



Traffic Management Plan – Al Falah Islamic Centre, Heywood Street, Manchester

October 2025

Citystruct LTD

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Client Name: Mr S Mohammad

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Quality Assurance – Approval Status

This document has been prepared and checked in accordance with Citystruct's internal governing processes

Issue	Date	Prepared by	Checked by	Approved by
P01	29/07/25	J Smith	M Balan	M Balan
P02	29/10/25	J Smith	M Balan	M Balan

Comments

Comments



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Appendix A - Decision Notice (134400/FO/2022)

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1. Introduction

Overview

Citystruct has been appointed by Mr S Mohammad (the 'applicant') to prepare a Traffic Management Plan (TMP) in respect of the approved extension to an existing mosque to create ancillary accommodation for educational purposes (Class F.1 (f)) ('the approved development') at Al Falah Islamic Centre, 96-98 Heywood Street, Manchester, M8 0DT (the 'site').

The development was approved by Manchester City Council (MCC) in November 2022 under reference 134400/FO/2022. A copy of the Decision Notice is included at **Appendix A**. A copy of the approved site layout plan is included at **Appendix B**. The site is situated within the administrative boundaries of MCC as Local Planning Authority (LPA) and Local Highway Authority (LHA).

Report Purpose and Context

This TMP has been prepared primarily to discharge Condition 10 of approved application 134400/FO/2022, which states:

"Within one month form the date of this permission, details of a traffic management plan with the purpose of reducing on-street car parking within the vicinity of the site, implementation and monitoring of effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The management plan shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remains effective. The management plan shall then be implemented within one month of approval. The results of the monitoring and review processes shall be submitted in writing to the local planning authority within a timescale to be agreed and any measures that are identified that can improve the effectiveness of the management of car parking, associated with the use in the vicinity of the site, shall be adopted and implemented."

Reason - In accordance with the provisions contained within Planning Policy Guidance and to enable the use and activity to be monitored and to assess the impact on the general amenity of the area with particular regard to traffic generation, pursuant to policies DM1, SP1 and T2 of the Manchester Core Strategy."

This TMP outlines the specific measures, implementation, review and monitoring procedures to be implemented with the overall aim of reducing on-street car parking within the vicinity of the site, in line with Condition 10.

In addition, this TMP also provides information relating to the construction phase of the project and associated traffic management measures and procedures that would be put in place during this time, pursuant to Condition 8 of approved application 134400/FO/2022, which states:

"A Construction Management Plan should be provided by the applicant prior to any construction works beginning. Confirmation is sought on proposals for construction and internal fit-out of the building in terms of vehicular activity (type and frequency) and means of access where there is impact on the highway, (including appropriate swept path assessment) of satisfactory routing both within the site and on the adjacent highway, site hours, details of contractor parking and wheel wash facilities."

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012)."

This TMP includes matters relating to projected construction traffic volumes and vehicle classifications, access arrangements, contractor staff numbers and travel / parking arrangements, procedures for plant and material storage, wheel washing, and arrangements regarding hoarding, scaffolding and skips.

A plan showing the planned construction phase layout is also included with this TMP. It should be noted that this information is indicative at this stage, given that a Principal Contractor is yet to be appointed.

Whilst the approved development relates to the new madrassa – which itself would generate negligible increases in parking activity – for the purposes of robustness this TMP has been prepared in relation to the entire site (i.e. including the existing public worship areas). It is also recognised that the approved development includes a reduction in the level of on-site car parking from 8 spaces (existing) to 4 spaces (approved).

This TMP references the data and assessments that are set out within the AMNI Transport Statement (July 2022), as submitted as part of approved application 134400/FO/2022, as well as the Lumitekton Design & Access Statement (December 2021) which was also submitted with the approved application.

This TMP has been prepared alongside a Travel Plan, prepared in respect to Condition 11 of approved application 134400/FO/2022. The measures set out in the Travel Plan will also assist in reducing the level of car use and therefore the level of on-street car parking. The necessary monitoring procedures to be undertaken as part of the Travel Plan will also capture on-street parking activity as required by this TMP.

Report Structure

Following this introduction, the remainder of this TMP is formed of the following Chapters:

- i) Chapter 2: Site Context and Operational Profile;
- ii) Chapter 3: Measures and Targets;
- iii) Chapter 4: Implementation, Monitoring and Review;
- iv) Chapter 5: Construction Phase; and,
- v) Chapter 6: Approval.

2. Site Context and Operational Profile

Site Context

The site is located within the Cheetham Hill area of Manchester, approximately 2km north of the city centre. The site is bound by Heywood Street to the west, Kelvin Grove to the north and Wordsworth Avenue to the south. To the east of the site are residential dwellings in a traditional grid terrace format. The site sits in a predominantly residential area.

The location of the site is shown at **Figure 1**.

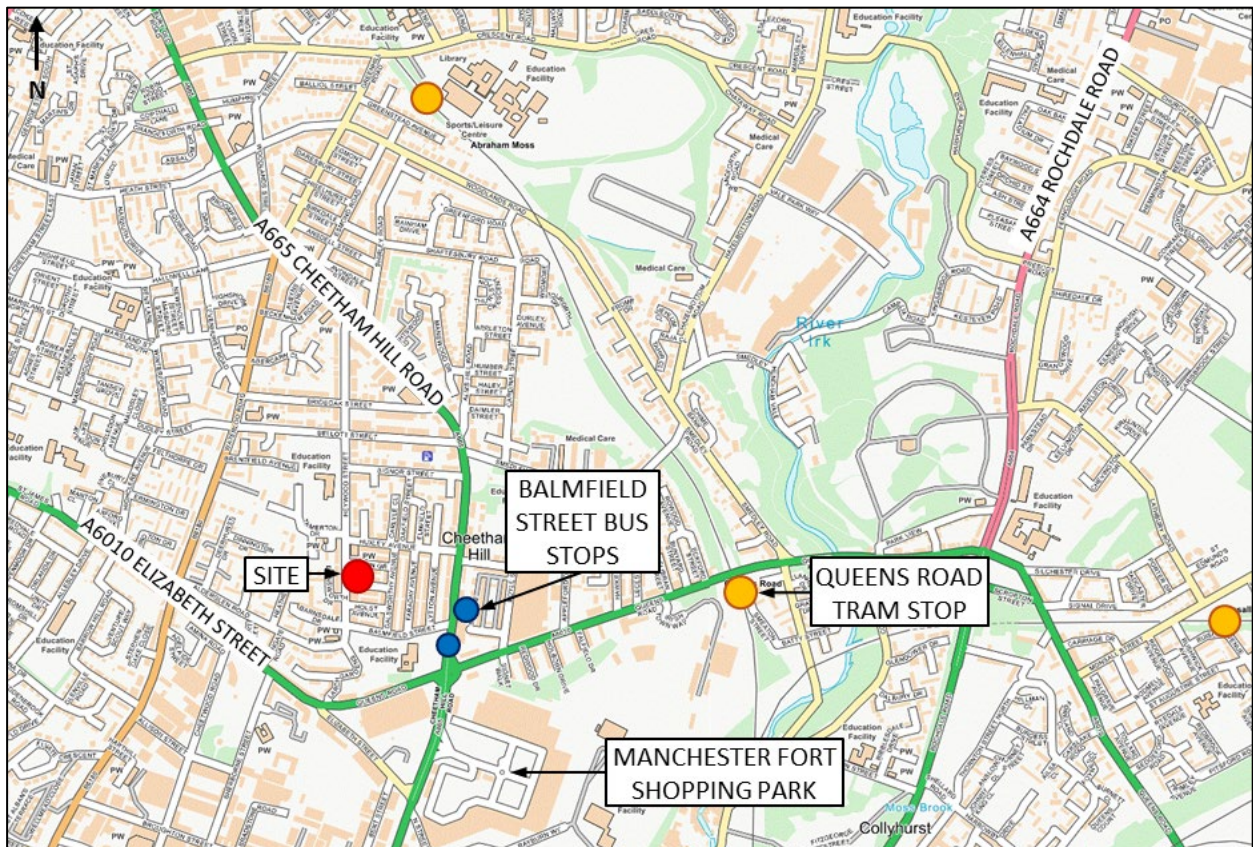


Figure 1 Site Location Plan

The site location and extent in a more localised context is shown at **Figure 2**.

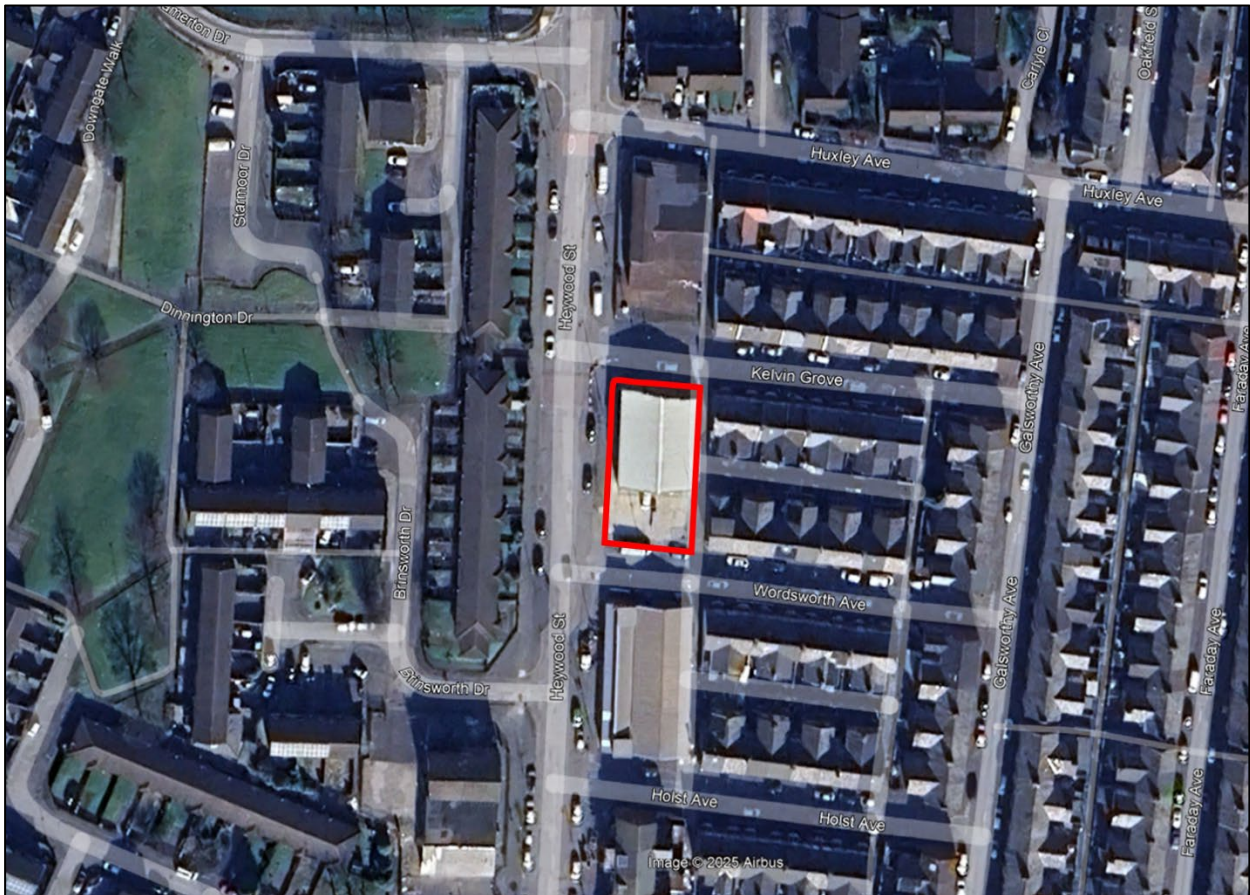


Figure 2 **Site Location Plan (Local Context)**

The site covers a rectangular shaped plot, approximately 700 square metres in area. The site currently accommodates a two-storey building with a total Gross Floor Area (GFA) of 664 square metres and an associated area of hardstanding with parking capacity for in order of 8 cars. Principal access to the site is provided from Wordsworth Avenue and Heywood Street.

The approved development includes a first-floor extension, supported by brick columns, to provide an additional 220 square metres of floor space at the site for ancillary educational purposes (a madrassa), thereby increasing the total GFA of the building to 884 square metres. The additional floor area includes the provision of two classrooms, each with capacity for some 10 to 12 students – thereby equating to a total of up to 24 students being at the facility at any one time.

The existing use of the main part of the building for public worship would remain broadly unchanged. No changes would be made that would affect the number of prayers and the number of people attending for daily prayers.

Alterations would be made to the area of hardstanding at the front of the site, including a reduction in car parking from 8 spaces (existing) to 4 spaces (approved). The approved 4 spaces would include 2 spaces with Electric Vehicle (EV) charging and 1 accessible parking space. A total of 12 secure, covered cycle parking spaces would also be provided on-site (none are currently provided).

The reduction in on-site car parking is considered to be suitably reflective of the accessibility credentials and operational profile of the site. The low level of on-site parking will also in itself encourage users to utilise non-car modes and will serve to prevent some vehicular trips and associated parking activity taking place.

Access to the site would be retained from Wordsworth Avenue in a broadly commensurate manner to existing, although the access would be gated and the car park fenced. A porch to the side entrance is also included as part of the approved development.

Operational Profile

Al Falah Islamic Centre is a registered charity, which is run by local volunteers and funding by donations from the local community. The mosque has operated from the site since circa 2015. The centre for the most part provides a prayer hall for the local Muslim community, for their 5 obligatory daily prayers. During evenings and weekends, the centre also provides a facility for teaching Islamic studies including Quran classes for mainly children. These facilities will be enhanced through the provision of the approved development.

The majority of activity at the site is dictated by prayer times. As the prayer times are based around the solar cycle, this means the times vary greatly between the winter months and the summer months. Noted below are the five daily prayers, and the time of day that this prayer must be performed in accordance with the solar cycle:

- i) Fajr (early morning) – This must be performed before sunrise.
- ii) Zuhr (mid-day) – This is to be performed after noon.
- iii) Asr (mid-afternoon) - This is to be performed around mid-afternoon.
- iv) Magrib (sunset) – This is to be performed just after the sun has set.
- v) Isha (late evening) – This is performed around 1 hour after sunset.

The major congregational prayer is held on Friday mid-day (the Zuhr prayer). It is worth noting that the number of people attending early morning and late evening congregational prayers varies during the winter and summer months.

During the summer months the very early start will inhibit people from attend the Morning Prayer, and the very late evening prayer will also do the same. During the winter months, although the times for the early morning and the late evening prayers are more suitable, the cold weather reduces the size of the congregational prayer.

The majority of those attending the site live locally (a maximum 10-minute walk or so) and travel to the site from these local areas. As detailed through Census (2011) data set out within the Travel Plan, the super output areas around the site exhibit around 46% to 56% of households without access to a car. This is compared to 45% in Manchester as a whole. In terms of method of travel to work, the Census data shows that the areas around the site exhibit between 51% and 66% of commuting individuals travelling to work by sustainable transport methods. The Census analysis also identifies that between 31% and 59% of the population in these super output areas are Muslim, compared to 16% across Manchester as a whole. The Census analysis therefore shows that the areas around the site have a high Muslim population with low levels of access to a car and subsequently high levels of use of non-car modes.

Projected Baseline Parking Demand

The data below (**Table 1**) has been extracted from the Lumitekton Design & Access Statement (December 2021) and shows the projected number of arrivals for each of the 5 congregational prayers during the winter months and the summer months, post-implementation of the approved development. This data has been obtained by way of a survey at the site and from speaking to the congregation about how they would visit the mosque following completion of the approved development. It should be noted that this data reflects a typical weekday and does not reflect the Friday profile (discussed further below).

Prayer	Vehicular Arrivals	
	Winter	Summer
Fajr	2	1
Zuhr	4	2
Asr	3	4
Magrib	5	6
Isha	5	4
Total Daily Vehicular Arrivals	19	17

Table 1 Projected Daily Vehicular Arrival Profile (Typical Weekday)

It is projected that the maximum number of parked vehicles associated with the site on a typical weekday would amount to 5 or 6 vehicles. The majority of these vehicles would be able to park within the on-site car parking (4 spaces) with in the order of just 1 or 2 vehicles parking off-site. This level of off-site car parking would not have a discernible impact upon on-street parking areas.

The main prayer, which is the Friday Mid-day Prayer, will have full congregational capacity; this prayer is held between 1pm and 2pm every Friday. Given that 95% of the congregation walk to the mosque, it is anticipated that there will be about 30 car trips to this prayer on Fridays. The majority of these vehicles (26 or so) would need to park on-street at these times. Measures to minimise and manage this activity are set out later in this TMP.

Local Highway Network

The local road network, including the abovementioned roads to the west, north and south of the site, is characterised by residential, low speed (20mph speed limit zone) streets that benefit from a comprehensive network of lit footways and associated crossing infrastructure.

There are no general restrictions pertaining to parking or loading activity on the local road network with parking generally taking place on both sides of the road on the majority of roads locally. Heywood Street (west of the site) is provided with formal, inset parking bays on both sides of the road, retaining a residual carriageway width of 8.0 metres or so, thereby easily allowing clear, unrestricted two-way vehicle movement even in the event that vehicles are parked on both sides of the road.

A number of speed reduction measures are in place on Heywood Street, including kerb buildouts in a chicane arrangement with formal priority working some 20 metres south of the site. A speed hump is located further north on Heywood Street adjacent to the western site frontage. A further speed hump is located on Kelvin Grove immediately north of the site.

Accessibility Credentials

The site is very well located to facilitate journeys by sustainable travel modes. The site is well located in the context of surrounding land uses and amenities which can be accessed within a reasonable walking and cycling distance. As set out above, the majority of those attending the site live locally (a maximum 10-minute walk or so) and travel to the site from these local areas.

The site is also highly accessible by public transport, being located close to a bus stop serving a range of bus routes, along with being a short walk from Metrolink tram services into central Manchester. Accordingly, it is evident that the site is highly accessible by sustainable transport modes and is therefore compliant with national and local policy on such matters. Full details relating to the site's accessibility credentials are provided in the Travel Plan.

3. Measures and Targets

Measures

A summary of the TMP measures to be implemented is provided below. Whilst the requirement of Condition 10 – and the overarching objective of this TMP – is to simply reduce the level of on-street parking associated with the site, for the purposes of robustness the following measures also seek to ensure the safe and efficient operation of the site and local highway network.

Traffic Marshals

At peak times (Fridays around midday) traffic marshals will be positioned at the car park and on the roads near to the site in order to ensure that vehicles associated with the site are parking within appropriate areas and in a safe and efficient manner.

They would observe and manage accordingly any incidences of behaviour that is at odds with the aims of this TMP and / or other activity that may impact the safe and efficient operation of the site or local highway network, such as footway parking, parking close to junctions and parking in a manner that may obstruct nearby accesses. Drivers will be encouraged to park efficiently (i.e. avoiding excessive levels of separation between vehicles) so as to maximise available capacity.

The above measures will help ensure that non-vehicular and vehicular traffic is able to flow efficiently and that the safety of all users of the site and the nearby highway network is maintained.

Any individuals disobeying the traffic marshals or behaving in a manner that goes against the aims of this TMP will be issued with a verbal warning. Any repeat violations will be subject to further investigation by site management and individuals reprimanded accordingly by way of written correspondence.

The traffic marshals will be clearly identifiable (hi-visibility jacket with badge) and will be trained in the role.

Communication with Mosque Attendees

Site management will contact attendees to reiterate the constrained nature of the roads in the vicinity of the site and to encourage them to travel to the site by non-car modes, or to car share, wherever possible – particularly on Fridays.

They will also be requested to follow direction from any traffic marshals and to park in a considerate manner at all times – i.e. not parked on footways, close to junctions or blocking any accesses. Attendees will also be requested to depart the site swiftly following the end of prayer and to not leave any cars parked at or close to the site outside of these times.

Communications will be delivered via letter, email, or newsletter as appropriate, and will occur prior to occupation of the approved development. Follow-up announcements will be provided as needed.

Communication with Local Residents

Prior to the approved development's occupation, local residents / premises along Kelvin Grove, Wordsworth Avenue and Heywood Street (the section between Brinsworth Drive and Tamerton Drive) will be contacted by site management to inform them of this TMP and its associated aims.

Relevant contact details and reporting procedures would be provided, such that local residents are able to easily and conveniently report any parking related issues associated with the site. All reported issues will be investigated by site management and remedial action taken where necessary.

Infrastructure Measures

As set out previously, a range of hard infrastructure measures will be implemented on the site prior to occupation of the approved development.

This includes the delivery of secure, covered cycle parking (12 spaces), an appropriate site access and car park layout, separate pedestrian entrances to the site, and a low level of on-site car parking provision (4 spaces total, including 2 X EV bays and 1 X accessible bay) which will in itself serve to discourage use of private vehicles amongst those travelling to the site.

These arrangements are included on the approved site layout plan and will be delivered as part of the construction of the approved development.

Sustainable Travel Initiatives

A range of sustainable travel initiatives will be implemented as part of the Travel Plan (Condition 11) to seek to reduce the level of car movement associated with the site. This includes – but is not limited to - the following measures:

- i) Provide information regarding walking and cycling in the local area – including route maps, details of safe crossing points, traffic-free / quiet routes, and cycling safety tips;
- ii) Set up a walking group whereby those attending the site could walk to and from the site together; and,
- iii) Provide information regarding local public transport routes (timetables, maps, ticket fares etc.).

These initiatives will also assist in achieving the aims of this TMP.

Highway Condition Monitoring

Although the roads locally to the site form part of the public highway, site management will regularly monitor its condition, including the carriageway, footways, lighting, signage, road markings, and related features.

Any degradation or damage identified will be reported to MCC as LHA in a timely manner such that this can be rectified at the earliest opportunity.

Additional Measures For Consideration

A range of additional measures could be implemented if required. This includes, but is not limited to:

- i) Additional volunteer supervision at peak times;
- ii) Timing of non-prayer related activity at the site to avoid peak times (Fridays) – e.g. timing of visitors to the site and deliveries etc;
- iii) Personalised car sharing service (e.g. arranging for those who are reliant on car travel to be collected by another attendee that is already arriving by car);
- iv) Encouraging use of taxis / drop-offs for those who are reliant on car travel;

Further measures such as the above would be considered in the event that the measures set out are not successful in achieving the overall aims of this TMP. Site management will be free to implement further measures as suitable.

In the unlikely event that the above measures are not successful, there is also the potential to investigate possible on-street parking restrictions at key, constrained locations - such as at local junctions. This would be subject to further investigation and would be subject to discussion and agreement with MCC.

Targets

Table 2 presents the targets for the TMP which will support the overall objective of reducing the level of on-street parking associated with the site. These should be achieved 3 and 5 years from implementation of the TMP. The targets are broadly commensurate with those set out in the Travel Plan.

Initially, these targets will be assessed against the data presented at **Table 1** and associated paragraphs (regarding Fridays) of this report, however these targets may be subject to revision (either more realistic or more ambitious) depending on the results of the baseline parking surveys that would be completed within 3 months of occupation of the approved development.

Target	Target Date
Decrease the average and peak levels of typical weekday (non-Friday) on-street parking associated with the site by 10% / 20%	End of Year 3 / 5
Decrease the average and peak levels of Friday on-street parking associated with the site by 20% / 30%	End of Year 3 / 5

Table 2 TMP Targets

Again, the above targets may be subject to revision (either more realistic or more ambitious) depending on the results of the baseline parking surveys at the site and subject to discussion and agreement with MCC.

The targets stated will be reviewed regularly and should be achieved by the target date set. If they have been attained before the target date, they will be modified to provide further, more challenging targets, while if the surveys show that progress is not being made towards achieving the targets, the reasons why would be investigated, including a review of the current measures which would be added to or modified to ensure that the overall targets will be met.

4. Implementation, Monitoring and Review

Implementation

Prior to the occupation of the approved development, an individual will be appointed to oversee the management of the TMP and to ensure it achieves the stated aims.

It is anticipated that this role will be completed by the Travel Plan Coordinator (TPC) and would likely fall within the remit of the Site Manager, although specific tasks would become the responsibility of others, following instruction from the Site Manager.

The TPC will be responsible for much of the TMP management to include the implementation, review and promotion of the TMP. It is anticipated that this role would take 3-5 hours per month. Any infrastructure works are associated with the development's construction costs (unless already in place at the site).

The TPC will also be responsible for managing the agreed budget for the TMP although the necessary cost is likely to be minimal.

Monitoring

This TMP will be subject to regular monitoring and review in order to ensure that the stated objective of reducing on-street parking is achieved.

A log of any reported issues relating to this TMP will be established (the 'TMP Log'). It is envisaged that this will be set-up and managed by the Travel Plan Coordinator (TPC) and will form part of their regular duties in relation to the Travel Plan.

The TMP log will include records of any reported incidents, including any relevant communications held with local residents and / or other local representatives. Feedback on the TMP from site attendees will also be requested as part of the Travel Plan's annual travel surveys.

The TMP log will also detail remedial action taken (if necessary) in response to each reported issue, whether the action taken has achieved the intended outcome, and whether further monitoring and / or remedial steps are / may be necessary. Details of the feedback provided to the relevant external reporting party will also be detailed.

It will also include details of any relevant incidences observed by the traffic marshals, as well as any incidences reported by attendees to the site relating to their journeys to and from the mosque.

The TMP log will also include a record of any deterioration or damage identified to the public highway locally to the site in order to assist in the reporting of maintenance issues to MCC as LHA. It will also include any identified issues relating to the transport related infrastructure within the site - such as damage to cycle parking etc. - to enable swift reporting to the site's maintenance team for action.

As set out in the Travel Plan, site-specific baseline travel data is to be collected at the site within 3 months following first occupation of the approved development. This will represent Year 1 and form the revised baseline for inclusion in the Full Travel Plan. As part of the baseline travel surveys for the Travel Plan, baseline parking beat surveys relating to this TMP will also be undertaken, as follows:

- Neutral Weekday (Non-Friday) parking beat surveys of local road network (within 200 metres walk of site) prior to and after prayer times in order to establish the level of parking accumulation specifically associated with the site. This data would be verified by way of questionnaire / in-person surveys as attendees arrive at the site; and

- Peak Weekday (Friday) parking beat surveys of local road network (within 200 metres walk of site) prior to and after prayer times in order to establish the level of parking accumulation specifically associated with the site. This data would be verified by way of questionnaire / in-person surveys as attendees arrive at the site.

Annual TMP monitoring reports / updates will then be prepared alongside the Travel Plan. This may be incorporated into the same document as the Travel Plan monitoring report. As a minimum this will contain:

- Details of the progress made since the last report, including full details of the parking survey results.
- Summary of TMP Log, including any associated issues raised, remedial action taken and any outstanding actions.
- An identification of actions and priorities for the following year.

The monitoring reports will be submitted to MCC.

If the TMP is not meeting its targets, details will be provided of appropriate remedial actions that will be taken.

Review

The TMP, including the TMP Log, will be formally reviewed by site management (and MCC if requested) on an annual basis as part of the Travel Plan monitoring procedures, although interim reviews throughout the year would also be undertaken as necessary.

The success of the TMP will be measured in terms of a reduction in the number of vehicles recorded on-street associated with the site. This will be measured in terms of the total, overall number of vehicles parked on a typical weekday and on a Friday, as well in terms of the peak levels of accumulation recorded on each of these days.

Should it become apparent that additional or amended TMP measures are necessary, these will be discussed and agreed with MCC and incorporated into a revised TMP and / or Travel Plan as appropriate.

5. Construction Phase

This section provides information relating to the construction phase of the project. The following information is indicative at this stage, given that a Principal Contractor is yet to be appointed.

A plan showing the planned layout of the main southern part of the site during the construction phase is included at **Appendix C**.

It should be noted that a separate Construction Method Statement (September 2025) has also been provided by the applicant and is submitted under separate cover.

Working Hours and Timing of Deliveries

Deliveries and all noisy work would be undertaken within the following times:

- Monday - Friday: 8.00am – 6:00pm
- Saturday: 9.00am – 1:00pm

No work on Sundays or Bank Holidays.

Should any such works outside of these working hours be required, such requests will be directed to MCC at least seven days in advance, together with details of the works (including the expected noise levels) and why these cannot be carried out during the normal working hours.

It is anticipated that all deliveries will be made after 9.30am on working days.

Construction Site Access

Construction access to the site would be provided from Wordsworth Avenue via the approved operational phase access arrangement. This is identified on the plan at **Appendix C** and includes separate vehicular and pedestrian accesses from Wordsworth Avenue.

Site Hoarding, Scaffolding, Skips and Storage of Plant and Materials

The site will be secured by Heras fencing and will include standard safety and warning signage. The fencing will be provided behind the back of the footway (i.e. away from the public highway).

All skips and other material disposal and storage areas will be contained within the site at all times. Appropriate loading and storage areas within the site are identified by locations '2' and '3' at **Appendix C**.

The principle of "just in time" deliveries will be followed strictly throughout the construction process to ensure that plant, machinery and materials are not stored on site for long periods before they are actually required for the building works. When materials are kept on site then this will always be within the site boundary and only for as long as absolutely necessary.

All materials, especially those prone to emitting dirt or dust, will be covered by appropriate sheeting and securely fastened. Machinery, when in use, will be kept away from noise-sensitive areas such as residential dwellings. All machinery and plant equipment that has to be kept on site will be switched off and secured when not in use.

There is no plan at this stage to install major scaffold, however in the event that this is required and in the event that this would need to be sited on any part of the public highway, the necessary permit would be obtained from MCC at that stage.

Contractor Numbers and Travel Arrangements

It is envisaged that up to 5 construction staff would be on site at any one time. It is envisaged that the majority of construction staff would live locally and would travel by public transport or would car / van share, and this would be actively encouraged.

Two on-site car / van parking spaces would be provided on site, as identified at location '1' on the plan at **Appendix C**. This provision is projected to be suitable to accommodate all contractor parking arrangements at the vast majority of times.

Traffic Volumes and Vehicle Classifications

There are projected to be 2-3 vehicle arrivals (i.e. 4-6 two-way movements) at the site per day. These would generally comprise panel / box vans and other rigid vehicles.

Wheel Washing

Wheel washing facilities within a formal wash bay will be provided on site (identified by location '4' on the plan at **Appendix C**). The exact form of wheel washing equipment will be dependent on seasonal requirements.

Given the urban locality of the site and nature of activities, it is unlikely that significant wheel washing will be necessary. All vehicles will however be inspected prior to departure from the site and will be cleaned where necessary. Effluent resulting from these activities will not be directed into the public sewerage or to any street gullies.

All areas within the site and on adjoining highways will also be checked for spillages on a regular basis. A schedule for the road sweeping of the surrounding footpaths and highways will be prepared to ensure the highways are kept in a good condition throughout the course of the works.

Traffic Management

No closures or diversions to the public highway, including footways, are envisaged to be necessary.

All vehicle manoeuvres to / from the site, including those accessing and egressing the on-site parking spaces, will be undertaken under banksman control to ensure the safety of those within the site and those travelling on the public highway, including any pedestrians and cyclists that may be walking along Wordsworth Avenue. The banksman will also ensure that no construction vehicles or construction related activities obstruct any accesses to nearby properties.

It is intended that the mosque will continue to operate whilst the proposed development works are taking place. The traffic management measures detailed earlier in this report – and the further measures to minimise car use as detailed in the Travel Plan - will therefore be adopted from the point of the commencement of the construction stage of the project.

Additional temporary traffic management measures will be implemented during this time as necessary in order to ensure sufficient segregation between those attending the mosque and construction activity, and in order to mitigate for the reduced level of operational car parking that will be available on the site whilst the construction works are taking place.

This will include provision of additional banksmen and traffic marshals and ensuring that intensive construction activities are planned to take place outside of peak times at the Mosque – e.g. Fridays around midday.

6. Approval

This Traffic Management Plan (TMP) is hereby approved for implementation at the following site:

Al Falah Islamic Centre, 96-98 Heywood Street, Manchester, M8 0DT

Signed: 

J Smith (Citystruct)

Date: 29/10/25

Signed:

[TBC] [TBC] - Travel Plan Coordinator

Date:

Email:

Contact Tel:



APPENDIX A

Important – Planning permission & notices of consent

Compliance with conditions

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures to protect trees.
- Some conditions will require action before you start development and it is imperative that you seek to have these discharged before any work commences.
- Whilst every effort has been made to group conditions logically, it is your responsibility to ensure that you are aware of the requirements and/or restrictions of all conditions.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email planning@manchester.gov.uk

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Mr S Mohammad
96-98 Heywood Street
Manchester
M8 0DT

Agent (if used)

Mr Umar Faruque
Lumitekton Ltd
275A Upper Brook Street
Manchester
M13 0HR

Part 1 – Particulars of the application/development

Proposal: Erection of two storey extension and side porch extension to existing mosque to create ancillary accommodation (Class F.1 (f))

Location: 96-98 Heywood Street, Manchester, M8 0DT

Date of application: 1 August 2022

Application number: 134400/FO/2022

Part 2 – Particulars of decision

Manchester City Council gives notice that the development referred to in Part 1 has been **Approved** in accordance with the application and plans submitted subject to the condition(s) listed below (if any).

Article 35 Declaration

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the agent in a positive and proactive manner by requesting further information relating to the scheme and appropriate conditions to the approval have also been attached.

Condition(s) attached to this decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

190-PL01 and the Design and Access Statement, stamped as received on the 18 July 2022,
190-PL05, stamped as received on the 25 July 2022,
Transport Statement by AMNI Transportation, stamped as received on the 26 July 2022,
Waste Management Strategy, stamped as received on the 1 August 2022,
Acoustic Report by Clement Acoustics, stamped as received on the 16 September 2022,
190-PL03E and 190-PL04 C, stamped as received on the 31 October 2022,

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Prior to the commencement of development, samples and specifications of all materials to be used on all external elevations of the development, external surfaces and boundary treatment shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) Development shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

5) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively

b) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the

recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of on surrounding residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

6) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of on surrounding residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

7) a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

8) A Construction Management Plan should be provided by the applicant prior to any construction works beginning. Confirmation is sought on proposals for construction and internal fit-out of the building in terms of vehicular activity (type and frequency) and

means of access where there is impact on the highway, (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway, site hours, details of contractor parking and wheel wash facilities.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

9) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

10) Within one month from the date of this permission, details of a traffic management plan with the purpose of reducing on-street car parking within the vicinity of the site, implementation and monitoring of effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The management plan shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remains effective. The management plan shall then be implemented within one month of approval. The results of the monitoring and review processes shall be submitted in writing to the local planning authority within a timescale to be agreed and any measures that are identified that can improve the effectiveness of the management of car parking, associated with the use in the vicinity of the site, shall be adopted and implemented.

Reason - In accordance with the provisions contained within Planning Policy Guidance and to enable the use and activity to be monitored and to assess the impact on the general amenity of the area with particular regard to traffic generation, pursuant to policies DM1, SP1 and T2 of the Manchester Core Strategy.

11) The development hereby approved shall be carried out in accordance with the Transport Plan by AMNI, stamped as received by the City Council, as Local Planning Authority, on the 26 July 2022.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority

shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

12) The development hereby approved, shall be used for religious instruction and the education of young people in the Islamic faith and for no other purpose (including any other purpose in (Class F.1 (f)) of the Schedule to the Town and Country Planning (Use Classes) Order 2015 as amended, or in any provision equivalent to that class in any statutory instrument revoking and re-instating that order.

Reason - To safeguard residential amenity, pursuant to policies DM1 and SP1 of Manchester Core Strategy.

13) Within one month from the date of this permission, full details of hours of operation relating to class times relating to the education of young people have been agreed in writing by the City Council as local planning authority. The approved hours shall then be implemented for as long as the development remains in use.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved policy DC 26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

14) Notwithstanding the car parking layout, as indicated on drawing number 190-PL03 E stamped as received on the 31 October 2022, by the City Council as Local Planning Authority. Prior to the occupation of the development details of the dimension of the car parking layout, shall be provided and made available. The car parking layout shall be retain and maintained for as long as the development remains in use.

Reason - To ensure sufficient car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

15) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before . Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

Informatives

Building Regulations 2010

This permission does not grant approval under Building Regulations.

Street Naming & Numbering Requirements

Manchester City Council is responsible for allocating street naming and numbering within Manchester for new developments or property conversions. Individuals or businesses are not permitted to allocate their own property numbers, building or street names.

If your development includes the creation of new dwellings (either new build or conversion of existing buildings), creation of new commercial properties or the subdivision of existing properties you must ensure that you request new or changes to addresses through us so they can be officially allocated and registered in accordance with the Public Health Act 1925 Sections 17-19 & Greater Manchester Act 1981 Section 22.

Failure to do this may result in difficulties for the developer/occupier when requiring services such as connections to utilities, phone lines and postal services and may delay your development.

You can apply online at the following address:

http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/1988/naming_and_numbering_of_houses_buildings_streets_and_roads/2

Mining Information

The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Please read the Standing Advice from the Coal Authority in Appendix A.

* Any new external fittings (i.e. shutters, windows or doors, cycle storage) should be certified to Secured by Design standards.

* All aspects of the proposed extension, particularly doorways should be illuminated with dusk til dawn lighting.

* Coverage for any CCTV systems and alarms will need to be reviewed to check all areas of the development are covered and that the development of the extension does not hinder any existing CCTV coverage.

Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Date: 25 November 2022

Signed:

A handwritten signature in black ink, appearing to read 'Julie Roscoe', written in a cursive style.

Julie Roscoe
Director of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/planning-inspectorate. The Inspectorate will publish details of your appeal on the internet. Alternatively If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the City Council (planning@manchester.gov.uk) and the Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

Appendix A



The Coal
Authority

Any Planning Enquiries should be directed to:

Planning and Local Authority Liaison

Telephone: 01623 637 119

Email: planningconsultation@coal.gov.uk

Website: www.gov.uk/government/organisations/the-coal-authority

STANDING ADVICE - DEVELOPMENT LOW RISK AREA

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:

www.gov.uk/government/organisations/the-coal-authority

This Standing Advice is valid from 1st January 2021 until 31st December 2022



APPENDIX B

LUM

LUMITEKTON

190-PL03F

Revisions

revision	date	comments
A	22.05.21	Staircase repositioned, parking layout amended
B	02.08.21	Windows enlarged, staircase feature introduced
C	01.12.21	Porch shown. Window design amended. Adjacent terrace shown
D	15.12.21	Ornamental arches formed in recess
E	14.09.22	Tower roof design reduced / amended
F	28.09.22	Parking and porch details updated

E

N

S

W

Job Title

First floor extension

Site Address

Al Falah Masjid
Islamic Centre
96 Heywood St
Cheetham Hill
Manchester
M8 0DT

Drawing Title

Proposed drawings

Scale

1:100 @ A1

Date

05.09.20

Drawn

uf

A. 275a Upper Brook St
Manchester
M13 0HR

T. 07894401574
E. info@lumitekton.com

PROPOSED GROUND FLOOR PLAN
1:100

PROPOSED FRONT ELEVATION (S)
1:100

PROPOSED FIRST FLOOR PLAN
1:100

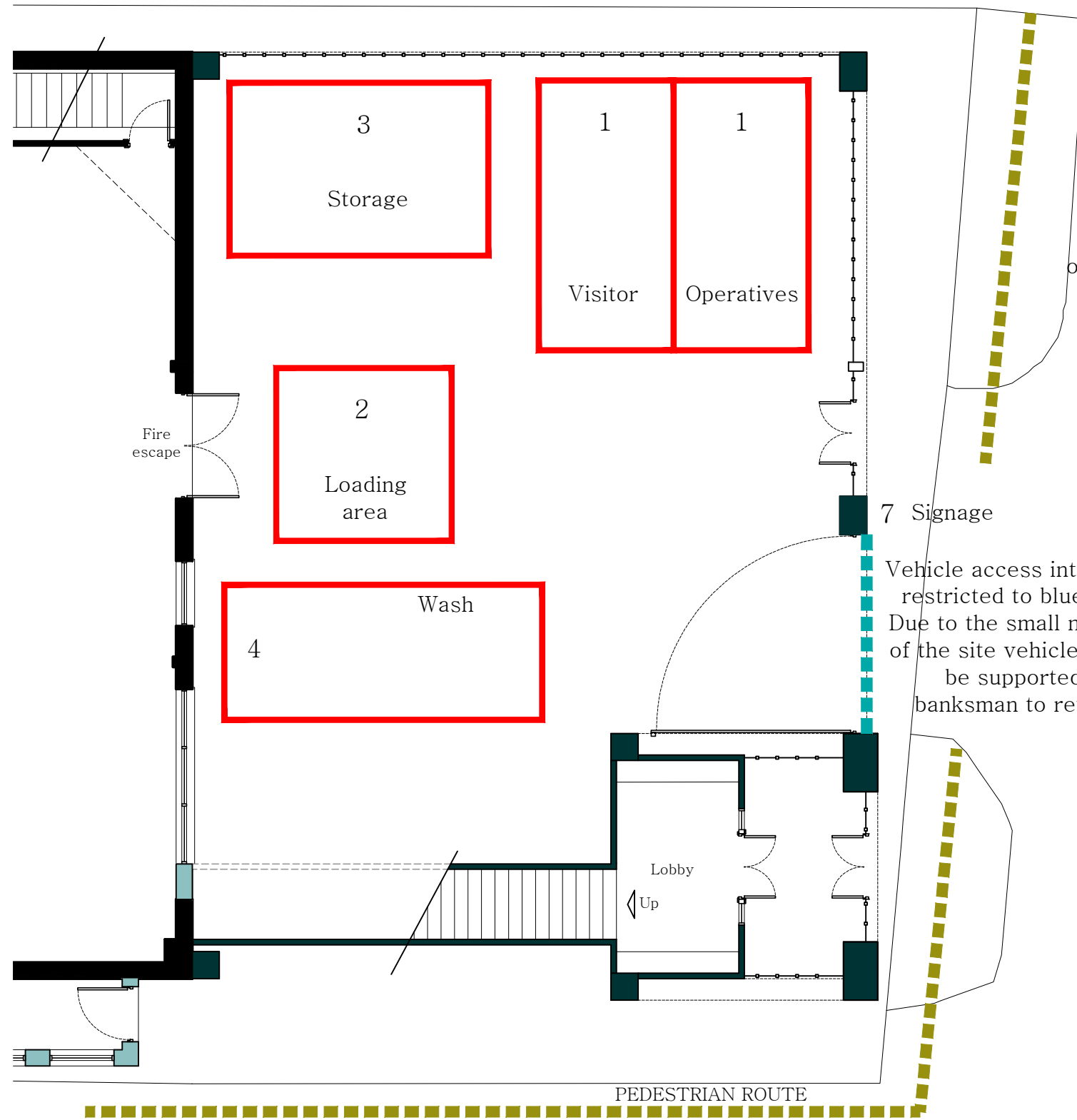
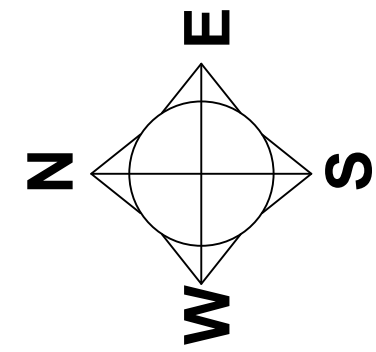
PROPOSED REAR ELEVATION (N)
1:100

PROPOSED SIDE ELEVATION (W)
1:100

PROPOSED SIDE ELEVATION (E)
1:100



APPENDIX C



PROPOSED SITE PLAN (UNDERCROFT)
1:100

LUM
LUMITEKTON

190-PL07

Revisions

revision	date	comments
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Job Title

First floor extension

Site Address

Al Falah Masjid
Islamic Centre
96 Heywood St
Cheetham Hill
Manchester
M8 0DT

Drawing Title

Construction Management Plan

Scale

1:100 @ A3

Date

05.09.25

Drawn

uf

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