent flooding;

1. Manholes over flowing
2. Vent pipe overflowing
3. Gullies overflowing or water taking a long time to disperse
4. Aco channels overflowing or water taking a long time to disperse
5. Any other unusual visual items not normally seen such as waterlogged ground

In the event of the above occurring, action is required to be undertaken as outlined below;

1. Check for obvious blockages in area where flooding is occurring (blocked gully's / drains / flow control units etc).
2. If there is nothing obvious as to why there is a blockage, call the statutory wastewater provider – United Utilities to make them aware and report the problem on 0345 672 3723
3. Call a suitable drain inspection company such as 'Lanes for Drains' to survey and possibly jet any blockages. Local depot contact number – 0161 788 2222 and inform them of the problems.

Ensure that in the event of the above, the operation, maintenance and emergency plans as well as the drainage drawings for the development are available to the contractors.

Spillage – Emergency action

Most spillages on a development are of compounds that do not pose a serious risk to the environment if they enter the drainage system in a slow and controlled manner with available time for natural breakdown. Therefore, small spillages of oil, milk or other known organic substances should be remove where possible using soak mats as recommended by the Environment Agency, with residual spillage allowed to bioremediate in the drainage system.

In the event of a serious spillage, either by volume of unknow or toxic compounds, then isolate the spillage with soil, turf or fabric and block outlet pipes from chambers downstream of the spillage with a bung.

Contact the Environment Agency immediately. Tel: 03708 506 506

APPENDIX 12

CONSTRUCTION MANAGEMENT PLAN



WILLIAM MORRIS

Legal & Corporate Communications

Construction Management Plan



WILLIAM
MORRIS

WILLIAM MORRIS

Legal & Corporate Communications

**Construction Management Plan for Al Raza Foundation,
8-16 Park Grove, Manchester, M19 3AQ**

**For
ML Design Ltd**

William Morris Project No. 11-0856.01

**This Report was issued in June 2020 and prepared by:
William Morris Environmental Consultant, Sheaf Street, Leeds, LS10 1HD
Tel: 0113 245 9487**



Project Details

Name Al Raza Foundation,
Address 8-16 Park Grove, Manchester

CMP	Prepared By	Reviewed By	Approved By
Name	Rich Ashcroft	Adam Jones	To be approved by Manchester City Council
Signed	R.A	A.J	
Date	5th June 2020	5th June 2020	

Issue	Date	Reason
A	5th June 2020	Issue for discharge of planning condition

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1.0 INTRODUCTION

ML Design Ltd is trying to obtain planning permission for the erection of building to form place of worship with ancillary education facilities (Class D1) to include access, appearance, layout and scale following demolition of existing building . The Site is located on Park Grove which is a mixed residential and commercial area.

The Client and the Project Team are committed to undertaking the proposed development in an environmentally responsible manner in order to minimise disruption to the surrounding area. This Construction Environmental Management Plan (CEMP), prepared by William Morris, is designed to set out the standards of construction logistics and practices that will minimise, if not eliminate, the impacts of the proposed demolition and construction works upon the local environment and local community surrounding the site.

This document has been prepared to satisfy any proposed planning condition which need to be discharged prior to commencement of the construction works. All construction shall be undertaken in accordance with approved building regulation details unless otherwise agreed in writing by the Local Authority as all details are required to be submitted prior to the commencement of development to provide adequate information and satisfactory detail in the interest of highway safety, the ecology of the site, and to protect the amenities at present enjoyed by the occupiers of nearby properties.

William Morris operate an Environmental Management System (EMS) which meets the requirements of ISO14001:2004 by a UKAS approved certification body, BM TRADA (certificate no. 1133). (see appendix A – ISO 14001 certificate)

It is our intention to apply our EMS to the project to identify and control environmental risk and ensure legal compliance. All staff directly involved in the project will be trained on the requirements of our EMS.

2.0 SCOPE OF WORKS

The development comprises refurbishment of an old two storey mill 420 to house 22 self contained apartments. Demolition of some existing parts of the mill to be replaced by hard and and soft landscape to cleared sites. The Site also comprises of one existing school building. The site is surrounded by domestic properties to North, West & East and commercial properties to the south (Stockport Road) from the location of the proposed development (blue dotted line shown below).



The initial scope of William Morris works relates to the demolition and rebuild refurbishment of an old inadequate Shia community centre. Following a demolition period the next phase would be the ground works in order to prepare the site for the completion of external works.

The works have been spilt into the following phases:

- 1) Phase One – Demolition of existing building, and formation of hard / soft landscape. The site will be segregated from the live school using secure fencing that will be inspected daily for security and safety.
- 2) Phase Two – Decant period
- 3) Phase Three – Rebuild of site

3.0 LOGISTICS

The management of logistics for the site is critical to ensure that disruption to the local community is kept to a minimum, as well as ensuring that busy periods during start and end of the school days are not exacerbated by construction deliveries / vehicle movements.

During construction it will be required that 24 hour security is provided on site to meet the requirements of the Fire Risk Assessment for the construction of timber framed construction within the proposal.

Deliveries will only be accepted between 07:30am - 8:15am, 9:15am – 3:00pm and 4:00pm – 6:00pm (in accordance with condition 7 of the planning decision) and 09:00am – 1:00pm on Saturdays, there will be no working on Sundays and Bank Holidays.

All deliveries will be scheduled through the designated site team by the client, with the Gateman being made aware prior to the arrival of deliveries, this is to ensure that a banksman is available to control the access and egress of the vehicles through the school entrance. A segregated parking area on site has been established (see Appendix A – site logistics) following discussion with the School to reduce impact on the local community of site operative's car parking in residential streets nearby.

Access to site for delivery vehicles will be via Park Grove. This is to reduce the impact on all neighbouring Roads. Due to tight site access some neighbouring Roads may be used under instruction of the site team manager.

4.0 NOISE

Normal working hours are Monday to Friday 7:30am – 6:00pm and Saturdays 9:00am to 1:00pm, Best Practical Means as stated in BS 5228-1 will be implemented throughout the course of the project. Where noise related activities are planned to exceed the stated working hours then the Environmental Health Officer will be consulted prior to commencing works.

The method of construction specified reduces the noise compared to typical construction methods. The building is currently constructed from brick built solid brick walls.

Noise will be monitored by taking point readings during each phase of the construction and demolition works at locations to suit the specific current operational activities. Noise monitoring will be carried out twice daily with records maintained, an example of a noise monitoring plan specifying locations is below:

Where noise levels recorded exceed 65dB(a) then the following applies:

- A further reading will be taken
- If the reading is > 65dB(a) noisy site operations will cease.
- If the reading is < 65dB(a) a further reading will be taken 1 hour later.
- Should sequencing of site operations be unable to achieve a reading of 65dB(a), further investigation will be undertaken to consider this against the 65 L(aeq) limit. Where the limit may be breached the LPA will be consulted.

5.0 VIBRATION

The risk of significant levels of vibration from plant and equipment is considered low, plant and vehicle movements will be on engineered haul roads and working platforms wherever possible minimising vibration. Plant used will be of a medium size, vibration risk from construction has been reduced significantly by the majority of work being undertaken within the envelope of the building.

Vibration from plant and equipment will be minimised by turning off plant when not in use and by regular inspections and maintenance.

5.0 DUST

The site management team allocated for the project by the client will ensure that Best Practical Means in relation to dust control will be implemented during the project. Wheel washing facilities may be used to reduce dust on roads that is generated from mud from the site, road sweepers may also be used where the site cannot accommodate wheel washing. Where wheel washing is used this will be located within the construction site area and will be detailed on traffic management plans to suit the operational needs.

Construction Phase

Dust from general construction activities will be from the movement of plant on site, and dust created in windy conditions from stockpiles. Plant and vehicle movements will be on engineered haul roads and working platforms wherever possible minimising dust. Dust arising from construction activities will be monitored and damping down will be employed as required to reduce the amount of dust during dry weather periods. Seeding of stock piles may also be carried out to reduce risk of dust from stock piles.

Demolition Phase

Dust from demolition activities will be controlled by point source dust suppression techniques, as well as damping down of stockpiles to prevent dust emission during dry, windy conditions.

6.0 SAFEGUARD AGAINST RISK to REPTILES & MAMMALS

The site management team located to the project by the client will have to ensure that Best Practical Means in relation to safeguard against risk to reptiles and mammals will be implemented during the project. With the potential for reptiles / mammals to be encountered from areas surrounding the site during construction project although the risk deemed as being low, the following precautions will be applied:

- Site fencing will be in place to segregate the construction / demolition areas (see appendix b). Hoarding will be of smart hoarding type this will form a large

exclusion zone during construction. During demolition visqueen or similar at the base will be used to form a barrier.

- Educate all site operatives, particularly groundworkers and demolition contractors, on the potential for reptiles during Induction and Toolbox Talks ensuring they understand the actions to take.
- If reptiles/mammals are identified, works in the area are to cease immediately and William Morris will be notified.
- B&K Site Management Team will report issue to a registered ecologist (Ecus) for advice / action to take.

7.0 PEST CONTROL

The contractor shall take the necessary measures to ensure proper control of rodents. The following measures should be followed, as a minimum:

- Seal all disused drains and sewers correctly
- Keep records of all the action taken and approvals received
- Treat any pest infestation efficiently and effectively, and inform the Local Authority as soon as possible
- Make sure that no rubbish or rotting material builds up on the site. Where relevant, ensure that caterers pay careful attention to:
 - Delivering food
 - Handling and storing food and
 - Storing, collecting and getting rid of waste food and associated material.

8.0 WASTE MANAGEMENT

Waste Hierarchy

Bowmer & Kirkland will manage waste and develop a SWMP in accordance with the waste hierarchy. Specifically the amount of waste produced will be minimised by the use of offsite construction techniques. Waste that is produced will be considered for reuse prior to consigning for recycling or disposal.

Construction Waste - Waste from construction activities will be disposed of through a licensed waste management contractor. Contractors will be appointed based on their performance of recycling of mixed waste.

Demolition Waste - Waste from demolition will be segregated on site and sent for re-use / recovery with the exception of asbestos contaminated materials.

Excavation Waste - Waste from excavations works will be retained on site for use to reinstate playing fields on completion of demolition works. Excess / contaminated soils will be removed from site as a waste.

The following principles will be employed:

Pollution from waste will be minimised by using the correct and safe storage of the waste:

- Segregation different types of waste as they are generated.
- Marking of waste containers clearly with their intended contents.
- Using containers suitable for their contents.
- Disposing of different wastes in the correct containers.
- Checking the condition of waste containers before use.
- Placing containers in impervious bunded areas (if required)
- Ensuring that containers are securely covered (If required)
- Preventing damage to materials during storage.

Prior to removal of any waste from site Bowmer & Kirkland will carry out the following checks:

- Check that the carrier's licence is valid.
- Check that a copy of the carrier's licence is recorded within the site documentation on-site.
- Ensure the waste carrier is authorised to carry the type of waste for disposal.
- Check that the receiving site is appropriately licenced.

Once the checks are completed and in place Bowmer & Kirkland will:

- Complete transfer notes accurately and in full.
- Keep copies of all transfer notes of waste sent off-site.
- Check that the waste is going to the correct disposal centre as documented on the transfer notes
- Ensure skips are covered when leaving site to prevent debris on road

It is a requirement of the waste carrier to ensure that waste containers are safe and covered prior leaving the site to prevent deposit of debris on public highways. The B&K site team will monitor to ensure that skips are covered prior to removal.

9.0 WASTE KEEPING THE PERIMETERS CLEAR AT ALL TIMES

These are very important matters for residents, and contractors should take the necessary measures to keep the surroundings clear and tidy at all time. Follow and maintain these simple steps to enhance the appearance of your site:

- Provide slatted smart hoardings to prevent fly-posting
- Provide graffiti resistant surfaces
- Reduce secluded areas where antisocial behaviour can take place
- Provide adequate lighting along your hoardings should walkways or footpaths be out of sight
- Implement a daily checking regime and a dedicated resource to make sure graffiti

and fly-posting are removed as quickly as possible

- Define access routes to and from site to keep them safe and free at all time
- Communicate delivery times to suppliers and ensure they are suitable for the local community
- Make arrangements to ensure roads around the site remain clean and safe e.g. road sweeping or wheel wash facilities on site
- Install a wheel wash by the access/exit points to keep roads clear of debris and mud, reducing risks for other road users.

10.0 IMPACT OF DUST & AIR QUALITY

Control the impact of dust and air quality for a better environment for the wider community.

- Air quality risk assessment & Plan should be undertaken before starting on site
- Reduce dust using Best Practical Means (BPM) i.e. cover stockpiles, sheet vehicles,

11.0 IMPLEMENTATION and REVIEW

The control measures identified in the CEMP, and sub-ordinate documentation, will be implemented by the following means:

- Relevant information will be communicated to sub-contractors before an order is placed during a pre- contract meeting. An order will only be placed with a sub-contractor following a commitment that they will work to the control measures specified. Where they are required to appoint specific plant, equipment or specialist resources this will be stated in their contract.
- Sub-contractors will be required to submit a detailed method statement for all works they undertake stating detailed control measures. This will be reviewed and authorised by the Site Manager prior to the commencement of operations.
- All sub-contractors will be required to monitor their own works and provide a permanent on-site Supervisor. Where many operatives are provided Supervisors will be required at a ratio of 1:8 with site operatives.
- All site operatives will be required to attend a site induction before undertaking any work. The induction will be conducted by the Site Manager and will include all control measures site operatives are required to work.
- Access and egress from the site for operatives and deliveries / collections will be controlled by a gateman who will be supervised by the Site Managers.

- The Site Managers will walk the site daily to monitor the works and implementation of the specified controls. Where actions are required to further implement controls these will be raised with the sub- contractor's supervisor. If required they may use a red / yellow card disciplinary and or toolbox talks to improve the implementation of the specified controls.
- Any incidents or visits from regulators will be reported to the Group Quality & Environmental Manager by the Site Manager.

In addition to the monitoring described above, the implementation and effectiveness of controls will be reviewed as follows:

- The Site Manager will conduct an inspection on general good order and security on a daily basis.
- The Site Manager will conduct an inspection of all environmental controls on a fortnightly basis, this will be alternated with the external inspection described below.
- The site manager will also conduct an inspection of all environmental controls on a fortnightly basis.
- The Contracts Manager or Regional Director will conduct an inspection of environmental controls on a monthly basis.
- The Quality & Environmental Manager will ensure the project will be audited for compliance with our Environmental Management System, controls which have been specified and legal requirements at least once during the project.
- A project meeting will be held on a monthly basis, to be attended by the Site Manager and Contracts Manager, to review the results of the above monitoring and inspections. The effectiveness of the specified controls will be considered and any actions required to improve the overall environmental performance of the project agreed and documentation updated accordingly.

12.0 DISPLAY KEY CONTACT DETAILS

One of the main causes of complaints that local councils are dealing with is the lack of information as to who to contact when an issue arise from a construction site. When setting up a site a Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action. The Contact Boards should include the following information, as a minimum:

- Name of the main contractor, address and person to whom correspondence should be addressed.
- Name of the site manager
- Month and year of completion of works
- Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time



13.0 CONTACTING THE LOCAL AUTHORITY PRIOR TO WORK

The Contractor shall contact the Local Authority Environmental Health Department to consider a Section 61 agreement (under the Control of Pollution Act 1974) if:

- the site is located close to any potentially noise sensitive receptor (i.e. residents, offices, schools, religious centres, hospitals)
- Works are to be carried out outside the following working periods:
Monday to Friday 08.00 to 18.00 / Saturday 09.00 to 13.00 (or otherwise specified in planning conditions)

- The works are likely to cause disruption to neighbours even if within “normal hours”
- The contract or planning conditions outlines restrictive noise levels or permitted hours of working.

It is recommended to contact the Environmental Health Department well in advance of the project commencement date. This is so that you can discuss with them the detail that you will be required to submit as part of your application (enabling and setting-up phases are usually excluded).

To assess the impact of noisy work baseline levels of ambient noise and vibration on the Site boundary should be established. This data may be available from work carried out for the planning application stage of the development. The measured noise and vibration data should include results for time periods during which the works will be carried out.

If works are to be undertaken outside normal working hours, the Contractor should implement an out of hours permit system, to be agreed with the Local Authority. The permit should include, as a minimum, a list of activities planned out of hours, plant and equipment required, proposed hours of working and site based contact details. An example is provided opposite.

14.0 PARKING STRATEGY

A travel plan and parking strategy will reduce the likelihood of complaints, enhance your corporate image and increase the efficiency of your operations

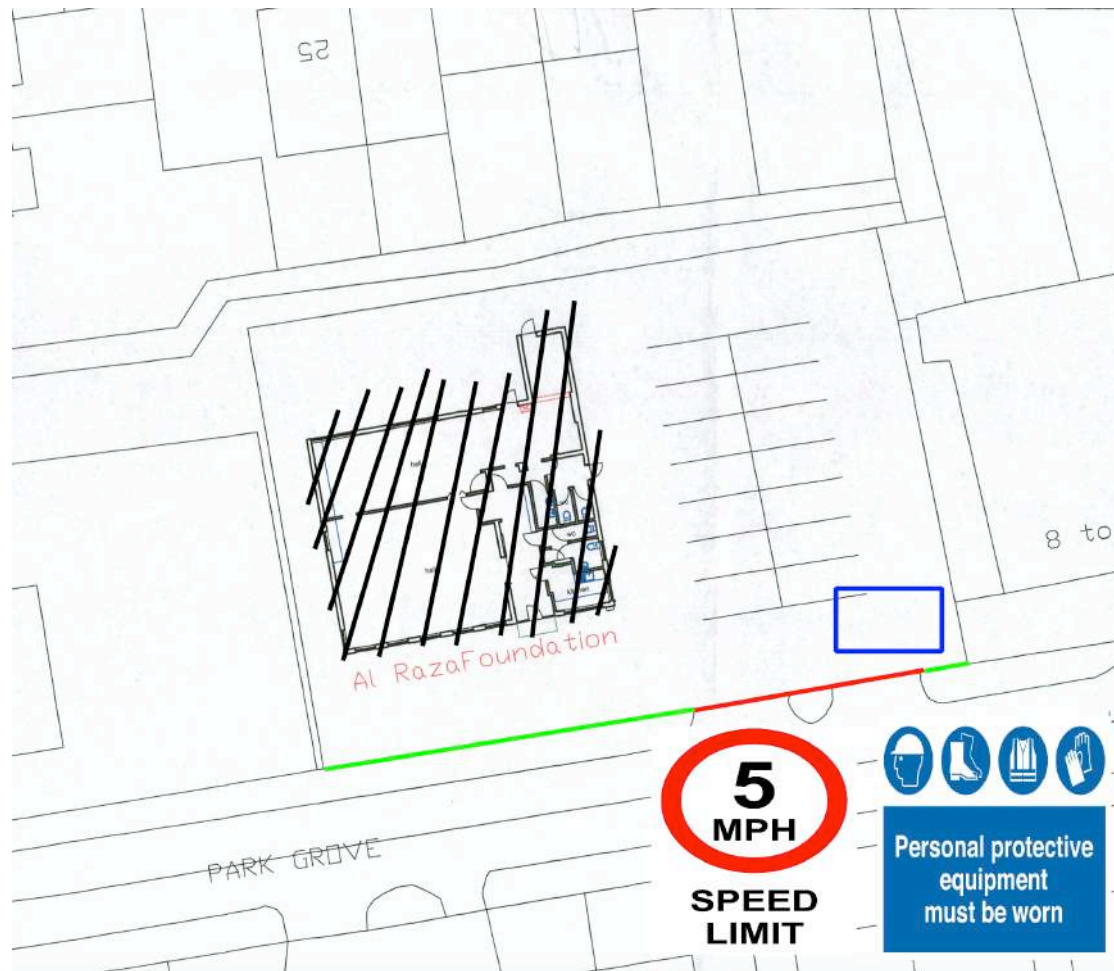
- Minimise the impact of deliveries and parking by developing a travel plan & planning site logistics before you start construction.
- When you plan works check details about proposed and current road-works and street related events.
- Promote greener travel choices to employees such as walking, cycling and public transport
- Inform your workforce and project staff where the nearest bike docking stations are located.
- Display maps of nearest bike docking stations
- Inform residents, visitors and staff when roads and routes are diverted
- Consider offsite construction and partnering to reduce deliveries of materials and wastes.

14.0 IMPACT OF LIGHTING

Lighting improves relationships with the neighbours. The contract needs to consider sources of light pollution (unwanted lighting) during planning & design. Lighting pollution is considered a statutory nuisance, especially at night and during darkness hours in winter. Hazards include dazzling traffic and disturbance to wildlife.

- Check the direction of lighting
- Ensure no reflection issues off surfaces which could affect areas outside the site
- Where possible lighting should be switched off to avoid disturbance.
- Consider installing timers

Appendix A



— Maintained Access Routes

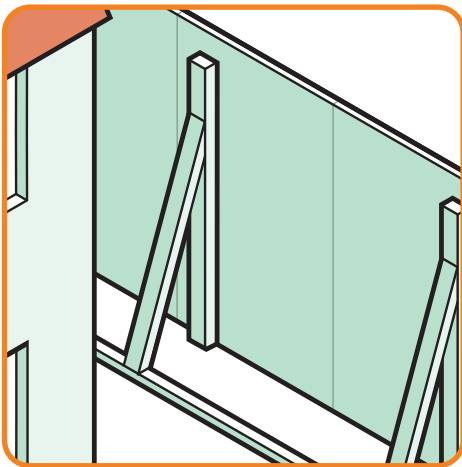
— Vehicle Gate

— Gate House

— To be demolished

smart hoarding

SmartPly have developed a range of cost effective site hoarding products designed to suit individual requirements, from disposable temporary hoarding to durable, re-usable high profile applications.



defect free and easy-to-use

SmartPly has no structural defects, such as knotholes and core voids, and is easy to work with. It cuts easily, will not delaminate, and can be bored, routed and planed with consistent results. Panels can be nailed 10mm from the edge without splitting or breaking out – critical to structural applications.

smarter, easier hoarding

SmartPly engineered OSB2 and OSB3 hoarding boards, when constructed on a timber framework support, have superior strength and stiffness to provide a long lasting and robust barrier to the enclosure.

zero-added formaldehyde

In keeping with current construction methods of working towards healthier homes, all SmartPly 3 products have been manufactured using zero-added formaldehyde.

smarter products – higher standards

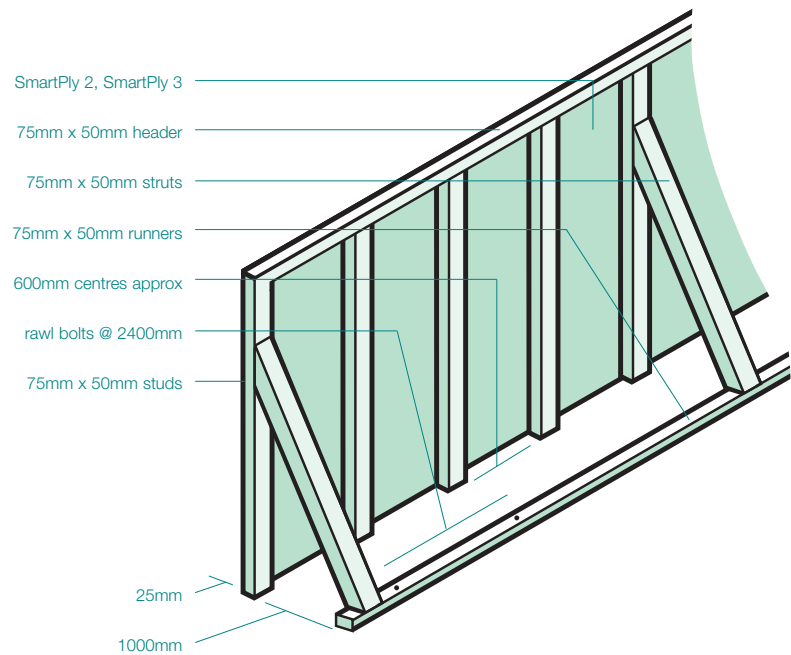
All SmartPly products are manufactured to EN 300 from a structural panel that satisfies standards BS 5268 Part 2, and is approved by the British Board of Agrément (BBA) and the Irish Agrément Board (IAB). Its suitability for structural use is also recognised by Homebond, Local Authority Building Inspectors and the NHBC.

All SmartPly OSB products are compliant with the Construction Products Directive (CPD) for structural use. Every board of SmartPly 3 is marked CE 2+ structural. SmartPly has achieved I.S. EN ISO9001: 2000, the internationally recognised quality management system.

environmentally approved

At least 90% of the timber used in the manufacture of SmartPly comes from well-managed forests, independently certified according to the rules of the Forest Stewardship Council (FSC). All SmartPly 3 products are made with formaldehyde-free resins.

typical SmartPly hoarding erection specification (system A)



selecting the correct SmartPly hoarding

application	product
Temporary or disposable hoarding/boarding, no requirement for re-use	SmartPly 2
Durable hoarding/boarding, requirement for re-use	SmartPly 3

dimensions and thickness (mm)

thickness	length x width	type	grades
11	2440 x 1220	square edge	OSB2/OSB3
15	2440 x 1220	square edge	OSB2/OSB3
18	2440 x 1220	square edge	OSB2/OSB3

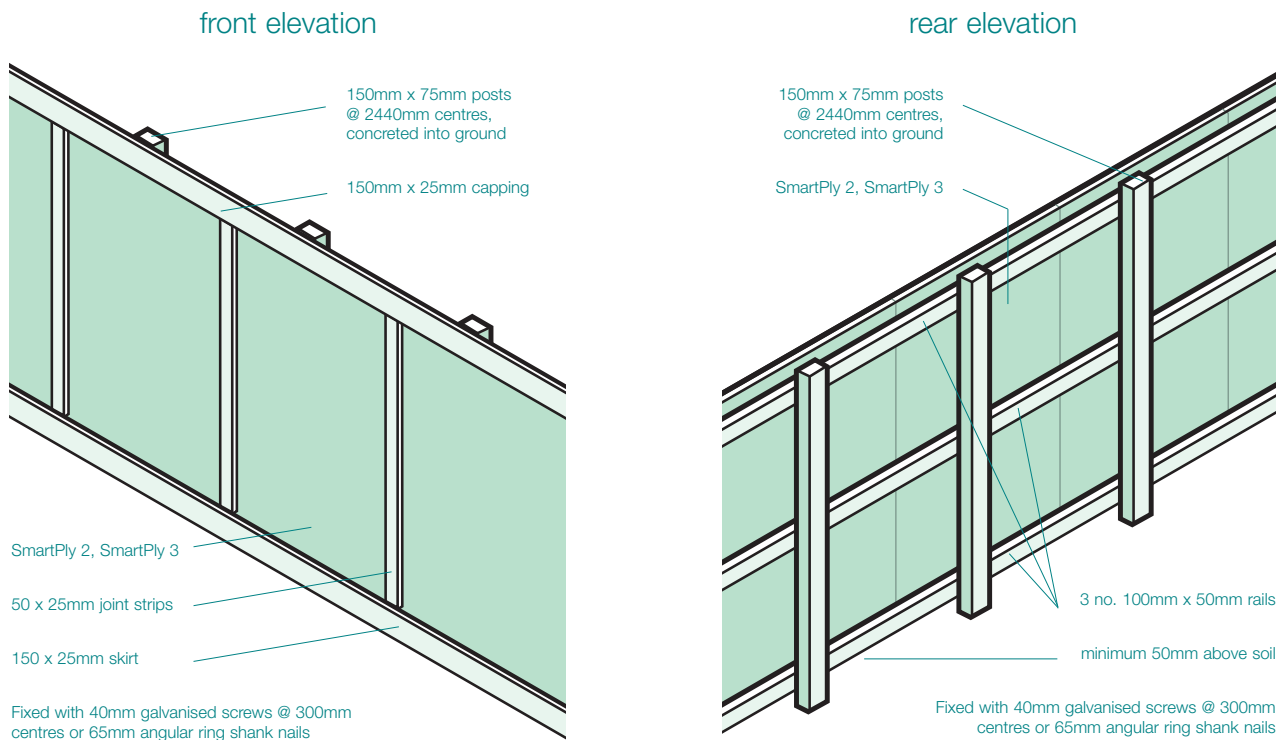
Note: Tongue & grooved panels may also be available on request.

storage and handling

Careful storage and handling is important to maintain panels in their correct condition for use. Boards should be stacked flat, off the ground and on a level surface with all four edges flush. Stacking on the edge should be avoided. Wherever possible, panels should be stored in an enclosed dry building, protected from rain and accidental wetting.

Stack on battens of equal thickness at centres not exceeding 600mm (as per recommendations of BS 7916). Care should be taken to avoid damage from banding. Bands should be cut as soon as practical to avoid permanently deforming the boards. During transport it is particularly important to protect edges and corners with suitable coverings.

typical SmartPly hoarding erection specification (system B)



Note: 3 rails shown in diagram, however 4 rails may be required.

fixings and expansion gaps

As no two projects are alike, it is inappropriate to suggest one particular installation method. SmartPly Europe recommends that your engineer designs the frame. However, some considerations when erecting site hoarding supports include:

- ✓ site location (major/minor thoroughfare)
- ✓ ground conditions (concrete, tarmac, soil)
- ✓ wind speed
- ✓ wind direction
- ✓ duration

complete protection

SmartPly Europe recommend users:

- a) seal edges with primer and/or topcoat fixing holes treated with putty
- b) leave 3mm expansion gap between panels to counter potential differential movement (due to differing climactic conditions). Where the fence is to abut a rigid upstand or a wall a gap of 10mm should be allowed.

Note: It is the specifier's/user's responsibility to ensure that all hoarding and supporting framework meets structural requirements.

Using any reputable paint system, SmartPly offers an excellent finish that caters for most site conditions.

The durability of the panel, is to a large degree, dependant upon the treatment it receives in terms of finishing. This basically means that you can achieve the desired performance required in terms of price, maintenance, aesthetics and life-expectancy based on the quality of paint finish applied.

It is recommended that users consult a technical engineer should a more detailed specification be required.



hoarding solutions

SmartPly OSB comprises of a range of products developed specifically for use in combination with a timber framework, as a secure barrier for construction and temporary works to help prevent towards unauthorized access.

SmartPly 2 and SmartPly 3 hoarding boards, when constructed on a timber framework support, have superior strength and stiffness to provide a long lasting and robust barrier to the enclosure.



SmartPly 3

Conditioned to perform in humid environments, SmartPly 3 is the fully certified alternative to softwood plywood.

It is versatile, strong and cost-effective. Manufactured with exterior resins, SmartPly 3 is suitable for both interior and exterior structural applications.

SmartPly 2

SmartPly 2 is a versatile, strong and cost-effective board, manufactured to EN 300 standard. It is recommended for general non-structural building purposes and structural applications in dry conditions.

It is ideal for applications such as general hoarding and boarding, signboards, packaging, furniture, pallet tops, temporary formwork, garden sheds and many others.

how do I recognise the product?

All SmartPly 3 structural panels are clearly marked with the following information:*

- ✓ **manufacturer's name**
(SmartPly Europe)
- ✓ **european norm** (EN 300 standard)
- ✓ **type/grade of board**
- ✓ **nominal thickness**
- ✓ **major axis**
(direction of laying arrows)
- ✓ **batch number or production week and year, day/shift**
- ✓ **certification mark** (e.g. BBA, IAB)
- ✓ **CE 2+ structural certification**
- ✓ **FSC certification**

* Markings may vary depending on product type

smart quality

certification

SmartPly structural panels meet EN 300, BS 5268 Part 2, and are certified by the British Board of Agrément (BBA), Irish Agrément Board (IAB) and other European certifying bodies. This product is suitable for residential and commercial construction, including prefabricated and modular home applications.

All SmartPly OSB products are compliant with the Construction Products Directive (CPD) for structural use. Every board of SmartPly 3 is marked CE 2+ structural. SmartPly has achieved I.S. EN ISO9001:2000, the internationally recognised quality management system.

SmartPly structural panels can be used for structural applications in humid environments (including kitchens and bathrooms) as defined within the terms of Service Class 2 on ENV 1995-1-1 for load-bearing boards. Also suitable for domestic use as defined in BS 6399 Part 1 for dead and imposed loads for designed joist spacings not exceeding 600mm centres (for 15mm) providing they are in accordance with IAB Certificate No. 02/0093 or BBA Certificate No. 98/3488/C.



SmartPly has full certification from the Forestry Stewardship Council, one of the largest and most credible certifiers of wood producers and has the support of major environmental groups (such as World Wildlife Fund, Greenpeace, and the Rainforest Action Network) as well as key inter-governmental forestry bodies. The FSC certification is the leading internationally-recognised standard that assures buyers of wood-based products that the timber used results from environmentally and socially responsible forestry management.

LEGAL & OTHER REQUIREMENTS

Definition

The Environment can be defined as any physical surroundings consisting of air, water and land. The main thrust of the current environmental legislation is to prevent damage, harm or pollution, which can arise from the release of any substances having the potential to injure or harm human life or other living organisms supported by the environment. Damage can also cause harm to the health of living organisms, other interference with the ecological systems or, in the case of humans, offence caused to their senses or property.

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
1.0	INTEGRATED POLLUTION PREVENTION & CONTROL					
1.1	Environmental Protection Act 1990 (as amended)	✓	✓	✓	To prevent the pollution from emissions to air, land or water. Smoke, fumes or gases, dust, steam and odours must not be released into the atmosphere. Excessive noise must not be allowed as it is considered a nuisance and a health hazard. Regulations also place a 'duty of care' on all those involved in the management of waste, be it collecting, disposing or treating controlled waste, which is subject to licensing. Prohibits deposition of controlled waste in or on any land unless an Environmental Permit (England & Wales) or a Waste Management Licence (Scotland) is in place and the deposit is in accordance with the permit/licence.	EIA SECTION REF D, E, F, J, K • Check Planning Conditions and contract documents etc for restrictions on dust, noise, site lighting, prevention of pollution etc, and that restrictions can be fully complied with. • Provide method statements, if required, to confirm compliance. • Check need for submission of reserved matters in respect of site operations that affect the environment. • If in doubt contact LA/Regulator • Reference to reducing potential pollution, dust, noise etc to be made in Site Induction and Toolbox Talks

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
	Pollution Prevention Guidance PPG 1 PPG 2 PPG 3 PPG 5 PPG 6 PPG 8 PPG 13 PPG 18 PPG 21 PPG 22 PPG 26 PPG 27	✓	✓	✓	The regulators have produced a series of Guidance Notes on our legal responsibilities and good environmental practice; the relevant notes as follows General guidance to the prevention of pollution Above ground oil storage tanks Use and design of oil separators in surface water drainage systems Works and maintenance in or near water Working at construction and demolition sites Safe storage and disposal of used oils Vehicle washing and cleaning Retail Stores - Replaced by 'Your Site Right'? Schools - Replaced by 'Your Site Right'? Pollution incident response planning	- Use the EA's site checklist, 'Your Site Right' - Refer to leaflet 'Getting your site right' as published by the EA - Refer to 'Pollution Guidance' No. PPG 6 for working at construction and demolition sites.
1.2	The Environmental Act 1995 (as amended)	✓	✓	✓	The Act creates a system whereby Local Authorities must identify, and if necessary, arrange for the remediation of contaminated sites in their areas. If a site is found to fall within the definition of 'contaminated land', thus attracting a remediation notice from the Local Authority, the notice will specify the work to be done. If the original polluter of the site is not known, then the notice is served on the owner or occupier of the contaminated land, who is responsible for the clean up costs.	EIA SECTION REF B, C, H, J, K - Check planning conditions and contract documents for requirements in respect of possible 'contamination' on site and the testing/remedial action required. Undertake further testing as required to meet planning conditions. - Check the areas used for the storage or decanting of fuel oils or chemicals must not be permeable. - Provide method statements for dealing with contaminated material, if required. - Reference to dealing with contaminated material to be in Site Induction.
1.3	The Control of Lead at Work Regulations 2002 (as amended)	✓	✓	✓	As well as damaging to air, working with products containing Lead can produce residues. These can damage the surrounding environment. Such activities as burning off old paintwork containing lead, or rubbing it down for re-decoration, can produce high levels of lead dust on the ground.	EIA SECTION REF D - Review method statements that may involve dealing with lead. - Review all method statements of painting subcontractors in respect of suitable methods for dealing with old paint.

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)					
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE
1.4	The Controls of Dangerous Substances and Preparations Regulations 2006	✓	✓	✓	Restrictions on the use of leaded paint to historic buildings and scheduled monuments. Requirement for contractor who intends to use leaded paint to provide a declaration, which is to be sent to a 'competent body' ie, English Heritage. Period of 3 weeks notice required after providing the relevant declaration to the competent body before using leaded paint.
1.5	Control of Pollution (Oil Storage) (England) Regulations 2001 (as amended) Control of Pollution Act 1974 (with amendments 1989 & 2001) Water Environment (Oil Storage) (Scotland) Regulations 2006	✓		✓ ✓	Fuels and oils outside must be stored in a manner to reduce the risk of pollution. Part of this Act relating to water pollution still applies to Scotland and prohibits the discharge of polluting matter into any controlled water unless by consent.
					EIA SECTION REF A • Notice of approval required from English Heritage or other 'competent body' • 3 weeks notice required. • Review all method statements of painting subcontractors - review paint specifications EIA SECTION REF H OIL / FUEL DRUMS (>200 litres) • Must be stored on a drip tray which will hold 25% of the capacity of the drum • If more than one drum stored on the same drip tray then the tray must hold 25% of the aggregate of the capacity of all drums FIXED TANKS • Must have a secondary containment system (bund) which is impermeable and will hold 110% of the capacity of the drum • Any hoses, valves, pumps etc. must be located within the secondary containment system • Must have lockable access to filling hose • When filling being conducted, must be done on a suitable area (hard standing) or have drip trays placed underneath

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
1.6	The Environmental Damage (Prevention & Remediation) Regulations 2009 (as amended) The Environmental Damage (Prevention & Remediation) (Wales) Regulations 2009 (as amended) The Environmental Liability (Scotland) Regulations 2009 (as amended)	✓	✓	✓	An activity that causes environmental damage will have to be remedied by the polluter, ie the "polluter" pays. You no longer have to be prosecuted first. If there is a risk of damage from our construction activities we must instigate measures to prevent such damage occurring. Under the regulations environmental damage is:- • damage to surface or underground water • contamination of land where there is a significant risk to human health • damage to natural habitats and species, and protected sites.	EIA SECTION REF B, C, H, K We must:- • Take steps to prevent damage or further damage • Notify the Authority. • Provide information and undertake preventative and remedial measures as required by the Authority. • Pay cost claimed by the Authority in relation to 'Environmental Damage'. Refer to leaflet 'Getting your site right' from the Regulator
2.0	AIR POLLUTION					
2.1	The Control of Asbestos Regulations 2012	✓	✓	✓	Risk Assessments required to ensure that the exposure of any employee to asbestos will not exceed the control limit, and that the exposure of employees to asbestos is sporadic and of low intensity. Requirement for building owners to manage asbestos and carry out suitable and sufficient assessments. Written plan of works required for any work with asbestos. Duty on employees to ensure that no demolition or maintenance work is carried out which is liable to expose employees to asbestos. Where doubt may exist, a basic assumption is to be made that asbestos is present. Need for correct labelling of products containing asbestos.	EIA SECTION REF D, J • Obtain all asbestos survey reports from Client in respect of existing buildings, including retained estate and buildings to be demolished. • Prepare risk assessments and method statements based on surveys. • Discuss legal implications with specialist asbestos removal contractors. Check all licenses to ensure that they are current. • Implement further surveys as deemed necessary

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
2.2	The Clean Air Act 1993 (as amended) The Environmental Permitting (England & Wales) Regulations 2010 (as amended) The Waste Management Licensing (Scotland) Regulations 2011 (as amended)	✓ ✓	✓ ✓	✓ ✓	It is an offence to allow the emission of dark smoke from industrial premises, which includes building construction and demolition sites. It is an offence to burn timber that has been treated with chemical preservatives. Local Authorities have the power to set up 'smoke control areas' where it is likely that the emission of smoke will be prohibited. The Waste Management Licensing Regulations provide exemption for the burning of specified volumes of construction or demolition waste, without a licence.	EIA SECTION REF D, H, J - Check Planning Conditions and other contract documents for control measures - Contact Local Authority Pollution Control Officer before undertaking any burning to ascertain restrictions applicable to the site. - Include reference to no burning on site in Site Induction, unless a permit exists. - Under the Waste Management Licensing Regulations activities such as burning waste on site will require and Environmental Permit.
2.3	The Ionising Radiation Regulations 1999 (as amended) The Radioactive Substances Act 1993 (as amended) The Radioactive Substances Act 1993 Amendment (Scotland) Regulations 2011	✓ ✓	✓ ✓	✓ ✓	Before starting work on site where any work involving radioactive materials has taken place previously, and where radioactive contamination (whether natural or man-made) may be present, consult the Health & Safety Executive and the Environmental Agencies. It will be necessary to use specialist contractors for all aspects of both the removal of substances and decontamination where radioactive materials are being dealt with.	EIA SECTION REF D, H SITE PERMITS/NOTICES/LICENCES REQUIRED: - Approvals required from Health & Safety Executive and Regulator. - Building regulations approval required. POTENTIAL LEAD-IN PERIOD Substantial timescales if all approvals have not been obtained. OTHER COMMENTS: Discuss legal implications with specialist contractors.

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
2.4	The Ozone Depleting Substances (Qualifications) Regulations 2009 (as amended) The Fluorinated Greenhouse Gas Regulations 2009 (F-Gas Regulations) (as amended) European Regulation (EC) No. 1005/2009 (as amended)	✓	✓	✓	Need for employment of a competent person to carry out work which involves the recovery, recycling, reclaiming or removing of materials on site that may contain substances which deplete the ozone layer. (eg refrigeration plant, freezers etc). Includes qualifications of the competent persons who can carry out works on air conditioning and heat pump equipment. Relevant certification required from the City and Guilds and/or the CITB. Sets out plans to phase our production, trade and use of HCFC's Covers the recovery of controlled substances in refrigeration, air conditioning and fire protection systems. Also requires measures to be introduced to prevent and minimise leaks and emissions of controlled substances.	EIA SECTION REF D, H SITE PERMITS/NOTICES/LICENCES REQUIRED: - Transfer notes required from waste carrier. - Licence number of removal company required. POTENTIAL LEAD-IN PERIOD 1 - 5 days OTHER COMMENTS: Seek specialist services for removal of ozone depleting equipment. Annual inspections of air conditioning systems by a competent engineer are required Check certification of service engineers working on air conditioning and heat pump equipment (either conducting inspections or commissioning) to ensure compliance with F Gas Regulations (Usually City & Guilds 2079-i and CITB J11).
2.5	Smoke-Free (Premises and Enforcement) Regulations and Smoke-Free (Signs) Regulations 2006 The Smoke Free Premises etc (Wales) Regulations 2007 The Smoking, Health & Social Care (Scotland) Act 2005 The Smoke Free (Signs Regulations) 2012	✓	✓	✓	From 1st July 2007 smoking will no longer be permitted in any enclosed or substantially enclosed premises that are open to the public and all places of work, including building sites. Requirement to display specific signage at each entrance in a prominent position visible to all employees, customers and visitors. Designated smoking areas and shelters can be provided for smokers, provided they are no more than 50% enclosed.	EIA SECTION REF D 'No smoking' notice required in cabins and at entrances. 'Smoking' restrictions to be included in Site Inductions.
3.0	NOISE POLLUTION					

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
3.1	The Control of Pollution Act 1974 (as amended) The Environmental Noise (England) Regulations 2006 (as amended) The Environmental Noise (Wales) Regulations 2006 (as amended) The Environmental Noise (Scotland) Regulations 2006	✓ ✓	✓ ✓	✓ ✓	Refers to the control of noise and vibration from construction and demolition site. Local Authorities may place restrictions upon the persons responsible for a construction site to observe specific controls designated to minimise noise nuisance. Section 61 of the Act requires persons planning to carry out works which may create a nuisance, to apply to the Local Authority for consent.	EIA SECTION REF F, I SITE PERMITS/NOTICES/LICENCES REQUIRED: * Permission required from LA., if a 'noise nuisance' is anticipated * Planning conditions to be met and approved. POTENTIAL LEAD-IN PERIOD 4 - 6 weeks for LA approval to planning condition. OTHER COMMENTS: Need to comply with planning conditions regarding noise restrictions. All reasonable measures to reduce noise should be implemented. Out of hours work should be agreed with Environmental Health Officer irrespective of planning requirements. Where restrictions are in place noise monitoring should be carried out.
3.2	The Control of Noise at Work Regulations 2005 (as amended)	✓	✓	✓	Intended to protect workers against risks to their health and safety, arising from exposure to noise at work. These regulations set out the dB exposure action levels in the workplace, and the need for provision of personal hearing protection.	EIA SECTION REF F The regulations require you as an employer to:- • Assess the risks to your employees from noise at work • Take action to reduce the noise exposure that produces those risks • Provide your employees with hearing protection if you cannot reduce the noise exposure enough by using other methods • Make sure the legal limits on noise exposure are not exceeded • Provide your employees with information, instruction and training • Carry out health surveillance where there is a risk to health

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
4.0	WASTE POLLUTION					
4.1	The Clean Neighbourhoods and Environmental Act 2005	✓	✓		Section 35 It is an offence for anyone who is not a registered carrier of controlled waste to transport waste to or from any place in the course of any business. Section 54 Gives the Secretary of State power to make regulations that require contractors to prepare a written site waste management plan for the management and disposal of waste created during construction and demolition works - and to comply with such plans. The plans need to identify waste minimising opportunities during the design phase, the type and volumes of waste expected, who is responsible for waste management, and provision of necessary details relating to waste contractors.	EIA SECTION REF B, D, E, F, G, H, J • Can require premises with alarms to be registered with the Local Authority and Key Holders nominated. • Artificial lighting can be classed as a 'nuisance'. • Ensure site lighting does not affect neighbours.

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
4.2	Environmental Protection Act 1990 (as amended) The Waste (England and Wales) Regulations 2011 (as amended) The Waste (Scotland) Regulations 2011(as amended) The Controlled Waste (Registration of Carriers and Seizure of Vehicles) Regulations 1991 (with amendment 1998)	✓ ✓	✓ ✓	✓ ✓	The requirement to transport waste only by authorised persons and provide transfer notes to identify the quantity, nature, time and place of the transfer of waste along with SIC code and statement that practicable measures have been taken to segregate waste for reuse / recycling. Transfer notes to be retained for at least two years. A Waste Management Licence is required for deposit, cover or dispose of controlled waste. If undertaken without a licence, or a licence exemption, offenders could be sent to prison. The waste Hierarchy must be applied to all waste produced. In length terns the following should be segregated: • Paper / card • Glass • Metal • Plastic • Food waste Where small volumes of waste are produced it is acceptable to segregate the above into one container. Advice should be sort from the waste contractor. In is good practice to hold food and glass separate from other waste types	EIA SECTION REF B, H, J • Check that all carriers of waste are registered with the regulators • Check that you receive a valid transfer note from the waste carrier, and that their license number is on the notice, together with a description of the waste (EWC Code) and details of licensed receiving site. • Site Induction and Toolbox Talks to be undertaken to explain responsibilities and requirements. • Segregate waste on site as far as is economically practical

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
4.3	The Highways Act 1980 The Builders Skips (Markings) Regulations 1984	✓	✓	✓	If you are working on a site which necessitates placing a skip or container on the roadway, the Highways Act 1980 requires that the skip/container must have a permit, and must be lit at night and coned off. Each skip shall not exceed 5 metres in length by 2 metres in width. Need to ensure skips are marked correctly and kept clean. Each skip must have the owners name, telephone number or address clearly identifiable on the skip. Skips to be guarded by at least 3nr traffic cones. Permission of Highway Authority required.	EIA SECTION REF G, J - Obtain relevant permit from the Highway Authority for parking skips on roads. - Ensure skips are adequately lit at night with the correct markings - Ensure no soil etc is washed onto the road
4.4	The Landfill Tax Regulations 1996 (as amended) The Landfill (England and Wales) Regulations 2002 (as amended) The Landfill (Scotland) Regulations 2003 (as amended)	✓	✓	✓	Applies to all waste (unless specifically exempt) disposals to landfill at a licensed landfill site. (Reference HM Customs and Excise Publication LFT 1, 'A general guide to Landfill Tax'). Deals with the waste acceptance criteria for various types of waste for landfill (hazardous, non-hazardous and inert waste).	EIA SECTION REF B, J - Ensure that the waste is correctly categorised by a European Waste (EWC) Code. The loads must not be contaminated with another waste stream unless it is noted as a 'mixed waste'. - Consider the disposal of non-hazardous gypsum plaster as an identified separate waste, which is not allowed to be deposited in a mixed biodegradable non-hazardous landfill site. - This Regulation requires the treatment of waste before it can be accepted at a landfill site. - Waste disposal to be included in site Toolbox Talks.

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
4.5	Hazardous Waste (England & Wales) Regulations 2005 The Hazardous Waste (Wales) Regulations, 2005 (with amendment 2009) The Special Waste Regulations 1996 (as amended)	✓	✓	✓	It is an offence for hazardous waste to be collected from a site that has not been registered or is exempt. Each site producing hazardous waste has to have a separate unique registration number and a fee is required. However, sites in England and Wales that expect to produce less than 500kg of hazardous waste a year are exempt from registration, all sites in Scotland are exempt. Registration must be renewed annually and a further fee paid. The Regulations require hazardous waste to be stored separately on site.	EIA SECTION REF B, J - When working in Scotland, prior to consignment of special waste, SEPA must be sent a pre-notification form at least 3 working days before movement. - Hazardous waste is any waste that is listed as hazardous in The List of Waste Regulations 2005. - The Regulations require a 5 part consignment note to be produced to accompany the waste, with copies retained by each party in the chain. - Sites that expect to produce over 500kg of hazardous waste in <12 months in England or Wales to be registered. Registration to be renewed annually.
4.6	The Waste Electrical and Electronic Equipment Regulations 2013 Waste Batteries and Accumulators Regulations 2009 (as amended)	✓	✓	✓	This legislation includes business that use and dispose of EEE. If a business uses EEE there are two main requirements:- - To dispose of WEEE separately from other waste - Obtain and keep proof that your WEEE was given to an authorised waste management company, and was treated and disposed of in an environmentally sound way. Introduced a ban on batteries to landfill or incineration from 1st January 2010. - Requires the separate collection of batteries from other waste.	EIA SECTION REF J - Transfer note required from specialist 'WEEE' carrier for removal of redundant electrical equipment from site. - Check that specialist is authorised. - Arrange for batteries to be collected separately from other waste.

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
4.7	The List of Wastes (England) Regulations 2005 (with amendment 2005) The List of Wastes (Wales) Regulations 2005 (as amended) The Waste Information (Scotland) Regulations 2010	✓	✓	✓	Lists the European Waste Catalogue codes (EWC) describing different waste types which is a six figure code identifying the waste type and the process which produced it EWC codes marked with an asterisk (*) are deemed hazardous and must be disposed of accordingly	EIA SECTION REF J Before waste is taken off site the EWC code must be identified on the waste transfer note / hazardous waste consignment note (it is the waste producer / holders duty to do this)
4.8	Site Waste Management Plan Regulations 2008 (as amended)				Revoked as of 1 st December 2013	
4.9	The Environmental Permitting (England & Wales) Regulations 2010 (as amended) The Waste Management Licensing (Scotland) Regulations 2011 (as amended)	✓	✓	✓	These regulations consolidate a number of key environmental regulations and directives (refer to 8.1 for water discharge requirements). Applies to all storage, processing, treatment and disposal of waste with the except storage on the site where it was produced for up to 12 months and storage on a different site belonging to the producer of the waste for up to 3 months. There are 3 types of permit depending on the associated risk of the operation: - Waste exemption - Standard Permit (England and Wales) - Bespoke Permit (England and Wales) - Waste Management Licence (Scotland)	EIA SECTION REF H, J, K - Make sure no waste is stored on site for a period of longer than 12 months without a waste exemption - Do not treat, process or use waste on site without a waste exemption / permit (mobile crushing / screening operations can work under their own permit) - When disposing of waste ensure this goes to a site which has an appropriate waste exemption / permit, waste exemptions have strict limitations so check that they are allowed to accept the quantity and type of waste sent Contact regulator if unsure or permitting requirements <u>prior</u> to operation / removal (guidance also available on cal)

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
4.10	The producer Responsibility Obligations (Packaging Waste) Regulations 2007 (as amended)	✓	✓	✓	Regulation applies to businesses, including groups of companies, who handle more than 50 tonnes of obligated packaging in a year and turnover more than £2million. Obligated packaging is as follows: • Manufacturing • Supplying packaged goods (both pre-packaged and by using new packaging) • Importing packaged goods directly into the UK Obligated companies are required to take measures reduce the amount of packaging handled, register with the Environment Agency, accurately establish how much obligated packaging has been handled, buy Packaging Recycling Notes (PRN's) and submit to the Environment Agency annually.	EIA SECTION REF J Sites should ensure that:- • Help to minimise the amount of packaging required for goods and materials. Whenever possible make sure packaging is recovered and is re-usable. • All subcontractors/suppliers should whenever possible use take back schemes for their packaging. • Where products are purchased directly from outside the UK information is kept on the amount of packaging on the products (requirement to provide information will be prompted by the Buyers).
5.0	PLANNING & ENVIRONMENT CONTROL & ASSESSMENT					
5.1	The Town and Country Planning Act 1990 (as amended) and Regulations and Orders made under it Planning Condition Guidance National Planning Policy Framework click here for link	✓	✓	✓	Most developments defined as 'the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change of use of any building or other land' - require planning permission from the Local Authority. The requirements and guidance on acceptable criteria are primarily contained within these documents. Delivering sustainable development Biodiversity and geological conservation Transport Planning for the historic environment Renewable energy Planning and pollution control Planning and noise Development and flood risk	EIA SECTION REF A, C, D, E, F, I, J, K • Ensure that a valid Town & Country Planning Approval Notice exists for the development. • Review all conditions in the planning permission to ensure that they have been discharged or where they have not been discharged a procedure is in place for discharging the conditions. • Provide all method statements and risk assessments that may be required for the development by the Planning Department and submit well in advance of the works being carried out. • If in doubt regarding compliance contact the Local Authority.

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
5.2	The Town and Country Planning (Assessment of Environmental Effects) Regulations 1988 as amended) The Town and Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999 (as amended) The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 The Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended)	✓ ✓ ✓	✓ ✓	✓ ✓	The 1994 Amendments extend the provision of environmental assessments for development sites, to include MSAs and wind generation. The 1999 Regulations establishes procedures to facilitate preparation of environmental statements. The test of whether environmental assessment is required is whether the particular development proposed would be likely to have significant effects on the environments by virtue of factors such as its nature, size or location. (Eg, industrial estates exceeding 0.5 hectares).	EIA SECTION REF C, E If an Environmental Impact Assessment has been carried out for the development there may be works/actions that need to be carried out during the construction period. Review the Environmental Statement , as prepared by the consultant, and produce a plan for discharge/meeting the conditions of the EIA. Seek advice from the professional consultant responsible for the EIA.
5.3	Listed Buildings and Conservation Areas Act 1990 (as amended) Natural Heritage (Scotland) Act 1991	✓	✓	✓ ✓	Restriction on work affecting listed buildings, and buildings in conservation areas. Establishes requirements for listed building consent prior to working on historic buildings, including demolition, alterations and extensions.	EIA SECTION REF A - If working on a listed building ensure that a valid 'Listed Building Consent' is in place. Review conditions on the 'Listed Building Consent' that may be different/additional to the Planning Consent. - If working on a building in a conservation area ensure that a valid 'Conservation Area Consent' is in place. - If in doubt whether the building is listed or in a conservation area consult the LA.

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
6.0	BUILDINGS AND ENERGY					
6.1	The Building Act 1984 (as amended) Building Regulations 2000 (as amended) Building (Scotland) Act 2003 Building (Scotland) Regulations 2004 (as amended)	✓ ✓	✓ ✓	✓ ✓	Proposals to be approved by an 'Approved Inspector' prior to works being carried out, to ensure compliance with the Building Regulations. The Act aims to further the conservation of fuel and power, the prevention of waste, and prevent misuse or contamination of water.	EIA SECTION REF A, I - Ensure that a Building Regulation approval notice is in place for the development, if not, contact the Architect. - Notify the Approved Building Inspector at appropriate stages regarding inspections. - Need to comply with Building Regulation requirements during the construction phases. - Undertake relevant tests when specified/required ie. air-leakage tests, acoustic test etc.
6.2	Energy Performance of Buildings Regulations 2006 (as amended) Energy Performance of Buildings (Certificates and Inspections) Regulations 2007 (as amended) Energy Performance of Buildings (Scotland) Regulations 2008 (as amended)	✓ ✓	✓ ✓	✓	Managing energy efficiency in all new buildings and when refurbishing existing buildings to cut carbon emissions and reduce the effect of global warming. These regulations will improve compliance by requiring air pressure testing for new buildings, simplifying the process of calculating energy performance and establishing new competent persons self-certification schemes. Regulatory Impact Assessments (RIA's) consider the potential impact of the Energy Performance of Buildings Directive. It looks at the background rationale for government intervention, enforcement, monitoring and evaluation. These regulations support the requirement for RIA's for domestic and non-domestic buildings and the need for energy performance certificates and display of energy certificates in public buildings.	EIA SECTION REF _____ - Requirement to appoint consultant who is an accredited Energy Consultant who can carry out a review of the energy performance of the building on completion and issue an Energy Performance Certificate (EPC). - All air conditioning systems over 12kW are required to be inspected every 5 years by an accredited Air Conditioning System Energy Assessor for energy efficiency. - Where separate systems in a building are controlled by the same person these are considered as one system in relation to the 12kW threshold. - Newly installed systems are required to be first inspected within 5 years of their installation date.

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
6.3	Sustainability Energy Act 2003 (as amended) The Climate Change and Sustainability Act 2006 (as amended)	✓ ✓	✓ ✓	✓ ✓	Requirement of the SEA to direct authorities to take energy conservation measures that are practical and cost effective. The 2006 Act is aimed at enhancing the UK's contribution to climate change, including reductions in carbon emissions, the main contributor to global warming by some 60% by about 2050 with real progress by 2020. The Acts reinforce the requirements of the Warm Homes and Energy Conservation Act 2000, and production of electricity through sustainable energy and CHP provision.	EIA SECTION REF ____ - Consider energy usage of site establishment and ways to maximise energy, including controls, time switches, low energy light fittings, improved insulation etc. - Consider fitting 'Switch off when not in use' signs to lighting and heating control switches in site cabins - Include education of employees and subcontractors to save energy in Site Induction.
6.4	The CRC Energy Efficiency Scheme Order 2013 (as amended) The CRC Energy Efficiency Scheme (Allocation of Allowance for Payment) Regulations 2012	✓ ✓	✓ ✓	✓ ✓	Establishes for the UK a new energy efficiency scheme designed to reduce carbon emissions through improving energy efficiency in public and private sector organisations that consume large amounts of electricity, gas and other fuels. Bowmer & Kirkland are not a participant for Phase 2. Review the qualification requirements for Phase 3 in 2017 / 2018 by Quality & Environmental Manager	EIA SECTION REF ____ Bowmer & Kirkland are no longer a participant for Phase 2 of the scheme, this will be reviewed for qualification of phase 3.
6.5	The Energy Savings Opportunity Scheme Regulations 2014	✓	✓	✓	The regulations set out the requirements for Energy Assessments of business premises to identify energy saving opportunities, these are required to be carried out every 4 years.	EIA SECTION REF ____ n/a – Managed corporately by Quality & Environmental Manager

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
7.0	CONSERVATION & WILDLIFE PROTECTION					
7.1	The Conservation of Natural Habitats and Species Regulations 2010 (as amended) The Conservation (Natural Habitats etc.) (Scotland) Regulations 1994 (as amended) The Wildlife and Countryside Act 1981 (as amended) The Environmental Civil Sanctions (England) Order 2010	✓ ✓ ✓ ✓	✓ ✓ ✓ ✓	✓ ✓ ✓ ✓	Requirement for developers to control any damaging operations. The Regulations make it an offence to deliberately kill or disturb those animals or their habitats listed in Schedule 2 eg. bats, great crested newts, dormouse, others etc, or pick or destroy plants listed in Schedule 5. These actions may be made lawful through the granting of licences by the appropriate authorities. Permits regulators to impose civil sanctions to offences in respect of:- • Nuisance weeds • Protection of animals and plants and SSSIs • Waste • Trade effluent • Badger protection	EIA SECTION REF C, E, K • Need to meet Planning Conditions and comply with specialist reports when working on or adjacent to natural habitat sites. • Specific conditions will apply when working on sites containing bats, newts, etc. • Ensure no hedges are removed during the nesting season, Mid-March until August. • Where works may disturb a protected species or their habitat then a European Protected Species (EPS) License will be required from Natural England (England) / NRW (Wales) / Scottish Natural Heritage (Scotland). This must be applied for by a licensed ecologist and will take up to 28 days to be granted.
7.2	Town and Country Planning (Tree Preservation) (England) Regulations 2012 Town and Country Planning (Trees) (England) Regulations 1999 (as amended) The Town & Country Planning (Tree Preservation Order and Trees in Conservation Areas) (Scotland) Regulations 2010 The Hedgerows Regulations 1997	✓ ✓ ✓ ✓	✓ ✓ ✓ ✓	✓ ✓ ✓ ✓	The protection of trees and procedures in respect of Tree Preservation Orders, including exemptions.	EIA SECTION REF C • Need to meet Planning Conditions and comply with specialist reports when working adjacent to protected trees. • Provide adequate protection around all trees that have TPO's. Agree extent of protection with the LA • Requirement to protect certain trees on site to be included in Site Induction, Risk Assessments and relevant Method Statements to avoid damage. • Particular care should be taken when excavating ground adjacent to trees ie. drainage, services etc. • Ensure that no trees are cut down during the nesting seasons, Mid-March - August. • Seek approval from LA if removing an established hedgerow, if not included in the planning approval notice.

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
7.3	The Natural Environment and Rural Communities Act 2008 Nature Conservation (Scotland) Act 2004	✓		✓	It is an offence to plant or otherwise cause Knotweed to grow in the wild. Cut Knotweed material and soil containing rhizomes must be disposed of as controlled waste and they are to be removed from their site of origin.	EIA SECTION REF B, C • If invasive plants are present on site need for additional protection measures to be undertaken to prevent their spread or their removal. • Method statements to be prepared for dealing with the removal of invasive plants. • Include presence of invasive plants on the Risk Schedules. • Toolbox Talks to be undertaken on the impact of invasive plants and dealing with their removal. • If the site contains a 'Site of Specific Scientific Interest (SSSI's)' or adjacent to an SSSI, special provision should be made for protecting these areas. • Include presence of SSSI's in Site Induction
7.4	EU Timber Regulations 2010	✓	✓	✓	The first company who places Timber on the market in the EU is required to do a due diligence risk assessment to demonstrate the timber is legally harvested. This may either be from a forest within the EU or a company who imports it, this will normally be a distributor. If timber procured from within the EU is sold as part of any works or product then the company is classed as a 'Trader' with the exception of to domestic clients. Traders are required to keep 'basic' information on where they procured the timber from. A record is to be maintained, where more than one supplier has been used then the record is to hold sufficient information to identify which timber product has been procured from which supplier.	B&K will normally only act as a trader with legal duties satisfied by standard procedure (MP 5.0 Construction and MPF 5.35 Timber Schedule) therefore addition to the EIA is not required. Where timber is to be imported directly by B&K (i.e. not from a sub-contractor or EU based distributor) then this is to be added to the EIA. The mitigation measure is as follows: • A due diligence risk assessment is to be conducted by the Quality and Environmental Department. This is to commence before an order is placed to identify what accompanying documentation is required to demonstrate legal harvesting and include as a condition of supply

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
8.0	WATER					
8.1	The Water Resources Act 1991 (as amended) The Anti-Pollution Works Regulations 1999 (as amended) The Water Environment (Controlled Activities) (Scotland) Regulations 2011 The Anti-Pollution Works (Scotland) Regulations 2003 The Environmental Permitting (England & Wales) Regulations 2010 (as amended) The Marine and Coastal Access Act 2009 The Marine (Scotland) Act 2010 The Marine Licencing (Exempted Activities) Order 2011 The Marine Licencing (Exempted Activities) (Wales) Order 2011	✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓	✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓	✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓	Control of entry of polluting matters and effluents into any place which may ultimately affect the watercourse. It is an offence to discharge trade effluents into storm drains or groundwater. Responsibility for discharges to the water environmental lies with the regulator. Consents are required to work on, near or over any watercourse, if required to work within 10 mts then check with Quality and Environmental Manager)	EIA SECTION REF K • Licence required for abstracting water. • Consents required from regulators to work on, near or discharge into a water course. • Check with consultants that all consents have been obtained, where applicable (check with Quality and Environmental Manager where the water course is tidal). • Method statements to be prepared to prevent unauthorised discharge to watercourse or ground. • Include protection of watercourses etc in Site Induction and Toolbox Talks. • Before causing a groundwater activity to take place it is a legal requirement to have an environmental permit from the regulator. A groundwater activity may either be a discharge to groundwater or an installation which may discharge to groundwater if it fails, e.g. underground fuel tank.

LEGAL & OTHER REQUIREMENTS

REGULATORS: ENGLAND – Environment Agency (EA) WALES – National Resources Wales (NRW) SCOTLAND – Scottish Environment Protection Agency (SEPA)						
REF	LEGISLATION	ENGLAND	WALES	SCOTLAND	KEY RELEVANCE	ENVIRONMENTAL IMPACT ASSESSMENT - FORM MPF 6.3 SECTION REFERENCE + SITE ACTIONS (IF ANY APPLICABLE)
8.2	The Water Industry Act 1991 (with amendment 1999) The Water (Scotland) 1980 (as amended)	✓	✓	✓	Companies have the right to discharge water to the public sewer only with the agreement or consent of the Water Company.	EIA SECTION REF K • Ensure all fittings and works do not allow the mains to be contaminated or wasted. • Consider using fittings that reduce the usage of water • Consider installing water meters, where appropriate to measure water usage. • Consents required for discharging trade effluent to a sewer. Check with consultants that all consents have been obtained. • Seek approval of Water Authority or their Agent with regard to connections to sewers.
8.3	The Water Resources (Environmental Impact Assessment) Regulations 2003 Water Environmental and Water Services (Scotland) Act 2003	✓	✓	✓	Measures relating to requirements for impact assessments for projects likely to have significant effects on the environment. The Environment Agency considers whether the project is a relevant project.	EIA SECTION REF K • Ensure that EA/SEPA have details and calculations regarding surface water storage/retention etc and that approvals to discharge (and discharge rates, where applicable) are in place. Check with Consulting Engineers. • Check planning requirements and other documents ie (EIA's prepared by Consultants).

APPENDIX 13

FRAMEWORK TRAVEL PLAN



DTPC

Report No. J617/FTP
June 2020

**PROPOSED RE PROVISION OF A
MOSQUE, PARK GROVE MANCHESTER**

FRAMEWORK TRAVEL PLAN

FRAMEWORK TRAVEL PLAN

**PROPOSED RE PROVISION OF A
MOSQUE, PARK GROVE MANCHESTER**

CONTROLLED DOCUMENT

<i>DTPC No:</i>		J617/IITP	
<i>Status:</i>	Final	<i>Copy No:</i>	
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<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
A		

FRAMEWORK TRAVEL PLAN

**PROPOSED RE PROVISION OF
MOSQUE, PARK GROVE MANCHESTER**

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1. INTRODUCTION

DTPC has been engaged by **MLDesign** on behalf of the Al Raza Foundation to prepare a Interim Travel Plan (ITP) associated with their proposed associated their proposed Mosque replacement.

Development Proposal

The application relates to a site located in the urban area, currently used as a mosque with car parking which will be redeveloped.

Purpose of report

The purpose of this report is to provide the LPA and the Local Highway Authority (LHA) with a Framework Travel Plan to enable the student accommodation to manage its future occupants and staff travel modes for the new facility.

This ITP discusses the following issues:

- Government Planning
- and Transportation Policy
- Site and Local Area
- Sustainability
- Measures and Targets
- Summary & Conclusions.

Liability of Report

This report is prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

National Planning Policy Framework

The NPPF 2019 has replaced the previous 2012/2018 version and sets out the policy framework for sustainable development and supersedes the previous advice.

Unlike the previous version the new NPPF sets out limited advice on travel planning:

It does set out priorities for movements:

Para 108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

Para 110. applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles,
- d) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Travel Planning Guidance

The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' was published in August 2009.

The guidance explains how *“we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment”* and identifies that *“The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO2 emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life”*.

The document sets out an overview of the process and delivery of Travel Plans and states that *“A travel plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.”*

The Guidance states that *“Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use...”* and; *“A Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review”*.

It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. The Travel Plan it advises *“needs to address all the journeys that may be made to and from a site”*.

The guidance also specifies that *“It is important to note that Travel planning should be developed as one of the means of delivering an area’s sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks”*.

The document states that Travel Plans have become an integral element in the planning process, and that rather than being a soft option to deal with the transport implications of development they are critical to ensure that the use of sustainable modes is maximised, the finite capacity of the transport network is used effectively, and the need for costly highway infrastructure is avoided as far as is practical.

The document emphasises that Travel Plans are dynamic, living documents that should be updated regularly, with the aim that it is ensured they represent the current situation in respect of travel and access, and that actions to achieve the outcomes are sought. In this regard implementing a Travel Plan involves a continuous process for improving, monitoring, reviewing and adjusting the measures in the plan to reflect changing circumstances.

The DfT document continues to state that Travel Plans should continue for the life of the development, and as such require commitments from occupiers and partners. Regular monitoring should be undertaken to ensure that progress is being made towards achieving the outcome targets and to allow that appropriate adjustments can be made to ensure that agreed outcomes are met and maintained.

Addressing health equity within travel plans

The World Health Organization Global Commission on the Social Determinants of Health advocates for a Health Equity in All Policies approach to tackling inequalities/inequities in health. In particular the Commission recommends that agencies consider the health equity impact of transport and urban design to promote physical activity through investment in active transport (WHO 2008).

Equity in health implies that ideally everyone should have a fair opportunity to attain their full health potential and, more pragmatically, that no one should be disadvantaged from achieving this potential, if it can be avoided. Inequity refers to differences in health which are not only unnecessary and avoidable, but in addition are considered unfair and unjust (World Health Organization, 1998). The social determinants of health are mostly responsible for health inequalities - these are the conditions in which people are born, grow, live, work and age, including the health system. These circumstances are shaped by the distribution of money, power and resources at global, national and local levels, which are themselves influenced by policy choices (World Health Organization, 2008).

Local government has a new role in improving health.

The important role of transport in improving health has been recognised and reflected in changes to local government responsibilities and resources that came into place in March 2013. Local authorities are now responsible for demonstrating improvements in 68 indicators of the health of their residents.

Many of these indicators relate to streets and transport including road traffic injuries, air quality, noise, physical activity and social connectedness.

The recent changes in local government have brought this role to the fore. In particular, the importance of the walking and cycling people do as part of their everyday routine, as they will deliver huge economic and social benefits by keeping people active and healthy. The expected growth of cycling up to 2026 is estimated to deliver £250m in health economic benefits annually.

Increased walking and cycling offers many other advantages including cleaner air, less noise, more connected neighbourhoods, less stress and fear, and fewer road traffic injuries. These issues are all connected, and to deliver the biggest benefits from more walking and cycling there is a need to ensure the streets invite people to walk and cycle whenever possible.

Indicators of a healthy street environment

Source	Main health impacts that can be improved
Physical activity	Obesity Heart disease Stroke Depression Type 2 diabetes
Air quality	Cardiovascular disease Respiratory diseases
Road traffic collisions	Physical injuries Psychological trauma
Noise	Mental health Blood pressure Child development
Access and severance	Mental wellbeing Personal resilience Stress Social isolation

New local government responsibilities for public health

The Health and Social Care Act 2012 transferred responsibility for public health from the National Health Service to local government. Local authorities now have a statutory responsibility to use their powers and resources across all sectors to improve the health of their population.

Council's are responsible for delivering a Local Implementation Plan for transport and a Health and Wellbeing Strategy that will improve the health of its population.

Local authorities are measured against 68 Public Health Outcome Measures to assess how they are improving the health of their population. Many of these health impacts can be directly and indirectly delivered through improving street environments and public transport. Some examples include obesity, physical activity, air quality, noise, deaths and serious injuries on the road, and social connectedness. See table overleaf.

High level outcomes	Wider determinants	Health improvements	Healthcare improvements
• Healthy life expectancy • Health inequalities	• Children in poverty • Pupil absence • 16–18 year old NEET • Employment for people with a LTC • Sickness absence rate • Killed and seriously injured on the road • Violent crime • Population affected by noise • Use of green space for exercise • Social connectedness • Older people's perception of safety	• Low birth rate • Breastfeeding • Early childhood development • Childhood obesity • Wellbeing of looked after children • Diet • Adult obesity • Physical inactivity • Diabetes • Self-reported wellbeing • Falls and fall injuries in the over-65s	• Preventable deaths • Premature deaths from cardiovascular disease • Premature deaths from all cancers • Early death from respiratory disease • Suicide • Quality of life for older people • Hip fractures in the over-65s • Dementia
Health protection • Air pollution • Sustainable development plans for public sector organisations			

10 indicators to a healthy street, source Lucy Saunders.

Indicator	How it relates to health
Pedestrians from all walks of life	Everybody needs to be active every day. If the mix of people walking in the street does not include certain groups such as children, older people or those with disabilities then the street environment is excluding some people from staying active.
People choose to walk and cycle	Some people walk or cycle not out of choice but due to poor access by other modes of transport. This can have negative impacts on their health and wellbeing. Success should be measured by people choosing to walk and cycle, rather than levels of walking and cycling.
Clean air	The health impacts of air quality include cardiovascular disease and respiratory disease.
People feel safe	People need to feel that they will be safe from injury and crime when they are on the street.
Not too noisy	Noise has a range of health impacts including stress and high blood pressure. It also discourages people from walking and cycling.
Easy to cross	If streets are difficult to cross because of physical barriers or traffic, people will be discouraged from using the street, particularly on foot. This can be socially as well as physically restricting.
Shade and shelter	Some people have difficulty moderating their body temperature, and this can put their health at risk in hot weather. Shade is needed on streets to enable people to keep cool.
Places to stop	Many people can only walk short distances without taking a rest, particularly those who are older, young, pregnant, injured or who have a disability or health condition such as chronic obstructive pulmonary disease. Providing seating at regular intervals is necessary to enable these people to incorporate much needed physical activity into their daily routine.
Things to see and do	Street environments need to be stimulating and engaging to invite people to walk and cycle more. This highlights the importance of good urban design and maintenance of public spaces in delivering health benefits.
People feel relaxed	Walking or cycling in the street should not be a stressful experience. If people are not relaxed it indicates that issues such as noise, insufficient space or fear of danger have not been addressed.

Examples of the evidence base overleaf.

Evidence for effective measures to improve health through transport		
Owner	Resource	What it is for
NICE	Public Health Guidance 8 Physical activity and the environment (January 2008)	'Gold standard' evidence-based guidance from the National Institute for Health and Care Excellence (NICE) relating to active travel. These are summarised in NICE's pathway for local authorities.
NICE	Public Health Guidance 13 Promoting physical activity in the workplace (May 2008)	
NICE	Public Health Guidance 17 Promoting physical activity for children and young people (January 2009)	
NICE	Public Health Guidance 25 Prevention of cardiovascular disease (June 2010)	
NICE	Public Health Guidance 31 Preventing unintentional road injuries among under-15s: road design (November 2010)	
NICE	Public Health Guidance 41 Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation (November 2012)	

Policy guidance on transport and health		
Owner	Resource	What it is for
UK Faculty of Public Health	Transport & health: Position statement and briefing statement (2013)	These papers set out the position of the UK body of public health specialists part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.
UK Faculty of Public Health	Built environment & physical activity: Position statement and briefing Statement (2013)	These papers set out the position of the UK body of public health specialists, part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.
Public Health England & Local Government Association	Obesity and the environment: Increasing physical activity and active travel (2013)	This document summarises the importance of active travel in tackling obesity and outlines the regulatory and policy approaches that can be taken.

Evidence of the health impacts of transport		
Owner	Resource	What it is for
Mindell JS, Watkins SJ, Cohen JM (eds.), Stockport: Transport and Health Study Group	Health on the Move 2. Policies for health promoting transport (2011)	This report provides a detailed compendium of evidence and expert opinion on the full range of health impacts of transport as well as policy recommendations.
Saunders et al, Plosone	What Are the Health Benefits of Active Travel? A Systematic Review of Trials and Cohort Studies (2013)	This paper brings together for the first time every published study that measured a health outcome of walking or cycling for transport in either a trial or a cohort study (empirical studies not cross-sectional ones). It shows the wide range of health benefits associated with active travel including diabetes, mental wellbeing, obesity, bone strength and breast cancer.
British Medical Association	Healthy Transport = Healthy Lives (2012)	This accessible report describes the main impacts of transport on health in the UK and includes clear graphs and illustrations.
Mackett RL & Brown B, University College London	Transport, Physical Activity and Health: Present knowledge and the way ahead (2011)	This report explores in detail the links between transport and its biggest health impact, physical activity.
Sustainable Development Commission	Fairness in a Car Dependent Society (2011)	This report presents the range of health inequalities that arise from car-dependent societies.

The use of walk/cycle modes either as an individual mode or part of a linked travel mode is key to delivering healthy outcomes.

The following chapters of this report will show that the proposed development is compliant with local and national policy in this respect.

3. WHAT IS A TRAVEL PLAN

What is a Travel Plan?

A Travel Plan is a strategy to more sustainably manage the number and type of trips generated by a development site thus reducing the need to travel in the first place.

National planning policy states that single occupant car trips are unsustainable, and should be mitigated wherever possible in favour of trips by walking, cycling or public transport.

A Travel Plan achieves this by raising awareness of available alternative transport modes, and offering incentives to site users to make the switch away from car journeys. It is important for a development to take responsibility for the impact of the vehicle trips that it generates on the local highway network and surrounding environment.

A Travel Plan provides a robust evaluation tool to ensure that developments are achieving gains in environmental sustainability, and are more efficiently managing the demand for travel to and from the site. This will benefit all parties involved – public, private and community.

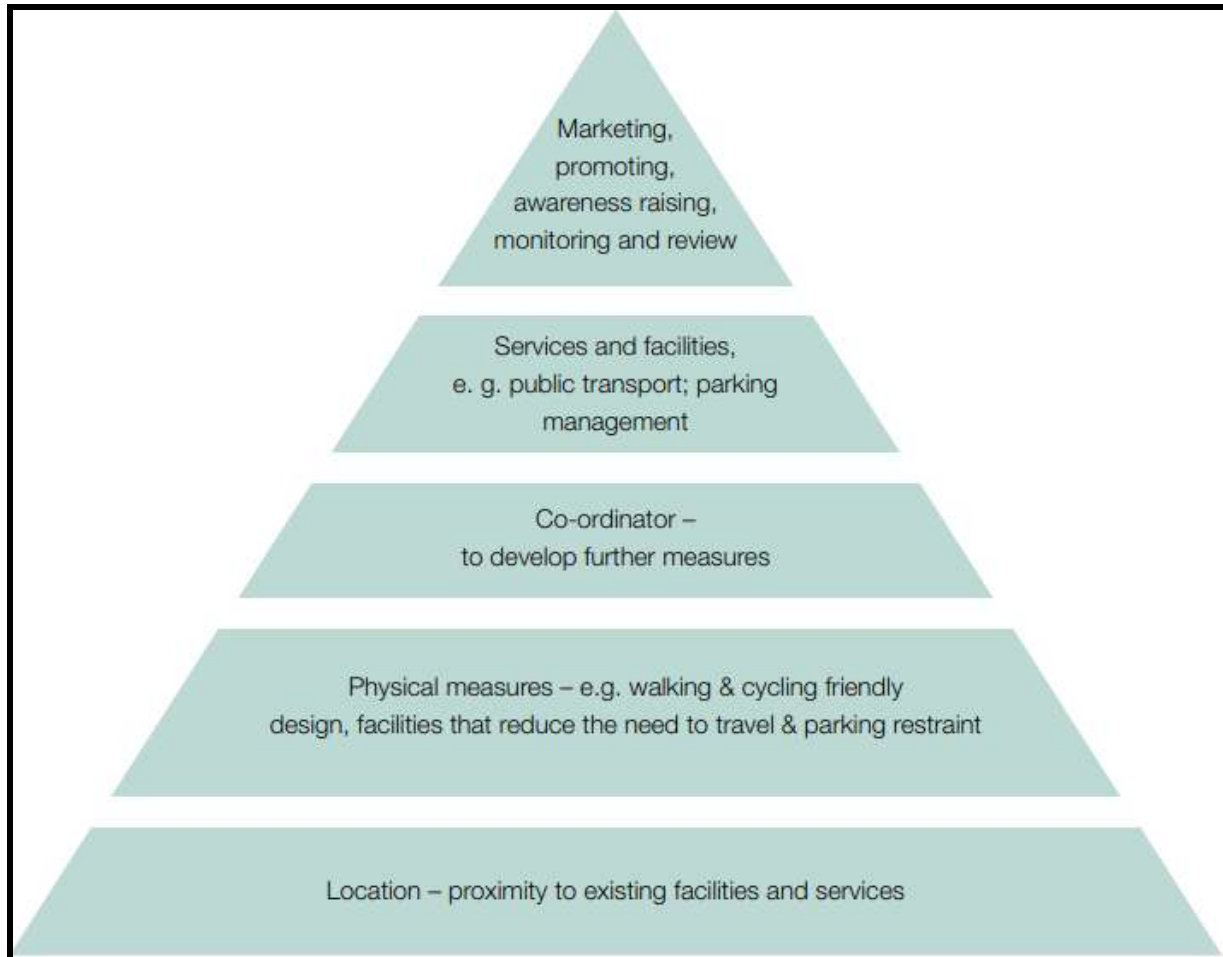
The key objectives of the travel plan will be to include policies which reduce the dependency on single occupancy car trips to and from the site thus meeting the access needs of the community in a new way and require partnerships between developers, local authorities, local communities and new residents.



How the Travel Plan accords with planning policy

The Site Travel Plan will need to accord with national and local planning policy related to the development of softer-transport measures and sustainable travel objectives.

All the measures put forward should be integrated into the design, marketing and occupation of the site. In addition parking restraint is often crucial to the success of the plan in reducing car use, responsible car use rather than ownership is seen as the key factor.



Travel Plan Triangle

It can be helpful to view a travel plan as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought.

At Level 1, the base of the pyramid, the **choice of location**, provides the foundation for good accessibility, by ensuring proximity to existing facilities and services, including shops, health facilities, schools and public transport.

At Level 2 are all the **physical aspects** that can be expected to influence travel.

At Level 3 is the input of a **site travel co-ordinator** to co-ordinate the management of the plan.

At Level 4 are the **services and facilities** to be delivered as part of the travel plan to help meet transport needs as appropriate.

At Level 5, the top of the pyramid, is **awareness raising, marketing and information**. These are measures designed to ensure that people know about the services and facilities provided through the travel plan and to encourage more sustainable travel.

Aims and Objectives of a Travel Plan

The Aims and Objectives of the Travel Planning process are to:

“Reduce the number of car borne trips particularly single occupancy trips on the network from the site to a significantly lower level than predicated within the Transport Assessment and to encourage staff, , community and visitors to travel by sustainable modes of transport”.

As the site provides limited onsite parking setting non car targets is clearly unnecessary, the key area will be the maintenance of the existing mode of travel.

The targets should be SMART:-

*A statement of intent (the objectives) including a series of qualitative and quantitative
SMART Travel Plan targets (**S**ustainable, **M**easurable, **A**ccessible, **R**ealistic, **T**ime sensitive);
An assessment of the current problems/issues for the given 'target group';
An action plan of measures intended to address these issues and move toward
attainment of the targets including a marketing and promotion strategy;
A monitoring and review element to ensure it remains a 'living' document.*

The aims and objectives of this Travel Plan accord with the sustainable development aspirations, and the management/operational objectives of the Mosque.

Aims and Objectives of a Travel Plan

The Aims and Objectives of the Travel Planning process are to:

1. Maximise the sustainability of trips to/from the site for all site users (namely the staff and visitors);
2. Increase awareness amongst site users of the alternative travel options from first occupation;

The aims and objectives of this Travel Plan accord with the sustainable development aspirations, and the management/operational objectives of the Mosque.

How will the Travel Plan be managed?

This Travel Plan has been prepared in support of a detailed planning application. As the site has a known occupier the key management will be via on site management and the TPC for the site.

Implementation of the Travel Plan

On the finalisation of the Travel Plan (following approval by the Travel Plan Officer Manchester Council the document will be launched by the nominated Site Travel Plan Co-ordinator on behalf of **the Mosque**.

They will be task to deliver guidance to enable a promotion and awareness campaign will be launched encouraging staff to review their journeys to and from site, and to consider the provision of accessible transport alternatives.

The TPC will be responsible for developing and managing the business's Travel Plan. This will involve undertaking the staff surveys; target setting; identification and implementation of the detailed measures; marketing; monitoring and reporting to the council.

To maximise success of the Travel Plan it is important that they are initiated from first occupation of the development. Where possible, the TPC should be appointed prior to the new uses becoming available. If this is not possible, the TPC will be appointed and take the role up on occupation.

4. FRAMEWORK TRAVEL PLAN STRUCTURE AND PROCESS

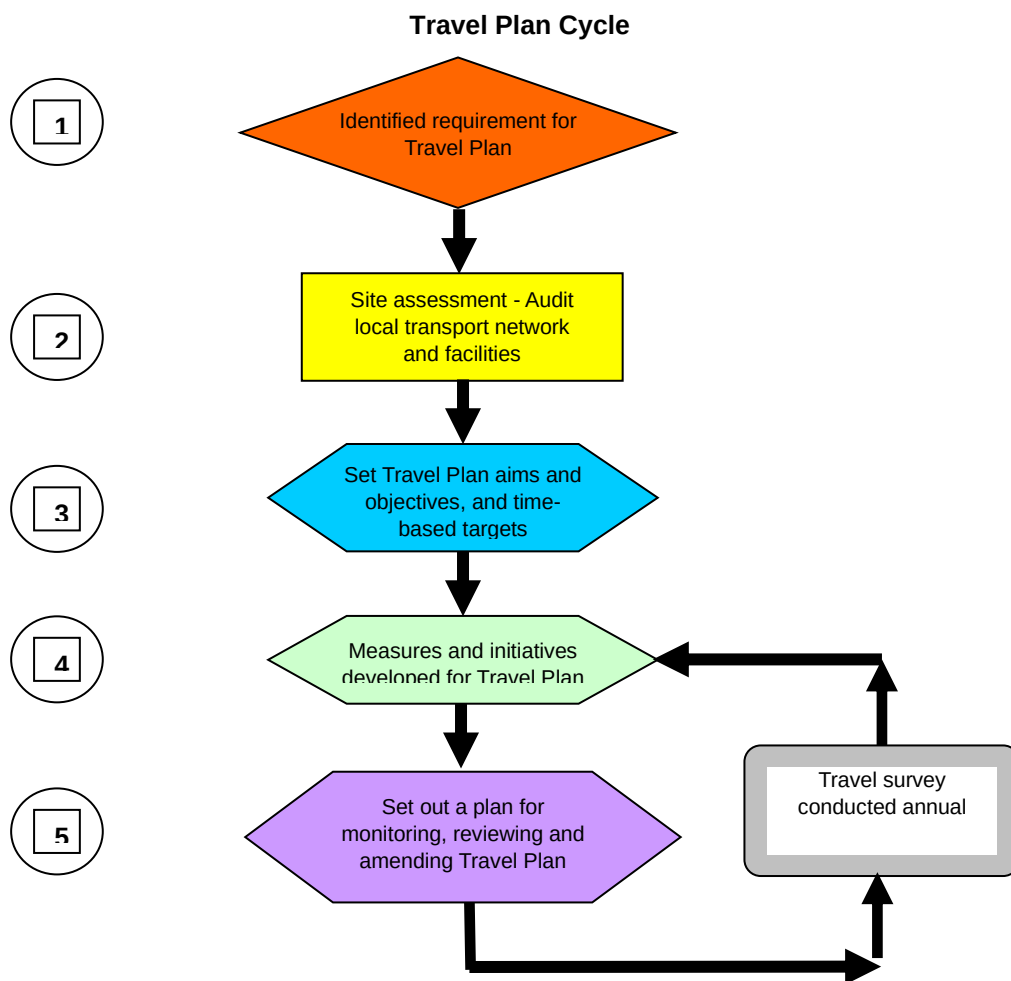
Development of a Travel Plan

A Travel Plan operates cyclically by implementing a set of measures and then regularly evaluating and checking the effectiveness of these measures through a process of review and amendment.

Information on travel patterns and traveller opinion is collated and assessed through a multi-user travel survey. This process is used to establish the baseline travel situation for the site. The Travel Plan objectives incorporate national, regional and local planning policy. The Travel Plan allows a package of objectives, targets and measures to be constructed.

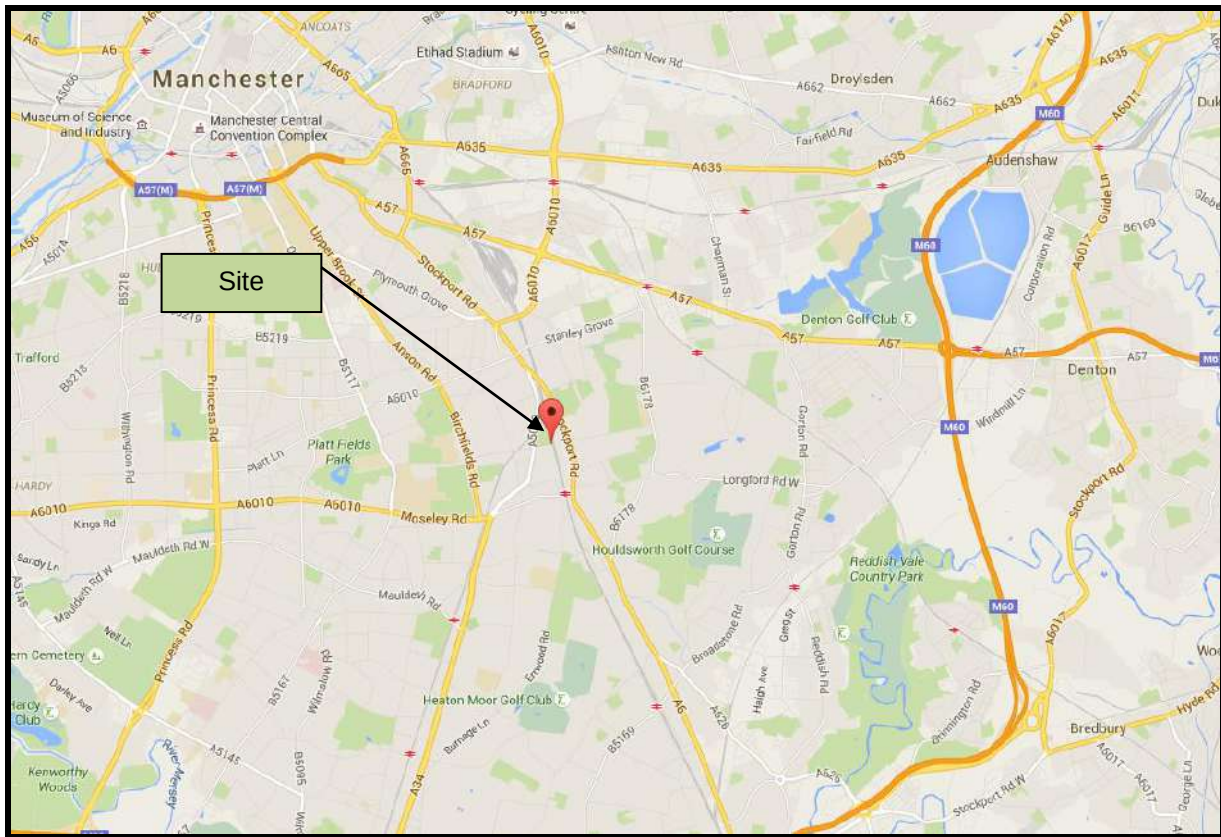
At distinct points through the Travel Plan cycle, measures will be actioned and their effectiveness explored through annual post-completion site user travel surveys. The Travel Plan will be annually reviewed by Manchester Council Travel Plan Co-ordinator and the Mosque appointed Travel Plan advisor, and necessary amendments made, so that the cycle may begin again with a fresh set of targets and measures. Through this process, the Travel Plan will evolve and become more tailored to the site.

A typical Travel Plan cycle comprises of the components outlined below.



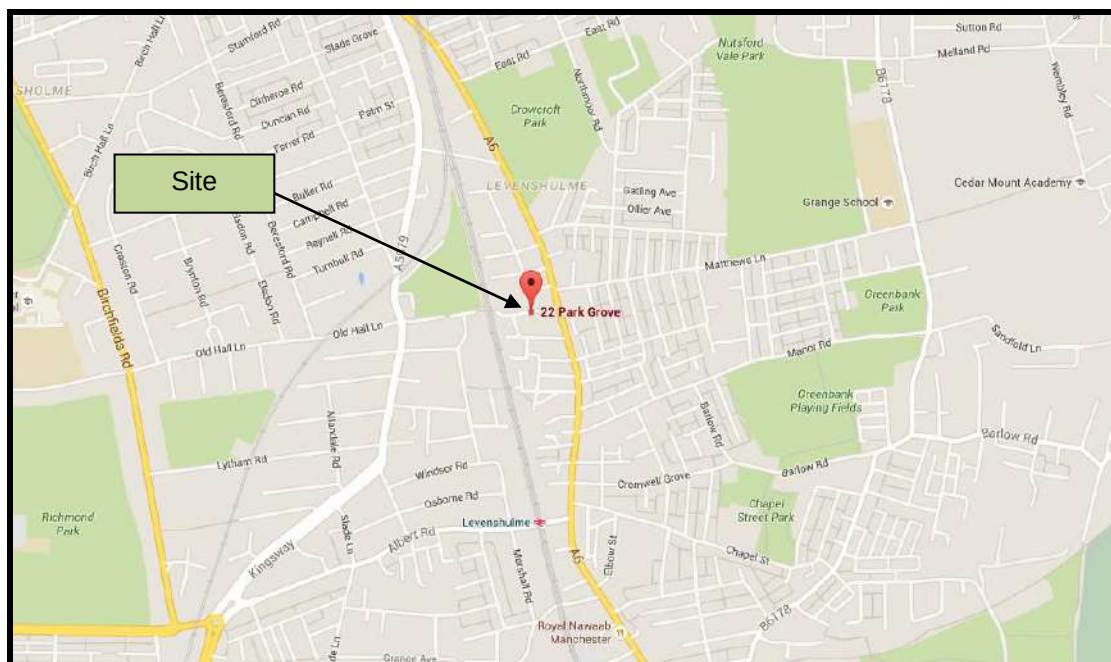
5. DESCRIPTION OF PROPOSED LOCATION AND PROPOSALS

The site lies on the west side of the A6 corridor to and from the City Centre. It forms a largely residential use.



Site location plan in relation to neighbouring settlements and locally below

The location of the site in a local setting is shown below; it is bounded by residential areas on all sides.





Local Highway/Infrastructure Provision

All the roads in the area are of a standard carriageway width appropriate for their usage, with footpaths and street lighting. Locally they serve primarily a residential catchment supported by local services/retail units.

From site observation the area has a typical traffic flow characteristic associated with an urban area i.e. distinct AM and PM flow periods.

A detailed photographic record of the local access and setting is provided below for future reference



Views west and east along frontage

The road has on street parking with no restrictions.



View of site from west and east



Access points.

Shear Bank Road has one footpath along the east side, limited use in terms of traffic.



View to and away from A6 junction



Footpath to west under rail line

Proposals

The scheme demolishes the existing uses and replaces them in a new building with 12 car parking .



Access

The proposed activities are religious based and involve speeches and seminars delivered by qualified Muslim scholars to the members. These meetings predominantly take place at weekends, between 7pm and 10pm. On rare occasions some meetings are arranged during the daytime and would generally occur between 10am to 3pm.

The frequency of the meetings revolve around the Islamic calendar. There would usually be around 2 to 4 meetings a month, however this may increase to 10 to 12 during the peak religious season which occur twice a year during Eid celebrations.

Prayers

This centre only caters for evening prayers once a week on Thursdays at 8.00 pm.

- The number of expected users is 48
- The number of expected vehicles is 19

Education Classes

Evening Classes 5p.m – 7 p.m	Number of users	Number of Cars
Monday	10	5
Tuesday	-	-
Wednesday	10	5
Thursday	-	-
Friday	-	-
Saturday	-	-
Sunday	-	-

The car parking spaces will only be used for those visiting the centre for prayer or classes as outlined above and there will be no increase in numbers of users from the existing situation. With regard to other activities such as library, IT, administration, dining and nursing area the users of these are those that are attending for prayer or educational classes.

Attendance & Parking

The centre currently has 66 members which are virtually all family based. Some of these members would be using public transport to visit the site whilst others would use private vehicles where the mosque advocates car sharing and finally there will also be local people commuting on foot.

Current site can accommodate for 14 vehicles, however latest layout would be able to accommodate 24 spaces. Car sharing is encouraged and the users are aware there is car space limitation at the centre, and generally choose to either car share or use public transport.

With regard to the parking management this will be overseen by traffic wardens during peak times, mainly during Eid gatherings twice a year. These gatherings will be staggered over the course of the morning at 8.30 am-9.00 am, 9.30 am – 10.00 am and 10.30 – 11 am.

The parking wardens will arrive at the centre at 8 am, half an hour before the first gathering begins and will guide drivers to park as they arrive. At the end of each session they have half an hour to direct drivers in a last to park first to leave sequence in a one way direction in order to ensure the smooth flow of traffic.

It is expected that on the Eid gatherings each session will attract approximately 30% of the members. Of this 30% it is expected under half (approx 40%) to drive to the centre, the rest of the users will arrive by public transport, cycling, walking and car sharing (for example families). Therefore it is not envisaged any overspill parking onto Park Road and therefore there is unlikely to be any impact on resident parking in the area.

In reality the site is a straight replacement, the community do not have Friday prayers as such the impact will be unchanged from the existing uses.

6. ACCESSIBILITY BY MODE

Introduction

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered at a simple level to give an overview.

1. Accessibility on foot;
2. Accessibility by cycle;
3. Accessibility by public transport.

Walking and cycling

The proposed development site is located in the urban area with a range of local land uses, services and facilities.

The proposed development site is located in the urban area with a range of local land uses, services and facilities.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and community uses, provided that accessible footway routes are identified.

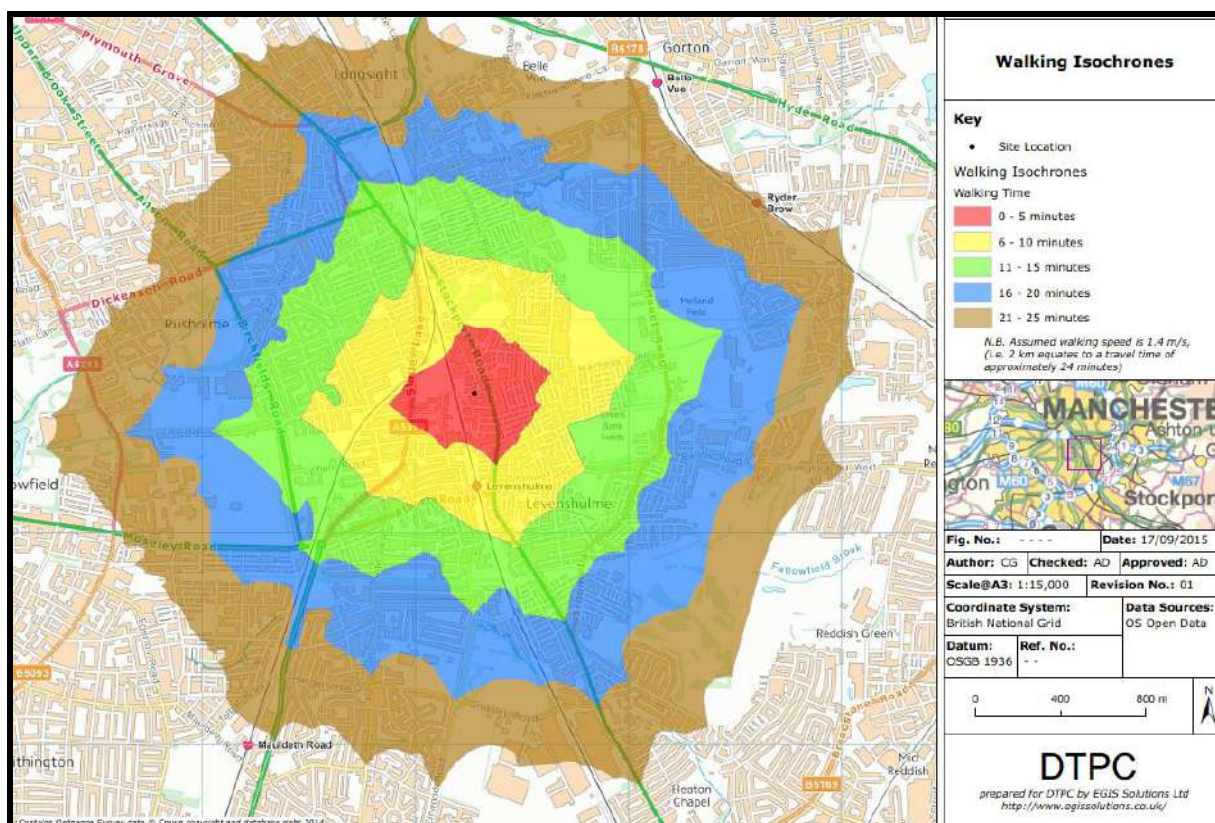
ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.5km / 1km distance are the 6 and 12.5 minutes walk journeys covers a significant urban area. There are, therefore, opportunities for residents to access on foot.

The DfT identify that 78% of walk trips are less than 1km in length,(DfT Transport Statistics GB). It offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often forgotten part of all longer journeys by public transport and car.

The diagram below illustrates a distance of 0.5k in red and 1km in yellow/green from the proposal site.

It demonstrates the pedestrian catchment area for the proposed development site extends to cover the local area. For completeness the 2km is also shown in blue.



The 1km distance covers part of the centre thus employees can return to the Mosque if needed.

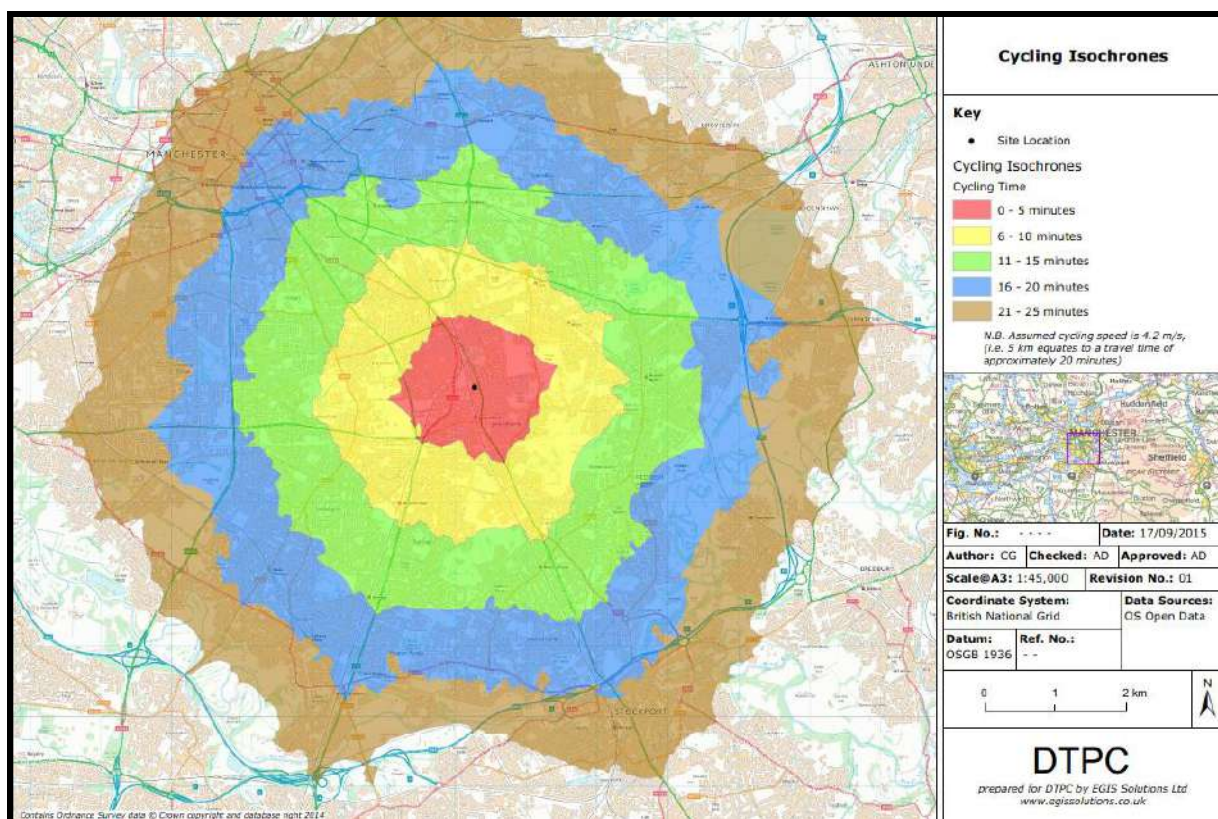
There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians to maintain the current low car use.

Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport"

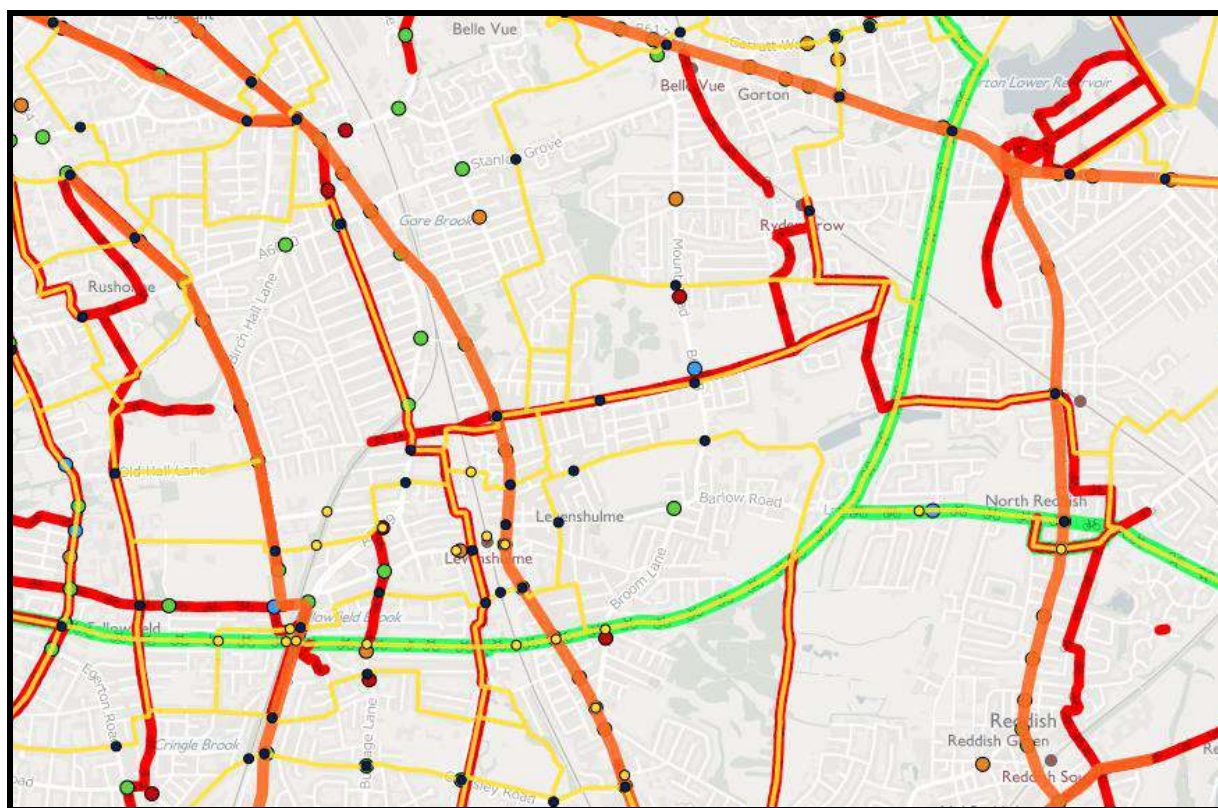
The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.

The blue area indicates the 5 km distance. It incorporates a substantial part of the adjacent urban areas, which means the community hall is well linked to the wider area.



Cycle Catchments



Local cycle routes

There are a number of on road and off road cycle routes within the cycle catchment area that can access the site.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Public Transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

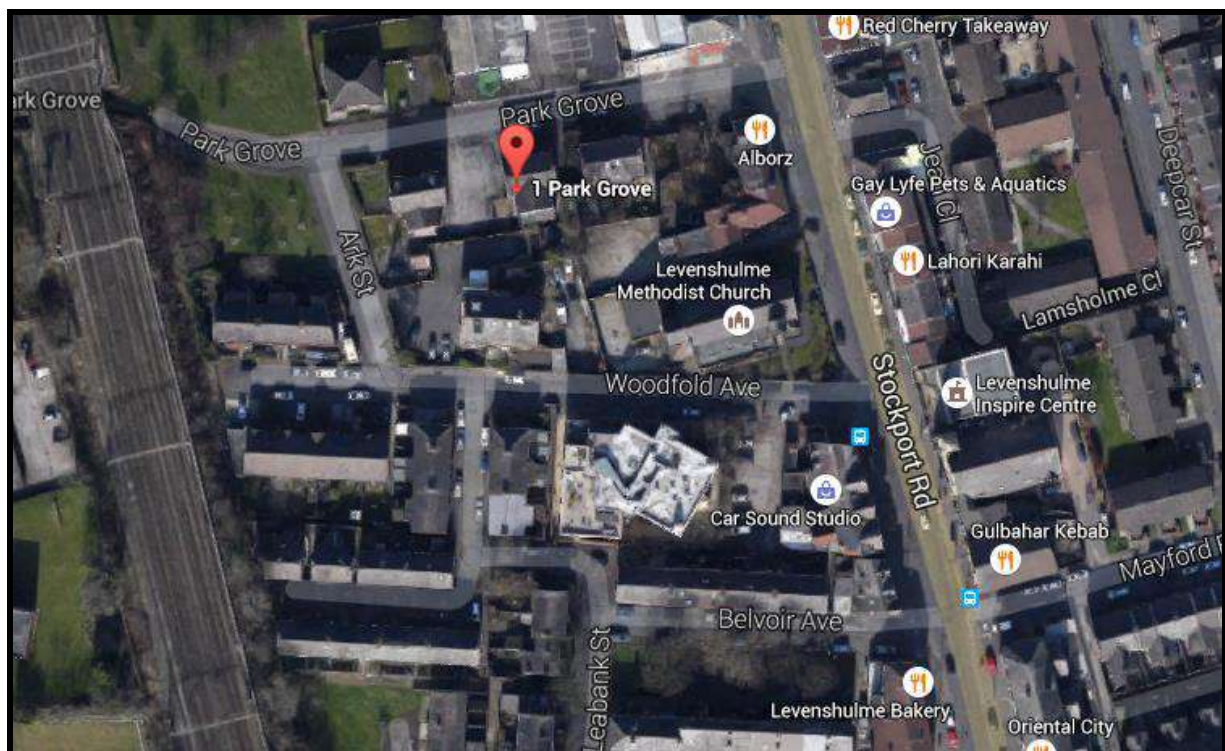
The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

The bus stops closest to the site are along the A6, as shown below some 150m from the site and the map.



Bus stops locations and routes below



Bus stops on either side of the A6

192 to Longsight, Ardwick, Brunswick, Manchester												
0448	0458	0508	0518	0528	0538	0548	0553	0558	0602	0607	0611	0615
0619	0623	0626	0629	0632	0635	0638	0641	0643	0645	0648	0651	0655
0658	0701	0703	0705	0707	0709	0711	0713	0716	0719	0722	0724	0727
0730	0733	0736	0740	0743	0746	0750	0753	0756	0759	0802	0805	0809
0812	0815	0819	0822	0825	0829	0832	0835	0839	0842	0845	0849	0852
0855	0859	0902	0905	0909	0912	0915	0919	0922	0925	0928	0930	0933
0936	0939	0942	0945	0947	0949	0952	0955	0957	1000	1003	1006	1010
1013	1016	1020	1023	1026	1030	1033	1036	1038	1040	1043	1046	1048
then at 00 ^h , 03 ^h , 06 ^h , 08 ^h , 10 ^h , 13 ^h , 16 ^h , 18 ^h , 20 ^h , 23 ^h , 26 ^h , 28 ^h , 30 ^h , 33 ^h , 36 ^h , 40 ^h , 43 ^h , 46 ^h , 50 ^h , 53 ^h , 56 ^h , 58 ^h minutes past each hour until												
								1156	then at 00 ^h , 03 ^h , 06 ^h , 10 ^h , 13 ^h , 16 ^h , 20 ^h , 23 ^h , 26 ^h , 30 ^h , 33 ^h , 36 ^h , 40 ^h , 43 ^h , 46 ^h , 50 ^h , 53 ^h , 56 ^h minutes past each hour until			
1446	1448	1450	1453	1456	1500	1503	1506	1508	1510	1513	1516	1518
1520	1523	1526	1530	1533	1536	1540	1543	1546	1549	then at 02 ^h , 05 ^h , 09 ^h , 12 ^h , 15 ^h , 19 ^h , 22 ^h , 25 ^h , 29 ^h , 32 ^h , 35 ^h , 39 ^h , 42 ^h , 45 ^h , 49 ^h , 52 ^h , 55 ^h , 59 ^h minutes past each hour until		
1745	1748	1751	1754	1758	1801	1804	1808	1811	1814	1817	1820	1823
1826	1829	1832	1835	1838	1841	1844	1846	1849	1851	1854	1857	1900
1903	1906	1909	1912	1915	1919	1922	1925	1929	1932	1935	1938	1942
1946	1950	1954	1958	2002	2006	2010	2014	2019	2024	2029	2034	2039
2044	then at 04 ^h , 14 ^h , 24 ^h , 29 ^h , 34 ^h , 44 ^h , 54 ^h , 59 ^h minutes past each hour until											
2214	2218	2224	2234	2244	2254	2304	2314	2324	2334	2344	2354	2359
NB												

192 to Longsight, Ardwick, Brunswick, Manchester												
Night bus.												
0029	FS	0044	FS	0059	FS	0114	FS	0121	FS	0126	TN	0131
FS												FS
0141	T	0151	FS	0156	TN	0201	FS	0211	FS	0216	FS	0228
FS												FS
0238	FS	0248	FS	0258	FS	0308	FS	0318	FS			



The site well catered for in terms of bus frequency and connections to the wider network, the site is accessible by bus.

Summary

In summary, the application site can be considered as having a very good potential to be accessible by walk, cycle and public transport in accordance with planning policy guidance related to urban areas.

7. EID PARKING OBSERVATIONS

1. The observations were undertaken prior to and after the start of the EID meeting 12/9/2016 before and after 9.00 AM.

Baseline images 8.30



View along site and towards the A6 2 vehicles parked on road both observed as related to the nearby businesses.



Car park baseline 5 vehicles parked



Residents van parking west of site and no parking in off street area.



Park Grove beyond Ark Street



Ark Street 1 vehicle parked



Woodfold Avenue east and west showing residents parking levels.

Baseline images 9.15



View along site and towards the A6 2 vehicles parked 2 extra on road 1 observed as related to the nearby businesses.



Car park an extra 15 vehicles parked



Residents van parking west of site and 10 extra cars parked (ignore black car surveyors).



Park Grove beyond Ark Street 5 new vehicles parked



Ark Street 6 vehicles parked, an extra 5



Woodfold Avenue east and west showing residents parking levels, 1 van and 1 car increase not related to the Mosque.

2. The observations undertaken show 21 vehicles parked on street and 15 in the car park totalling 36 vehicles.
3. At the same time the in numbers were also counted for those walking in and those arriving by car.
4. 151 attendees were observed, 71 arrived on foot and 80 by car. The car usage indicates 2.2 per car.
5. The survey indicates a mode split of 47% by foot, 24% by car and 29% as passengers.
6. The 151 are considered the maximum use and the mode splits are a very good representation of the way access is gained.
7. Parking was not controlled by stewards on the day as such on street parking was increased.

8. TRAVEL PLAN MEASURES

Travel Plan Co-ordinator

The role of the Travel Plan Co-ordinator must be actioned before the occupation of the new building takes place. This will ensure that community can be made aware of the Travel Plan as soon as practically.

Posters can be used to raise awareness of the schemes and can be displayed on notice boards within the building.

Each resident will be made aware of sustainable travel measures being implemented as part of the Travel Plan. This information could be provided through a newsletter and Council site.

The information provided should include details of the services offered (currently walking, cycling routes and public transport information including bus frequencies) and be updated as new investment is made.

The responsibilities of the Travel Plan Co-ordinator are to generally assist in the promotion of sustainable transport and will include:

- to ensure that tasks in travel plan development are undertaken,
- be the first point of contact for residents/visitors and other outside organisations in all matters regarding the Travel Plan,
- Liaise with Manchester Travel Co-ordinator to discuss any issues of the Travel Plan (for instance to give advice on any new local and national initiatives, incentives and guidance notes etc)
- Co-ordinating the monitoring programme for the travel plan, including target setting.

Main Objectives of the Job

The Travel Plan (TP) Co-ordinator will:

- Lead the development and implementation of the TP
- Have responsibility for raising awareness of sustainable travel issues

Principal Duties

1. To work proactively to raise awareness of sustainable transport issues
2. To lead the development of TP (s) to include:
 - Engage advisors as necessary to gathering information about how users travel to work through regular surveys
 - Liaising with senior management to secure support and funding for the plan, and keep abreast of proposals which will affect travel.
 - Setting up and co-ordinating relevant steering / working groups
 - Acting as a point of contact for those requiring information
 - Developing and implementing relevant (deliverable and appealing to a variety of people) TP initiatives, using the results of the Surveys, (i.e, review of the business travel arrangements, public transport provision, cycling, walking, etc.)
3. Co-ordinating the monitoring and reporting of the TP implementation and progress towards achieving targets, setting clear dates for actions to ensure that the TP makes progress
4. Working with advisors to formulate and implement a comprehensive pick up and drop off management strategy

5. Working in partnership with other organisations (e.g. local authority / Sustrans Living Streets) on the development of safer cycling and walking routes
6. Drawing into the TP other initiatives that could support it (such as Internet / Intranet development)
7. Promoting the concept and development of the TP with publicity and awareness events as appropriate
8. Keeping abreast of developing TP techniques.

Walking

Many of the key factors in successfully supporting walking already exist in and around the site where there are already a good quality access to the Mosque and Madrassa for those on foot.

Campaigning to promote the benefits of walking can be achieved through running healthy walk weeks.

Ideas for promoting walking to and from the accommodation include:

- Map showing walking routes– which may also be useful for visitors
- Walking could also be encouraged as part of a longer journey such as to public transport connections.

The greatest potential involves encouraging walking as part of longer journey such as to public transport connections.

Cycling

Cycling is sustainable fast, efficient and can lead to a healthier life style. The promotion of cycling needs to be encouraged through a series of publicity campaigns. A number of organisations improve cycle access to their site by working in partnership with local authorities and cycling groups such as Sustrans (www.sustrans.org.uk).

Consideration would be given when forward planning to:

- Increase the provision of safe, secure parking as demand grows
- Provide lockers, access to changing/drying facilities?

In order to further encourage the use of cycling the following measures could also be implemented:

- Promote and publicise cycling – producing cycle maps promoting safe cycle routes to the site,
- Cycle user groups will ensure that the voice of cyclist is heard and will help liaise with the Council as required. BikeBudi and local BUG groups should be investigated

Promotion tools to encourage cycling include Bike to Work Weeks this can also coincide with a police tagging scheme.

Motorcycling

The use of motorcycling will be promoted to encourage motorise transport used that has less impact on the environment than cars, takes less road space and reduces the scale of parking needed either on site or at destination.

Consideration would be given when forward planning to:

- Increase the provision of safe, secure parking on site

- Promote and publicise
- Provision of reflective bands to encourage use outside daylight hours.

Car Sharing – to reduce single occupancy car trips

The scheme will be able to access the GM Travel wise car share scheme delivered local via <http://www.tfgm.com/travelchoices/Pages/business-CarShareGM.html>. The site states “Sharing a car with someone else to and from work could save you up to £1000 a year on parking and petrol costs. A car with 2 people in it is twice as efficient, takes up much less road space, uses half the fuel and produces half the pollution as 2 cars with just one driver each”.

- **FREE** to use - simply share travel costs
- Find drivers and passengers on-line instantly
- Find information on travel and public transport
- Reduce the congestion and pollution on our roads



The graphic is a promotional poster for CarShareGM. At the top left, it says "Help your staff travel to work in a more sustainable way" in a sans-serif font. Below this is the "car share GM" logo, with "car" in blue, "share" in green, and "GM" in blue. Underneath the logo is the text "A free online car sharing service". To the right of the text is an illustration of a yellow car driving on a winding road towards two green trees. In the top right corner, there is a green banner with the word "TRAVELCHOICES" in white. Below the main text, there are three green rectangular buttons with white text and icons: "Back to business homepage" with a right-pointing arrow, "Sign up here and discover the benefits" with a green pencil icon, and "Cycling support for businesses" with an icon of a person on a bicycle. To the right of these buttons, the text "Simple, safe and savvy – free car sharing tool for businesses" is displayed. Below this, there is a block of text explaining the service: "Free to members of the Travel Choices Business Travel Network, CarShareGM provides a secure and easy way for colleagues to travel by car together. The easy-to-use, online resource has been developed by Transport for Greater Manchester to encourage more car sharing to help reduce peak time congestion. Car sharing offers multiple benefits, reducing commuting costs for staff, and pressure on parking spaces on and or near your site. Once a business or organisation signs up to CarShareGM, its staff can use the service to find colleagues who live nearby and would like to offer a lift, or are looking for one. They fill in some basic details, including journey preferences, and the system will match them with similar journeys made by colleagues. If both parties feel that the match is suitable they then contact each other and discuss the sharing arrangement between themselves. Our CarShareGM team will support you by providing training for an administrator in your workplace, ongoing technical support if required and support to promote the service among your staff. Take a look at the CarShareGM website here and to sign your business up e-mail business.travel@tfgm.com".

Public Transport

The site needs to be committed to promoting public transport through:

- Advertising current timetables and routes
- Advertise local proposals and amendments to services
- Allowing demand responsive community transport vehicles to enter the site

Information about journey routes and times can be gained from the Manchester and the local operator website and provided to staff.

Travel Apps

There are a number of travel apps provided by TFGM and bus/train operators that could be useful to the residents.

<https://www.stagecoachbus.com/app>



TFGM app www.getmethere.com



Transport for
Greater Manchester

Plan a journeyTickets and passesWays to travelMore

get me there mobile app service update

We are continuing to work with our supplier of the **get me there** app. There has been a significant improvement in the service we have been able to provide over the course of the last week with most customers now able to buy and display tickets again during peak times.

A number of technical upgrades have been made that have improved the performance and speed of the **get me there** app. We are continuing to work with our supplier to enable them to make further upgrades, but in the meantime are advising customers of the following:

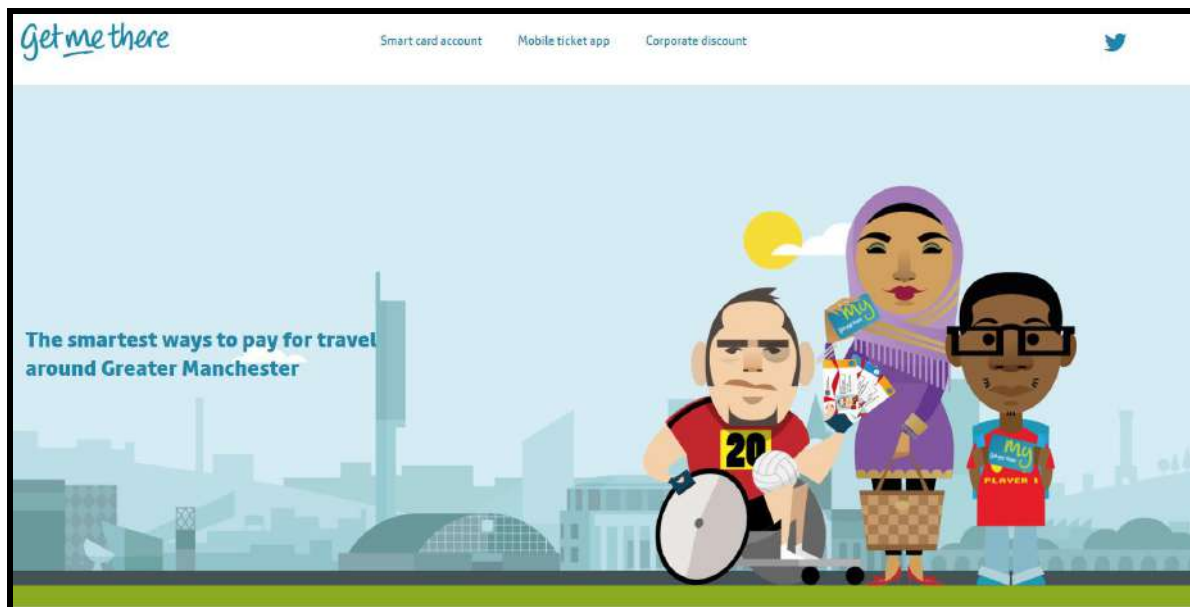
- Download the latest version of the app.
- If you experience any issues purchasing a single or return ticket, try buying from a ticket machine or consider registering for a free **get me there** smart card.
- If you have purchased a ticket but can't view it, turn your phone to 'airplane mode' and you should be able to view it.
- Follow @MCRMetrolink @OfficialTFGM and @mygetmethere and visit www.tfgm.com for the latest information and advice.

Transport for Greater Manchester's Customer Director, Stephen Rhodes, said

"Customers who use our **get me there** app on a daily basis should have seen a marked improvement in the service over recent days.

"We are continuing to work with our supplier to get the app fully up and running and they are making improvements to the app behind the scenes to further boost its stability.

"We understand that this has been a frustrating time but would once again like to thank customers for bearing with us."



Publicity Campaign

Raising awareness of the sites intentions of its Travel Plan can be done though publicity campaigns and by running campaigns in conjunction with national campaigns, such as 'Bike to Work Week' in advance of occupation.

Issuing travel information to staff and visitors can outline the different methods of travel that are available to and from the site.

Quick Wins

These will be subject to review following the updating of the TP and analysis of the new questionnaire surveys.

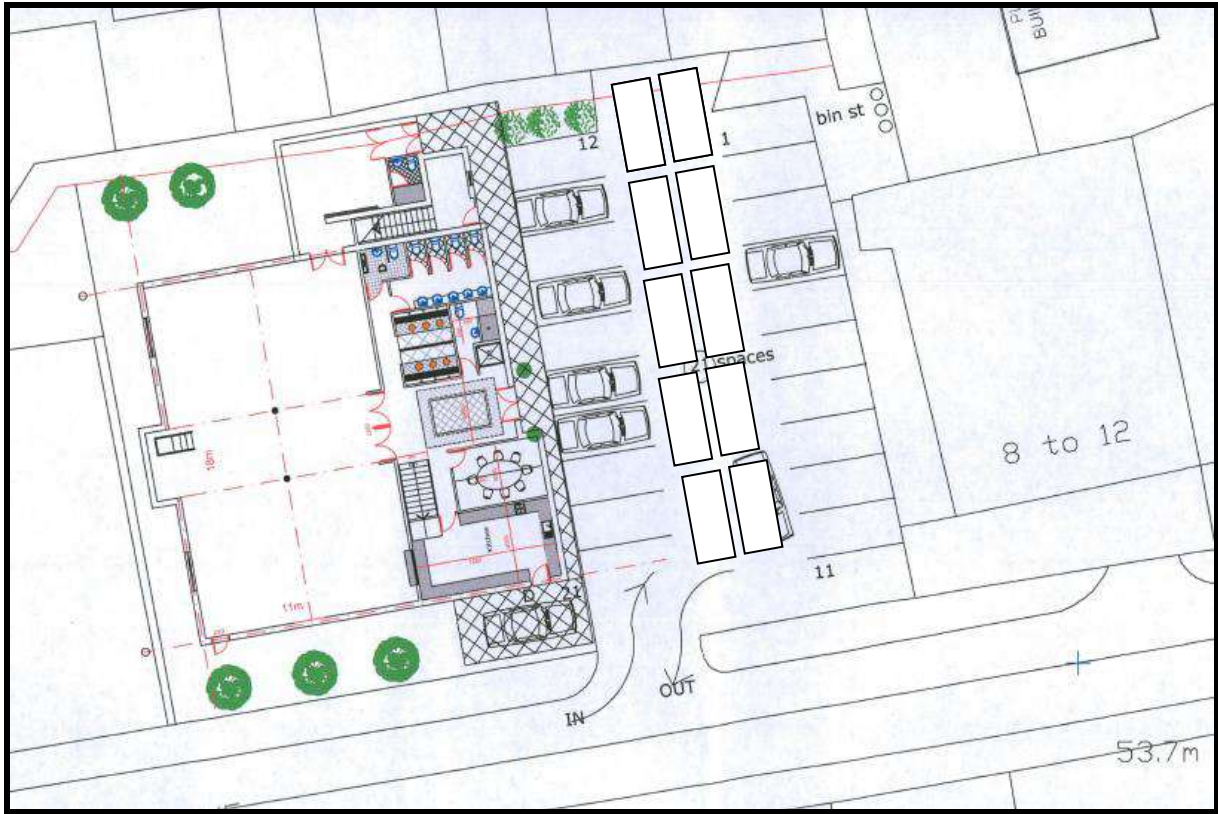
There are a number of measures that will be taken in the short term in order to promote sustainability.

These include:

- Provide all community with a travel pack.
- Making local bus timetables accessible to all via the newsletter.
- Encourage participation in the initiative through campaigns issued by the TP Coordinator Support and encourage participation in national initiatives such as Bike Week with information issued by the TP Coordinator
- Promote health aspect of not using a car, i.e. benefits of brisk walks or cycling with information issued by the TP Coordinator

Event planning

The proposed internal layout is planned to accommodate some 20 parking spaces as marked.



The proposed internal layout is planned to accommodate some 21 parking spaces as marked.

The number can be increased by double parking as shown with space marked as 11 left to allow reverse etc. An extra 9 cars can be accommodated.

This would reduce the observed on street parking to 10 vehicles. A further control that can be incorporated on a management plan is to ensure the mosque users only park on one side of the street on Park Grove upto and including Ark Street.

The plan overleaf shows some 21 spaces that can be occupied with no operational issue arising and this is doubled the observed demand.



Mode split and car park monitoring

It is essential that travel plans are monitored so that its effectiveness can be determined. The monitoring is useful for the TPC to understand how travel behaviour is changing year on year.

In the operational phase the Friday parking and events parking will be reviewed monitoring of the travel plan will be undertaken through an annual survey to gauge the travel characteristics of the users by mode and trip type. Ideally these should be undertaken in the same month each year for comparisons to be made.

The TPC will prepare an annual report detailing progress of the plan which will be issued to the local authority. This will detail progress between the reports, any issues arising, changes in local network and service that could help or detract from the plan. A summary of the results and the survey outcomes.

An indicative monitoring and review process is summarised below along with an outline programme for the monitoring process and investment/initiative programme.

Programme

Assumed start 2020 pre occupation:

- Appoint Travel Coordinator after start on site but at least 3 months before completion.
- Prepare the travel packs before completion
- Provision of secure, cycle parking

From Day One

All attendees to be issued with promotional material / non-car access maps.

Display notice board / bus timetable information etc at occupation

Following Occupation

Within 3 months of opening a survey of staff travel patterns will be undertaken and then annually thereafter.

Within 6 months of first occupation unless otherwise agreed issue the updated travel plan and survey results to Manchester.

There after provide an annual report 12 months after submission of the updated travel plan including the survey of the EID travel patterns.

Actions to be undertaken in each year set out with funding as required, details of the way the plan will be communicated to visitors, staff and stakeholders to be provided beyond the staff pack set out above.

Annual initiatives programme.

Annual travel actions	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Cycle to education week leaflet and preparation, issue			★								
Walk to education and work week leaflet and preparation, issue					★						
Work smart week inc. work from home day					★						
Cycle to work week leaflet and preparation, Issue						★					
Travel wise and car free week									★		
Walk to education month leaflet and preparation, issue										★	
Liftshare week										★	
Commute smart week											★

Budget

The final approved plan has an agreed budget allocated to the TPC to allow action for:

- Promoting, encouraging and providing incentives for increasing sustainable travel, see above annual initiatives.
- Covers the administration tasks and publicity material.
- The TPC will be responsible for expenditure and budget control.

All funding related to the travel plan will be paid for by the Mosque.

Budget management and spend is agreed in liaison between the Travel Plan Coordinator and the Mosque.

APPENDIX 14

BICYCLE STORAGE

SCALE 0 2 4 6 8 10 12 14 16 18 20
1:200



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Job Ref.	Drawing No.	Revision
1144	7000	A

Rev	Description	By	Date
A	Issue for Planning	ML	29/06/20

Initial Issue: 29/06/20

CLIENT
Al-Raza Foundation
8-16 Park Grove
Levenshulme
Manchester
M19 3AQ

PROJECT TITLE
New Al-Raza Foundation
Community Centre

DRAWING TITLE
Proposed Landscape Scheme

Drawn by: ML	Checked by: ML
Date: 29/06/20	Scale: 1:200 @A3

This drawing is to be read in conjunction with all relevant drawings.

The main contractor/builder is to interpret the requirements in relationship to the site conditions encountered and as agreed with the Building Control officer.

All dimensions and sizes to be verified on site, any discrepancies to be reported to the client/project manager. These annotations were prepared for planning and/or building control submission only.

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APPENDIX 15

CENTRE MANAGEMENT STRATEGY



Al Raza Foundation

Centre Management Strategy.

Introduction

The AL-Raza Foundation is a religious organisation, registered with the Charity Commission of England and Wales. Our aims and objectives are to provide an educational and prayer facility for the Muslim Shi'ite religion in the local community in a peaceful and orderly manner. The foundation is currently based at 8-16 Park Grove in Levenshulme and we plan to demolish and rebuild this centre in order to provide improved facilities to our members.

We are non-profit organisation and are structured in accordance with the guidelines outlined by The Charity Commission of England and Wales. The Foundation operates in line with its constitution, which is approved by The Charity Commission of England and Wales.

Our Executive Committee (EC) is the management body for the Foundation, and its members' are also the designated Trustees for the Foundation. We also have an Executive Presidents Board, which is an advisory body. The Foundation is commercially supported by its members' monthly subscriptions and donations. We also submit full annual accounts detail to the Charity Commission of England and Wales.

Location

The Al-Raza foundation is located in Levenshulme which is an area with much cultural diversity. The Levenshulme area around Park Grove is a mixture of residential properties and commercial use along the main section of Stockport Road. Park Grove is located off Stockport Road which as a main route into Manchester City Centre is well served by public transport. The site has ample car parking (see travel plan / transport statement) however we anticipate that many users will walk to the centre.

Activities

The proposed activities are religious based and involve speeches and seminars delivered by qualified Muslim scholars to the members. These meetings predominantly take place at weekends, between 7pm and 10pm. On rare occasions some meetings are arranged during the daytime and would generally occur between 10am to 3pm.

The frequency of the meetings revolve around the Islamic calendar. There would usually be around 2 to 4 meetings a month, however this may increase to 10 to 12 during the peak religious season which occur twice a year during Eid celebrations.

Mosque Activities

Prayers

This centre only caters for evening prayers once a week on Thursdays at 8.00 pm.

- The number of expected users is 48
- The number of expected vehicles is 19

Education Classes

Evening Classes 5p.m – 7 p.m	Number of users	Number of Cars
Monday	10	5
Tuesday	-	-
Wednesday	10	5
Thursday	-	-
Friday	-	-
Saturday	-	-
Sunday	-	-

The car parking spaces will only be used for those visiting the centre for prayer or classes as outlined above and there will be no increase in numbers of users from the existing situation. With regard to other activities such as library, IT, administration, dining and nursing area the users of these are those that are attending for prayer or educational classes.

Attendance & Parking

The centre currently has 66 members which are virtually all family based. Some of these members would be using public transport to visit the site whilst others would use private vehicles of which we advocate car sharing and finally there will also be local people commuting on foot. We believe our proposal demonstrates we are proactive and very mindful of the welfare and wellbeing of our neighbours.

Our current site can accommodate for 14 vehicles, however our latest layout would be able to accommodate 24 spaces. Car sharing is encouraged and the users are aware there is car space limitation at the centre, and generally choose to either car share or use public transport.

With regard to the parking management this will be overseen by traffic wardens during peak times, mainly during Eid gatherings twice a year. These gatherings will be staggered over the course of the morning at 8.30 am-9.00 am, 9.30 am – 10.00 am and 10.30 – 11 am.

The parking wardens will arrive at the centre at 8 am, half an hour before the first gathering begins and will guide drivers to park as they arrive. At the end of each session they have half an hour to direct drivers in a last to park first to leave sequence in a one way direction in order to ensure the smooth flow of traffic.

With regard to the provision of a survey as we did for Beresford Road, this is a slightly different situation as being a minority Muslim group the users do not all live in close proximity to the centre. Many will predominantly use public transport or car users as per our table. We do not believe a survey will serve the correct in this case.

It is expected that on the Eid gatherings each session will attract approximately 30% of the members. Of this 30% we expect under half (approx. 40%) to drive to the centre, the rest of the users will arrive by public transport, cycling, walking and car sharing (for example families). Therefore we do not envisage any overspill parking onto Park Road and therefore there is unlikely to be any impact on resident parking in the area.

With regard to the layout of the carpark, please find attached a revised plan showing dimensions in accordance with MCC minimum standard required and we can confirm that there are no coaches or minibuses' parking at the site.

Cycling Parking

Please find attached revised drawing showing location of cycle parking for visitor / staff use.

Neighbour cooperation.

Al-Raza foundation has a great respect for neighbour welfare and has had a good relationship with the surrounding mosques, namely AL Madina Mosque (off Stockport Road) and Bohra Mosque, situated on Woodfold Avenue off (Stockport Road). As the latter is located in the direct vicinity of Al Raza foundation, for 15 years we have worked directly with their management/committees to ensure that traffic congestion is eased during busy periods such as Eid. Furthermore, we regularly meet to discuss community issues, car parking and common areas of interest.

Broadly, have agreement from them on the following:

1. We have a mutual shared car parking scheme as we ensure our events are staggered to avoid congestion. Although we are quite self-sufficient with our current parking facilities we are also able to utilise the neighbouring mosques if required.
2. Programmes for both centres are not to be held on the same day where possible.
3. Bohra Mosque to commence all programmes at least 1 hour earlier (on days where programmes are held simultaneously).

This cooperation covers the following events

- 1) During Thursday gatherings.
- 2) During Eid festivals.
- 3) During visits by lecturers and scholars

Trip Generation

It is important to underline the facts that were not clear in our initial design and statement and have been clarified in a revised design and access statement supplied to you. Namely that at this centre no Friday prayers are held and users instead go to the nearest main mosque for this Muslim minority group.

The centre has a maximum membership which refers to all the members associated with the organisation and this number of users will only ever potentially be present at the twice yearly eid events outlined above. This not refer to weekly numbers of users. We would also like to confirm that there is no potential for the venue to be used for functions such as weddings.

The use of public transport and walking to the mosque will be encouraged in the following ways;

- 1- Regular notification that the mosque encourages environmental awareness as it is part of the Islamic tradition to believe that every step one takes on foot is greatly rewarded.
- 2- Bulletins on notice board to include transport timetables, information on cycling and availability of bike spaces and the benefits of walking.
- 3- For those that do drive to the mosque car sharing will be encouraged through the sermons and notice board.
- 4- It is planned that leaflets will be printed to explain about the local bus routes and public transport.

Servicing

We would like to confirm that the centre is already in contract with Aeolia Services who regularly collect the bins from the current location and move them to Park Grove where the refuse vehicle are able to pick this up.

Design for Security

You have written that Greater Manchester Police expect a full Crime Impact Statement due to the size and nature of the proposal. We are already progressing with this statement and have contacted GMP however due to their workload this will not be ready by the time that you need to determine this application. We would be most grateful if you allow for this to be a condition of any permission.

We can also confirm that the proposal has been designed and will be constructed to Secured by Design standards including laminated glazing, security certified windows and doors.

I hope the enclosed is sufficient for the application to move forward and please do not hesitate to contact me should you require any further information.

Additional Information

We have a good working relationship with the management committee of the Bohra mosque located on the adjacent street. Their programmes generally finish before 7 pm and this allows their community to use our car park and vice versa, thereby alleviating traffic build up in the area and on street parking. To further reduce any additional traffic, we have agreement with a local carwash, located adjacent to the Al Raza premises (fig. 1) for use of their site after 6:30 pm after which the business is closed. This will allow for an additional 15-20 cars to park at the car wash site. Therefore, this allows our congregation to park in 3 separate locations (onsite at Park Grove premises, the car wash and Bohra community car park). All can be seen the fig 1 below.

In order to better manage the traffic situation further, we are proposing to have a number of volunteer wardens/marshals (up to 4) to manage the onsite/offsite parking as part of the car park management plan. The main function of these will be to co-ordinate the parking. Further, we are proposing to issue parking packs to our congregations which will contain relevant information on where to park (including maps), permits for parking, etc. This will ensure that only Al Raza members will be parking at the specified locations and it will allow our wardens/marshals to manage who is parking where and at which location.

As an ongoing project, it is proposed by Al Raza foundation to maintain and update the travel plan during the year and continually monitor it to ensure traffic levels remain low by surveying journeys to site, making sure there is no spill over onto the streets, etc. It is also proposed to enlist a travel plan co-ordinator to manage this. Further, the new plan will increase the number of cars allowed onsite from 14 to 24. It is also proposed that the lighting in the onsite car park being increased to maximum coverage.

As the centre is mainly open on Thursday evenings only for 9-10 months of the year, traffic levels should remain low. At any busy periods, volunteer wardens/marshals will ensure that systematic order is maintained and cars are kept off the streets as much as possible.

The centre has been approached by various commercial organisations in the immediate area, requesting for use of our car park at the Park Grove premises. This is duly being considered, and if

granted, it will reduce the on street parking situation for residents during working hours 9 am -6 pm, Mon-Fri. This will be of significant benefit to the local residents.

Should full planning permission be given, prior to first use of the building a full schedule of operating hours, including during festivals and celebrations, shall be submitted to in writing for approval by the City Council. Thereafter the use of the building and other activity at the site, shall be confined to those approved operating hours.

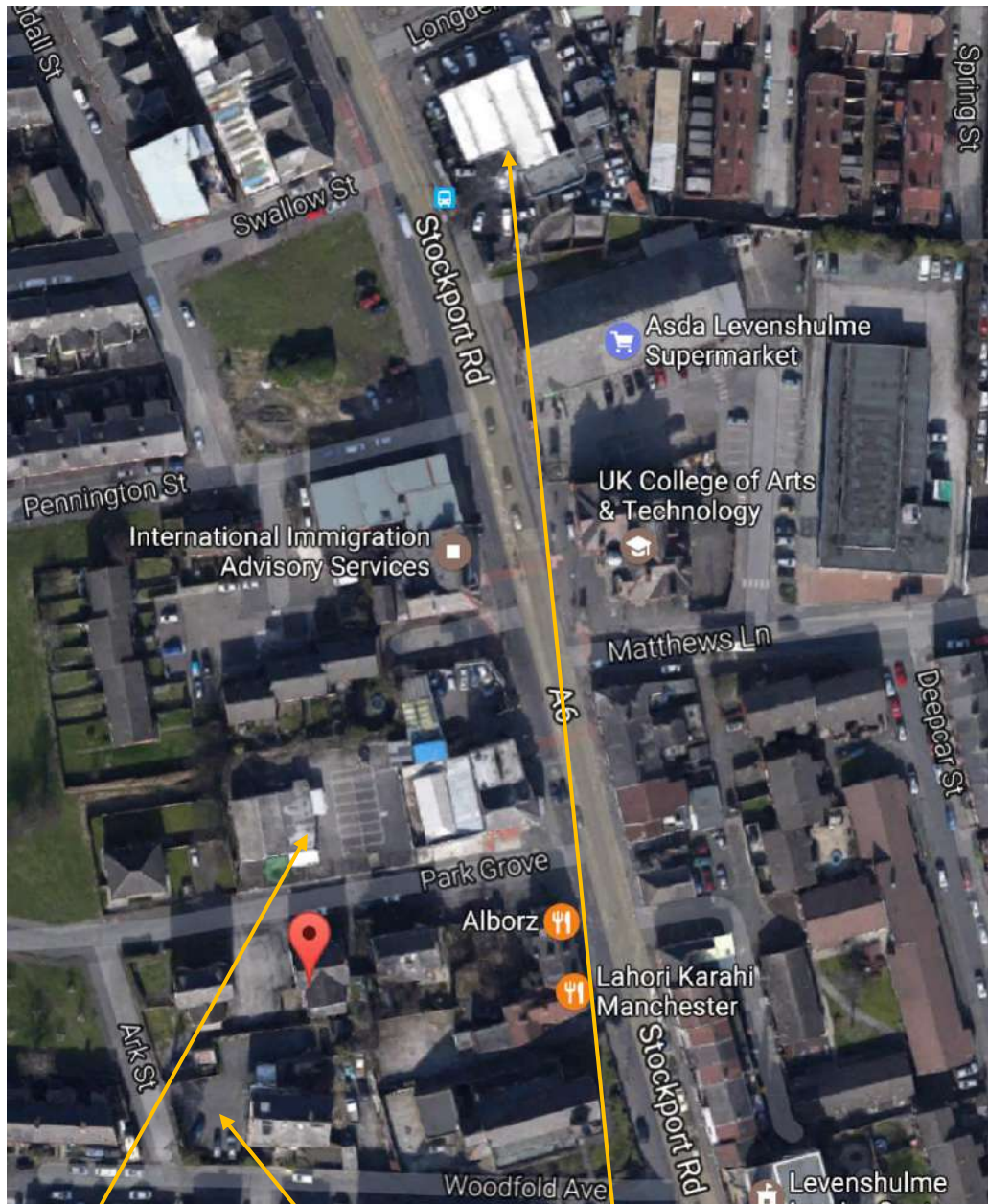


Fig. 1

Current AI Raza site

Additional parking at car wash

Additional parking at Bohra mosque car park

Kind Regards
Mosque Chairman

APPENDIX 16

ADDITIONAL SUPPORTING INFORMATION



INSPIRE | DESIGN | CREATE

Additional Supporting Information

Applicant:

Al-Raza Foundation
8-16 Park Grove
Levenshulme
Manchester
M19 3AQ

Site Address:

8-16 Park Grove
Levenshulme
Manchester
M19 3AQ

Proposal:

Planning application for the erection of a new community centre with a place to worship, with ancillary education facilities and demolition of existing building. No change to existing established use.

Agent:

ML Design
4 Fairview Avenue
Levenshulme
Manchester
M19 2AN

Prepared by:

Mr. Muneeb Z Lokasher
T: +44 (0) 161 8182 786
M: +44 (0) 772 2524 205

Date:

29/06/2020

Revisions:

Revision	Date	By	Notes
A	29/06/20	ML	Issue for Planning Application



Contents

Letter from Bohra Mosque – In relation to Parking Permissions

Letter from Rikshaw Ltd. – In relation to Parking Permissions

Email Thread – Previous correspondence between Agent, Applicant & Planning Officer.



Anjuman-e-Hamidi (Manchester)

A trust administering and managing the affairs of the Dawoodi Bohra Jamaat of Manchester

12 June 2020

To whom it may concern:

I can confirm that the Al Raza Foundation congregation can have use of our parking facilities on Ark Street, from 20:00 to 22:00 on any day when the car park is not in use by our members.

The site currently allows for 8 vehicles to be parked and is located within a minute's walking distance from the Al Raza Foundation on Park Grove. It is our understating that this is for parking overspill and will be marshalled by Al Raza Foundation volunteers and is therefore secure.

Should you have any questions, please feel free to contact myself on the number below.

Yours faithfully,

Dr. Zulfiqar A Husain
Hon. Secretary

Mobile: 07957523641



Tuesday, 9 May 2017

To whom it may concern

Dear Sir/Madam,

On behalf of Rikshaw Ltd, I can confirm that the Al Raza Foundation congregation have use of our parking facilities on Stockport Road, from 18:30 to 22:00 all week. The site currently allows for 16 vehicles to be parked onsite and is located within a few minutes walking distance from the Al Raza site on Park Grove.

It is our understating that parking will be marshalled by Al Raza Foundation volunteers and therefore secure.

Should you have any questions, please feel free to contact Rikshaw Ltd on the numbers provided.

Yours faithfully,

Imran Ilyas
Director.

Fwd: Fw: Fw: Fw: 110589/OO/2015/N2 - Outline application for the erection of building to form place of worship with ancillary education facilities (Class D1) to include access, appearance, layout and scale following demolition of existing building - 8 ...

Raza Naqvi <naqvir@gmail.com>

Mon 7/6/2020 12:36 PM

To: Muneeb Lokasher <INFO@mldesign.uk>

----- Forwarded message -----

From: **Raza Naqvi** <naqvir@gmail.com>

Date: Thu, 7 Sep 2017 at 13:32

Subject: Re: Fw: Fw: Fw: 110589/OO/2015/N2 - Outline application for the erection of building to form place of worship with ancillary education facilities (Class D1) to include access, appearance, layout and scale following demolition of existing building - 8 - 16 ...

To: <i.jarvis@manchester.gov.uk>

Cc: Najib Gedal <najibgedalarchitects@hotmail.com>

Dear Ian,

I also forgot to add the details of the petition signed by our community in support of the new centre. Details can be located at the following link and has been signed by 371 supporters:

<https://www.change.org/p/greater-manchester-community-support-al-raza-foundation-planning-application-to-rebuild-current-premises-in-manchester>

Many thanks.

Kind regards,

Raza

On 6 September 2017 at 11:04, Raza Naqvi <naqvir@gmail.com> wrote:

Dear Ian,

As you are aware, Al Raza foundation has applied for a planning application which originally dates back to November 2015. There has been numerous correspondence as part of the process and as requested by the council we have provided the below documents, with the 'Centre Management Strategy' containing the overall information, collated into one single document in order to satisfy any concerns the council may have with the proposed application.

- Noise assessment survey
- Bat report/survey
- Crime Impact Assessment – undertaken by GMP
- Travel Plan - required to reduce car use and subsequently updated to include Eid travel data
- Car park management plan
- Event (Eid) Management Plan

- Centre Management Strategy
- Letters from surrounding organisations confirming use of their premises for any traffic over spill

I realise the council has significant similar applications to process, but I would be grateful if we can get an update on the current situation and where we are with the application. We are fast approaching the busiest period of the year and it would be good to provide our members and congregation with an update on progress, next steps, etc.

Kind regards,

For Al Raza foundation

Raza Naqvi
General Secretary

From: Ian Jarvis <i.jarvis@manchester.gov.uk>

Sent: 10 May 2017 15:44

To: Najib Gedal

Subject: Re: Fw: Fw: 110589/00/2015/N2 - Outline application for the erection of building to form place of worship with ancillary education facilities (Class D1) to include access, appearance, layout and scale following demolition of existing building - 8 - 16 ...

Najib,

Thanks for your email.

The attached document is one which I have previously forwarded to Highways and their latest comments were made after viewing this document.

The remaining points that you need to address are therefore as previously indicated:

The revised proposals do improve the proposed car park management operation at the mosque, however I do have a few queries.

Could the applicant please confirm a written agreement will be provided with both of the off-site car parks (Car wash and Bohra Mosque).

Could the applicant also please confirm the capacity of the car park?

It is noted that the car wash will only be available after 6:30pm, this doesn't appear to assist with potential parking issues during eid.

Regards

Ian Jarvis
Planner,
Development Management North
Growth and Neighbourhoods Directorate

Manchester City Council
Floor 6 Town Hall Extension
Albert Square
PO Box 532
Manchester
M60 2LA
Tel : 0161 234 4079
Internal: 801 34079
email : i.jarvis@manchester.gov.uk
<http://www.manchester.gov.uk>

On 18 April 2017 at 19:58, Najib Gedal <najibgedalarchitects@hotmail.com> wrote:

Hi Ian,

Please find attached the document which i think i forwarded to you in February this year.

Please contact me if you require any further clarification.

Regards,

Najib

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