JULY 2024

Planning Statement

2 Seymour Road
Manchester
M8 5BG

Iceni Projects Limited on behalf of

The Minhaj Community Centre

July 2024

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ON BEHALF OF THE MINHAJ
COMMUNITY CENTRE

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APPENDICES

APPENDIX 1 – PUBLIC CONSULTATION FLYER

1. INTRODUCTION

1.1 This Planning Statement has been prepared by Iceni Projects Limited ('Iceni') on behalf of the Minhaj Community Centre ("the Applicant") in support of a planning application for the redevelopment of 2 Seymour Road, Manchester, to provide a new community building, to be used by both the general public and faith based organisations.

1.2 This application is to be submitted in full. The proposed description of development is as follows:

Demolition of existing buildings and erection of a three storey mixed use building (Class F1 Learning and non-residential institutions; Class F2 Local Community and Class E; commercial, business and service), site wide landscaping, reorganization of car park layout, inclusion of drop-off bay and cycle parking.

1.3 The purpose of this planning statement is to provide Manchester City Council ('MCC') with a summary of the existing site and surroundings; the relevant planning history for the site and to provide justification for the proposed development in the context of Manchester City Council's Development Plan and national planning policies. Furthermore, this planning statement demonstrates that the scheme detailed in this planning application offers several benefits, as follows:

- A scheme which is fully aligned with the economic, social and environmental pillars of the NPPF.
- A scheme fully aligns with the policies set out in the MCC Development plan, including Places for Everyone ('PfE') and the Core Strategy.
- The delivery of a new, high quality community facility accessible to a wide range of local residents for a multitude of uses.
- The delivery of a new café, enhancing the food and beverage offer in the locality.
- The delivery of flexible shared working space, supporting local businesses and enterprise growth in North Manchester.

The Applicant

1.4 The Minhaj Group (MQI), the organisation which will deliver and manage the proposed building, is a contemporary organisation based on Islamic values, working to promote peace, tolerance, interfaith harmony and education. Founded in 1986, MQI operates ten community centres across the UK, and

has tens of thousands of affiliates. Working closely with local authorities, MQI organise social, cultural and health awareness campaigns, alongside providing English Language classes, employment-based courses and meeting places for members of the local community to build bridges and come together.

1.5 MQI are active within the local area and have identified a lack of community gathering spaces in this part of the city. This project therefore provides the opportunity to transform the Site into a central community hub for local residents and businesses to benefit from.

1.6 MQI's vision is for the project to provide a multi-use community meeting space and faith centre, café and flexible workspace set within an impressive and sustainable building.

Submission Documents

1.7 In addition to this planning statement and application form prepared by Iceni Projects as part of the planning application, the following documents and drawings have been prepared and submitted in support of this planning application:

Document title	Author
Asbestos Survey	Ice Surveyors
Crime Impact Assessment	Greater Manchester Police
Design and Access Statement	Barcx
Demolition Method Statement	Emberon
Drainage Strategy	LK Group
Environmental Standards Statement and BREEAM Pre-assessment	Element Sustainability
Framework Construction Management Plan	Emberon
Noise Impact Assessment	Professional Consult
Phase 1 Site Investigation Report	E3P
Preliminary Roost Assessment & Ecological walkover	E3P
Transport Statement	SCP
Travel Plan	SCP
Waste Management plan and proforma	Barcx

Drawing Number	Revision	Drawing Name
0256-(01) 013	-	Location Plan
0256-(01) 016	-	Existing site plan

0256-(01) 011	-	Proposed Site Plan
0256-(02) 017	-	Existing Elevations
0256-015	-	Waste Management Plan
0256-(06) 019	-	Proposed Section
0256-020	-	Proposed Bay Elevation
0256-022	-	Proposed Boundary Treatment
0256-(04)-002	-	Proposed Ground Floor
0256-(04)-003	-	Proposed First Floor
0256-(04)-004	-	Proposed Second Floor
0256-(04)-005	-	Proposed Roof Plan
0256-(05) 006	-	Proposed East Elevation
0256-(05) 007	-	Proposed South Elevation
0256-(05) 008	-	Proposed West Elevation
0256-(05) 009	-	Proposed North Elevation

2. APPLICATION SITE AND BACKGROUND

The Site

2.1 The Site is located at 2 Seymour Road, Crumpsall, circa 3 miles north of Manchester City Centre.



Figure 1 Aerial site map with the site outlined in red. Source: Google maps.

2.2 The Site currently accommodates an MOT car garage, set across three buildings, occupying circa 0.13ha. The site is in a poor condition, with low quality buildings of deteriorating quality, and open storage of waste materials and scrap vehicles located to the side and rear of the Site.

2.3 The site has no vegetation and therefore provides limited value for local wildlife and biodiversity. There are no known landscape or biodiversity designations that would affect development in this location.

2.4 In accordance with the Environment Agency Flood Map, the site is located within Flood Zone 1 (the lowest category of flood risk). The site is also located to the west of Crumpsall Lane Conservation Area.

Site Context

2.5 The Site is located within the District Centre of Cheetham Hill; there is a wide array of public services and amenities near to the Site, predominantly located on Bury Old Road, which is an active high street dense with local businesses, restaurants and services for residents.

2.6 Immediately to the north of the Site there are a collection of educational buildings (King David School and nursery and Yavneh Yeshivah High School). To the east of the Site there is a car garage and MOT centre; to the south there is an area of scrubland associated with the rear of nearby commercial units and to the southeast, beyond a thick border of trees and hedgerow there is a large surface car park attached to a Tesco superstore. Immediately to the west there is a narrow access road associated with a neighbouring restaurant and its car park.

2.7 Manchester City Centre can be reached within 30 minutes via public transport; Crumpsall tram stop is just a 10 minute walk from the Site and the nearest bus stops are located on both sides of Bury Old Road, approximately 99m west of the Site, providing services across Greater Manchester. The Site is therefore located in a highly sustainable, accessible location.

Planning History

2.8 The planning history for the site is detailed in the table below. There are no relevant nearby planning applications of note.

Table 2.1 Summary of relevant planning applications

Application ref.	Description	Status
090442/FO/2009/N1	Change of use of warehouse to private hire taxi base with waiting area for customers, and installation of fully accessible ramp at entrance on Seymour Road	Refused 2009
F10973	Change of Use from a Plant Hire and Servicing Depot to a car wash and valet depot and M.O.T. Testing Station	Approved 1979
F10328	Erection of timber framed two-storey temporary office building.	Withdrawn 1979
F05760	Use of 1 room as an employment agency.	Approved 1977
F01411	Extension to existing offices and new external W.C.	Approved 1974

Pre-Application Discussions and Public Consultation

2.9 The applicant has engaged in pre-application consultation with MCC Planning Officer's in summer 2023, and the scheme has since evolved.

2.10 The applicant has also engaged with the local community; consultation flyers were issued to local residents, educational institutions, businesses and public services in the vicinity of the Site. A copy of the public consultation flyer is appended to this Planning Statement.

2.11 Two meetings have occurred with representatives from one of the Site's closest neighbours; King David High School, located opposite the Site. These discussions centred around the use of the building, its design and parking and access arrangements. These meetings occurred in Autumn 2023 and Summer 2024.

3. PROPOSED DEVELOPMENT

3.1 This planning application seeks full planning permission for the following:

Demolition of existing buildings and erection of a three storey mixed use building (Class F1 Learning and non-residential institutions; Class F2 Local Community and Class E; commercial, business and service), site wide landscaping, reorganization of car park layout, inclusion of drop-off bay and cycle parking.

3.2 The key components of the development proposal can be summarised as follows:

- Delivery of a mixed use building for worship and community facilities, alongside commercial space (a café and workspace area).
- Creation of a drop off bay along Seymour Road (where there is an existing dropped kerb).
- Reorganisation of car park layout to deliver 14 car parking bays which will be access controlled.
- Inclusion of cycle parking (10 Sheffield stands providing 20 spaces) to promote sustainable travel to the Site.
- Creation of a rooftop garden to provide opportunities for community gardening.

3.3 The proposed uses within the building are as follows:

Use Class	Location
Class E – café	Ground floor
Class E – shared workspace and meeting pods	Ground floor and first floor (these are likely to be low cost or free for the local community to use).
Class F1 – worship areas	Ground floor (prayer hall) and first floor (female prayer hall)
Class F2 – community halls and meeting places	First floor (meeting room and classroom/flexible space)
Ancillary uses	Ground floor (kitchen, storage, WC's, foyer), first floor (plant room, WC's, storage) and roof (roof garden).

3.4 The scheme offers numerous benefits, most notably:

Social Benefits

- **Improved appearance of a key Site in the locality –** the scheme will enable the redevelopment of a brownfield site that is currently poor quality and detracts from the overall environment.
- **Community engagement –** through the inclusion of flexible community spaces, there are opportunities for local groups to hire space and individuals to use the café and flexible shared working areas, fostering connections and community cohesion. The rooftop garden also offers a shared communal gardening experience to be enjoyed by the community.
- **Education –** classes and courses ran by MQI and other local groups can be held in the flexible spaces throughout the building. For example, faith based classes, local parent groups, access to employment courses and youth groups could all be held here.

Environmental Benefits

- **Low carbon –** the building is designed to be low carbon. The proposed development has the potential to secure a minimum carbon dioxide reduction rate of 0.20% relative to the current Part L (2021) compliance criteria.
- **BREEAM –** the building is likely to achieve a 'Very Good' rating overall, and an 'Excellent' rating in relation to the BREEAM Energy Reduction criteria specifically.
- **Roof garden –** the development is likely to enhance the environmental quality of the Site and has the potential to attract and support pollinators such as bees and butterflies.

Economic Benefits

- **Enterprise support –** the scheme will offer free or low cost meeting rooms and hot desk areas, supporting small, independent and start-up businesses.
- **Job creation –** the development will offer employment opportunities, for example through the hire of management and maintenance staff, food and beverage staff for the café, administrative support and teaching roles.
- **Footfall –** the scheme is likely to act as a catalyst for regeneration in the area and increase local footfall. For example, at the same time as local residents visit the community centre, they are also likely to visit shops and services at Bury Old Road and beyond.

4. PLANNING POLICY CONTEXT

4.1 Section 38(6) of the Planning and Compulsory Purchase Act requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. This section identifies the principal planning policy considerations which have informed the development proposals, and which provide the context for the consideration of this planning application, as well as other material considerations.

4.2 The current development plan consists of:

- National Planning Policy Framework (2023)
- Greater Manchester Places for Everyone Joint Development Plan (2024)
- Manchester City Council Core Strategy (2012)
- Manchester City Council Core Strategy Addendum (2024)
- Extant Unitary Development Management Plan Policies (1995)

4.3 Other material considerations include:

- National Planning Practice Guidance

National Planning Policy Framework

4.4 The National Planning Policy Framework (NPPF) provides the planning policies for England and how these should be applied. The NPPF chapters relevant to this application are:

- Chapter 2 – Achieving Sustainable Development
- Chapter 4 – Decision Making
- Chapter 8 – Promoting Healthy and Safe Communities
- Chapter 9 – Promoting Sustainable Transport
- Chapter 11 – Making Effective Use of Land

- Chapter 12 – Achieving Well-Designed and Beautiful Places.

Local Development Plan

4.5 Manchester's Unitary Development Plan ('UDP') was adopted in 1995. Significant elements of the UDP were replaced following the adoption of the Core Strategy in 2012. Certain policies within the Core Strategy were then varied or replaced by those within Places for Everyone ('PfE') – these are listed within the Core Strategy Addendum.

4.6 The site is subject to the following Local Plan designations according to the Local Plan Interactive Policies Map:

- Policy EC4 and H3 – North Manchester
- Policy SP1 – Spatial Principles - Inner Areas
- Policy C2 – Cheetham Hill District Centre

4.7 The relevant policies from Manchester Local Development Plan are listed below.

Unitary Development Plan Policies

- Policy DC26 – Development and noise

Core Strategy Policies

- Policy SP1 – Spatial Principles
- Policy EC4 – North Manchester
- Policy EN1 – Design Principles and Strategic Character Areas
- Policy DM1 – Development Management
- Policy C2 – District centres
- Policy C3 – North Manchester District Centres - Cheetham Hill and Harpurhey
- Policy T1 – Sustainable Transport
- Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN8 – Adaptation to Climate Change

Places for Everyone (March 2024)

4.8 Places for Everyone (PfE) is a joint development plan which covers nine of the ten local authority areas in Greater Manchester, including Manchester. The nine local authorities worked jointly with the Greater Manchester Combined Authority and the Mayor of Greater Manchester to prepare the plan. Manchester City Council adopted the Plan in March 2024. The Site is not covered by any designations or allocations within the Places for Everyone Plan. The relevant policies from PfE are listed below:

- Policy JP-Strat1: Core Growth Area
- Policy JP-S1: Sustainable Development
- Policy JP-S2: Carbon and Energy
- Policy JP-S4: Flood Risk and the Water Environment
- Policy JP-S5: Clean Air
- Policy JP-C5: Streets for All
- Policy JP-C6: Walking and Cycling
- Policy JP-C8: Transport Requirements of New Development

5. MATERIAL PLANNING CONSIDERATIONS

5.1 This section reviews the key planning considerations arising from the Proposed Development. It provides a reasoned justification for the Proposed Development in the context of relevant policy.

Principle of Development

5.2 It is clear from the Manchester Core Strategy that District Centres should be the focus of social infrastructure to support communities. Core Strategy Policy C2 (District centres) notes that development in District Centres should ensure that provision is made in District Centres for commercial and service uses, leisure and community facilities and other uses which make a positive contribution to vitality and viability of centres. In particular, Policy EC4 (North Manchester) notes that the district centres of Harpurhey and Cheetham offer opportunities for mixed use proposals for small businesses providing local employment opportunities. Further, Policy C3 (North Manchester District Centres - Cheetham Hill and Harpurhey) states that development which brings a broader range of commercial and public uses to Cheetham Hill will be supported.

5.3 The NPPF echoes this support for social infrastructure in well located places. Paragraph 97 states: '*To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.*'

5.4 In this context, the provision of a mixed use building offering space for community events, a space for worship and a space to support local businesses, within a District Centre, should be supported. The development addresses a shortfall in the provision of high quality community space, but also provides a place for worship, and a space to support the growth of local business and enterprise by offering shared workspace and meeting pods, to be offered at a low cost. This development will support the vitality of the District Centre and the sustainability of the community, by offering a space suitable for use by a wide cross-section of the local population.

Design and Setting

5.5 Policy EN1 of the Core strategy states that development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located.

5.6 Core Strategy Policy DM1 states that new development should have regard to appropriate siting, layout, scale, form, massing, materials and detailing as well as the impact on the surrounding areas in terms of the design, scale and appearance. The same principles are also discussed in PfE policies JP-H1 and JP-H3.

5.7 Taking the above into consideration, the proposed development's design has been influenced by several site specific opportunities and constraints, including:

- The local highway network, public transport accessibility and potential for congestion.
- Th available street frontage onto Seymour Road.
- Proximity to residential neighbourhoods and existing educational and religious institutions.
- South facing exposure.
- Noise in the locality from existing road traffic and commercial premises.

5.8 The scheme has taken the above factors into account and the proposed development provides a building which reflects the local context, addresses the identified constraints and maximises the opportunities presented by the Site.

Height & Massing

5.9 The height and massing of the building has been influenced by the ambition to deliver a flexible space which can accommodate a number of uses for a wide array of the local population. Set across three storeys (ground + 2), the building provides ample space for the variety of uses to be accommodated. However, the overall massing of the building remains modest; the building is only part three storeys, with a meeting space/classroom occupying just circa 77sq.m of the second floor, and the remainder of the area accommodating a rooftop terrace/garden, allowing opportunities for community growing and outdoor education. The roof terrace area provides relief in the massing and means the building is only read as a part three storey building.

Roof Typology

5.10 A series of pitched dormers and gable end roof profiles create a triple pitch roof. This roof profile is not uncommon; it is reflective of the local surroundings, where a large majority of residential homes include pitched roofs. Further, the pitch allows for an atmospheric quality internally, by adding height and maximising natural daylight into the building. The roof typology therefore creates familiarity and allows the building to assimilate to its surroundings.

Materiality

5.11 The proposed materials to be used across the scheme vary at each level of the building. A red buff brick, reflective of the local surroundings, will be used at ground floor level, with a light timber façade

at the first and second floor, providing contrast with, and relief from, the masonry base. The timber cladding will be extended over the glazing to provide a rain screen and solar shading, aiding the low carbon energy strategy for the building. Zinc (or similar) will be used for the roof material, providing a high quality, modern appearance, which contrasts against more typical tiled roofs seen in the locality.

5.12 Overall, it is clear that the design seeks to provide a modern interpretation of a traditional residential building design, thereby assimilating with the local surroundings, whilst providing a high quality space fit for purpose.

Secure by Design Principles

5.13 A Crime Impact Assessment has been prepared by GMP and submitted in support of the application. The report assesses the scheme in relation to its potential to attract or deter crime in the locality. Aspects of the scheme were commended for their potential to contribute to the prevention of crime and fear of crime. For example, it was noted that the development will bring additional activity, overlooking and surveillance to the locality, helping to deter opportunities for crime. In particular, the glazed facades offer opportunities for surveillance over the street, side access route and parking area to the rear. In addition, the community and worship areas of the building are separate and can be closed off independently of each other, allowing each area to be secured separately. This helps to limit opportunities for intruders and unauthorised access.

5.14 Recommendations have been made with the Crime Impact Statement to ensure that the scheme is able to achieve Secure by Design accreditation at the construction stage. These recommendations concern the height of boundary fencing, access controls, anti-climb measures, CCTV and zoning measures. These details can be secured via condition.

Summary

5.15 In conclusion, it has been shown that the overall design and form respects the local context and accords with the relevant national planning policies and Local Plan policies regarding detailed design. The building has the potential to be an exemplar, modern community building in the locality, helping to raise the standard of design in the area generally.

Biodiversity and Ecology

5.16 Core Strategy Policy EN15 (Biodiversity and Geological Conservation) outlines that the Council will seek to maintain and enhance sites of ecological value throughout the City. Developers are required to demonstrate that they have assessed and taken account of the potential effect of the proposed development on biodiversity including national and locally priority species such as the great crested newt, pipistrelle bats and certain bird species.

5.17 The site at present has limited vegetation and holds no arboricultural and ecological value. A Preliminary Bat Roost Assessment and Ecological Walkover was completed by E3P in October 2023. Overall, the Site was found to have limited ecological value, owing to the fact that it hosts very limited habitat; limited scattered scrub was identified, which has the potential to support nesting birds. As such, the report recommends any demolition works or the removal of vegetation take place outside of the breeding bird season (March–September inclusive). However, if this is not possible, then a suitably qualified ecologist should inspect the area no more than 24 hours prior to the removal.

5.18 When assessing bat roost potential, the survey identified that of the three buildings on Site, only Building 'B1' was identified as having moderate bat roost potential. As such, Two Nocturnal Bat Surveys are required on B1 between May and September (inclusive), with at least one survey between May and August (inclusive). The surveys have subsequently been completed across May and as a result of the emergence of one common pipistrelle bat (indicating the presence of roosting bats) the development will need to proceed under a licence granted from Natural England. Because of the low numbers and common species of bat, the development will qualify for the Bat Mitigation Class Licence. This can only be applied for after planning permission has been granted.

5.19 In addition to the licence, mitigation and compensation measures will be required. The mitigation will involve dismantling the roosts by hand under the direct supervision of a suitably licenced ecologist so that any bats present can be relocated. The compensation will include a bat box that should be installed prior to the destructive works. No works can occur to the area where the bat is roosting without the licence. The license application and mitigation and compensation measures will be secured following the determination of the planning application.

5.20 Delivering 'biodiversity net gain' (BNG) has become mandatory for certain types of development under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Where applicable, developers must deliver a BNG of 10%. This means a development will result in more or better quality natural habitat than there was before development. In this case, BNG is not mandatory as the development meets the exception criteria as follows, *"A development that does not impact a priority habitat and impacts less than 25 square metres (5m by 5m) of on-site habitat".*

5.21 Despite not being required to deliver statutory biodiversity net gain, the applicant has chosen to incorporate a roof terrace area which will create an opportunity to deliver allotments and planting. This area has not been formally assessed for its BNG potential, however it is clear that compared to the existing Site, the development will enhance the Site's contribution to local green space and could support flowering species and therefore pollinators such as butterflies and bees.

5.22 Taking the above into consideration, the proposed development accords with the relevant Local Plan policies and the NPPF with regards to ecological impact.

Management

5.23 The Site's immediate neighbours are not residential, nevertheless, the development has the potential to impact on local amenity if the facility is not managed appropriately. The Applicant has prepared an operational management strategy to ensure the building is well managed. The key points from the strategy are outlined below:

Parking

5.24 Parking on Site will be strictly restricted. Whilst 14 parking bays are being provided, they will be accessible to staff only. Bollards will restrict this area to staff with a key fob. A drop off bay on Seymour Road and provision of cycle parking (for 20 bicycles) will encourage visitors to arrive on Site without their own private vehicle. Staff at the Site will also be on hand at busier periods, such as during Friday prayers, to ensure vehicles do not park inappropriately on the Street (if visitors do choose to arrive by car).

Opening hours

5.25 The community centre aspects of the scheme (the shared workspace areas, the meeting rooms and meeting pods) will be open everyday asides from Friday. This is to ensure that there is sufficient capacity at the Site to accommodate the main day of prayer.

5.26 The faith centre (the prayer rooms) will be open for religious purposes on Fridays and Saturdays. The prayer rooms may be used on other days of the week for flexible purposes e.g. community events, however they will only be used on Fridays and Saturdays for prayer purposes. When not needed for flexible purposes, the faith centre is likely to be closed for the remainder of the week (asides from Fridays and Saturdays).

5.27 Suggested opening hours for the building have been provided however these can be agreed with the local authority in due course.

Refuse storage and collection

5.28 A waste management strategy has been provided within the submission. A dedicated secure bin store area is provided to the rear of the building, and the building management team will be responsible for moving the bins to the collection point adjacent to the highway, and then returning the bins to the rear after collection.

Noise impact & ventilation

5.29 The NPPF states that the planning system should contribute to and enhance the natural and local environment, by preventing new/existing development from contributing to or being put at unacceptable risk from air pollution or noise.

5.30 A Noise Impact Assessment has been carried out by Professional Consult and submitted in support of the application. The assessment has been undertaken to set mechanical and electrical plant noise emission limits which cannot be exceeded at the closest existing residential dwellings to the development. These limits will apply to mechanical and electrical plant associated with the café and plant room within the proposed development (which are located across both the ground and first floor).

5.31 The report considers the existing noise environment around the Site; it was determined that the soundscape at the closest residential dwellings (which are located above commercial uses on Bury Old Road) is comprised of noise from road traffic vehicles using Bury Old Road.

5.32 The assessment calculated the maximum mechanical and electrical plant noise emission limits based on the existing measured background sound levels. Should the plant noise emission limits be adhered to, then the level of noise from the development will be sufficiently low enough at the closest residential dwellings to accord with the 'No Observed Adverse Effect Level' as detailed in the relevant Planning Practice Guidance on noise. These noise limits can be conditioned to ensure that they are adhered to.

Flood Risk, Drainage and Utilities

5.33 Core Strategy Policies SP1, H1 and DM1 states that new development proposals must have regard to flood risk and drainage. Policy JP-S4 of the PfE document states that an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the Northwest River Basin Management Plan and managing flood risk.

5.34 As confirmed by the Environment Agency Flood Map for Planning, the site is wholly within flood zone one (the lowest category of flood risk) and is not subject to any major surface water concern. The site is therefore not at risk of flooding and will not cause any increase in flood risk elsewhere once the proposed development is operational.

5.35 A drainage strategy has been prepared by LK Group and submitted in support of the application. The report notes that due to ground conditions, an infiltration-based SuDS approach to drainage will not be feasible. It is therefore assumed that surface water runoff arising from the development will discharge into the combined sewer on the northern boundary of the site. UU has specified an allowable discharge rate of 5l/s to their adjacent combined water sewer. However, the scheme will also include an attenuation tank to limit the peak rate of runoff from the development. All volumes can be stored within the site boundary and discharge will be limited by flow control devices to the adjacent sewer.

5.36 Provided the outline drainage strategy is agreed with the Local Authority, a detailed drainage design can be secured via condition.

Transport and Highways

5.37 Core Strategy T1 states that the Council will support proposals that improve choice by alternative means than cars; reduce the negative impacts of road traffic (congestion, air pollution and road accident casualties) and take account of road users' needs according to a broad hierarchy consisting of, in order of priority: pedestrians and disabled people; cyclists; public transport; commercial access; general off peak traffic; and lastly, general peak time traffic.

5.38 NPPF Chapter 9 (Promoting Sustainable Transport) requires proposals to promote walking, cycling and public transport, and states that patterns of movement, streets, parking and other considerations should be integral to the design of schemes. Proposals should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

5.39 A Transport Assessment has been carried out by SCP in support of this proposed development. It provides an assessment of the potential impact of this development when considering the Site's highway context.

Accessibility

5.40 The Transport Statement provides an assessment of the Site's accessibility and considers that the Site is highly accessible by public transport; both trams and buses are within easy reach of the Site, and the inclusion of cycle parking on Site will further encourage access via sustainable transport means.

5.41 The inclusion of a Travel Plan within the submission, and the commitment from the applicant to deliver upon the aims and objectives within the Travel Plan (which can also be conditioned) mean that the promotion of travel to and from the Site via sustainable transport will be promoted throughout the lifetime of the development.

Road safety

5.42 The report considers the potential for increased road traffic accidents to occur from the scheme. Personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site, no accidents were recorded along the site frontage, with only four accidents recorded in the study area (at the Seymour Road/ Bury Old Road junction). These four accidents were all slight. Therefore, the site does not have any recurring highway safety problems that could be affected by the development proposals.

Vehicle movements

5.43 The report also considers trip generation from the Site in its redeveloped state and compares this to the existing use (a car garage). Using TRICS data, the assessment confirms that it is estimated that the scheme will generate a net increase of 15 two-way vehicle movements in the AM peak hour and a net increase of 38 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every 4 minutes in the AM peak hour and approximately 1 additional two-way vehicle movement every 1-2 minutes in the PM peak hour, compared to the existing use. However, given that the car parking is limited to staff only (and controlled) and the local nature of the development (designed to serve the immediate community) it is considered that the number of vehicle trips calculated based on the TRICS data represents an over-estimation in the case of this scheme. Notwithstanding this, the effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.

5.44 In summary, it has been demonstrated that the development is acceptable in regard to transport. Given the highly sustainable site location and limited, restricted car parking provision, the overall vehicle trip generation numbers are likely to be negligible and would not have a material impact on the highway network. The scheme therefore accords with the relevant national and local planning policies concerning highway impact, principally paragraph 115 of the NPPF.

Sustainability and Energy

5.45 Built environment sustainability is incorporated within policy and regulation at a national and local level. The Climate Change Act 2008 and the National Planning Policy Framework set out national frameworks by which to mitigate climate change, achieve reductions in carbon dioxide emissions, and deliver development that is aligned with the presumption in favour of sustainable development.

5.46 Specific policies in the Local Plan seek to minimise the impact of new development with respect to carbon dioxide emissions and environmental impacts, whilst also ensuring new development is resilient to the impacts of projected climate change. Policy EN4 of the Local Plan states that all new development should include proportionate measures to reduce carbon and greenhouse gas emissions, as well as passive design measures to minimise energy consumption. Policy EN6 requires all new development to integrate sustainable design and construction measures, including those that contribute to the minimisation of water, energy and resource consumption. This policy also requires Sustainability and Energy Statements to be submitted in support of major planning applications. PfE Policy JP-S2 (carbon and energy) notes that there is an expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable, be net zero carbon which applies:

- from adoption– to regulated operational carbon emissions;

- from 2028 - to all emissions ‘in construction’.

5.47 Further, this policy notes that non-residential developments should seek to achieve at least BREEAM excellent standard (or equivalent) for the ‘Ene 01 – reduction of energy use and carbon emissions’ category.

5.48 As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies.

5.49 In line with the requirements of the Local Plan and PfE, and in order to demonstrate the proposed scheme’s commitments to delivering sustainable development, a Sustainability and Energy Statement is submitted as part of this application. This Statement sets out the measures to be employed within the design of the proposed development to minimise resource and water consumption, maximise opportunities for biodiversity, and mitigate the impacts of air and noise pollution. In addition, the Sustainability and Energy Statement demonstrates how the proposed design will ensure the scheme will be resilient to future climate change, ensuring the proposals will be safe from flooding and resilient to potential drought.

5.50 An outline Energy Strategy is also presented within the Statement, detailing the potential means by which the proposed development may minimise carbon dioxide emissions. The proposed Energy Strategy, which includes the specification of high-performing building fabric and high levels of air tightness, seeks to apply a “fabric-first” approach in order to minimise energy consumption in the first instance. Numerous options for space and water heating and cooling were explored, but it is considered that the implementation of an air source heat pump and photovoltaic panels have the potential to deliver significant reductions in carbon dioxide emissions over the Part L:2021 baseline, which is in exceedance of the policy requirements set out within the Local Plan.

5.51 The energy strategy report also provides a BREEAM pre-assessment. At present, the scheme has the potential to score 62.87% and achieve a BREEAM ‘Very Good’ rating overall (minimum score level for BREEAM ‘Very Good’ rating is 55%). However, when specifically considering the criteria in PfE Policy JP-S2 requirements, the proposed development is expected to achieve four ENE 01 BREEAM Credits which is equivalent to the BREEAM Excellent standard for energy reduction.

6. PLANNING BALANCE AND CONCLUSION

6.1 This Planning Statement has been prepared by Iceni Projects Limited ('Iceni') on behalf of the Minhaj Community Centre ("the Applicant") in support of a planning application for the redevelopment of 2 Seymour Road, Manchester Radium Street, to provide a new community building, to be used by both the general public and faith based organisations.

6.2 This application is to be submitted in full. The proposed description of development is as follows:

> *Demolition of existing buildings and erection of a three storey mixed use building (Class F1 Learning and non-residential institutions; Class F2 Local Community and Class E; commercial, business and service), site wide landscaping, reorganization of car park layout, inclusion of drop-off bay and cycle parking.*

6.3 The Proposed Development will provide significant positive economic, social, and environmental benefits, which are the three pillars of sustainable development according to the NPPF. These benefits have been outlined in Chapter 3.

6.4 Paragraph 11 of the NPPF applies the presumption in favour of sustainable development and requires decision makers to consider whether relevant development plan policies are up to date. Decision taking is identified in Part (c) and (d) of Paragraph 11, which states:

> *c) approving development proposal that accord with an up-to-date development plan without delay; or*
>
> *d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date[8], granting permission unless:*
>
> *i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed[7]; or*
>
> *ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework as a whole.*

6.5 As the analysis in this report demonstrates, the scheme accords with both local and national policy, whilst providing numerous economic, social and environmental benefits that weigh in support of the scheme being granted planning permission. Paragraph 38 of the NPPF states that local planning authorities should approach decision making on proposed developments in a positive and creative way, and they should use the full range of tools available to them and work proactively with applicants

to secure development that will improve the economic social and environmental conditions of the area. In this regard, the proposal represents a poor quality brownfield site which is capable of delivering significant social, economic and environmental benefits to the wider area and therefore this application should be approved without delay, in accordance with Paragraph 11(c) of the NPPF.

APPENDIX 1 – PUBLIC CONSULTATION FLYER

HAVE YOUR SAY

ON THE PROPOSALS FOR A NEW COMMUNITY CENTRE AT 2 SEYMOUR ROAD, MANCHESTER.



BARCX iceni

The Proposal

Iceni Projects are working on behalf of Minhaj Group (MQI) to assemble a planning application for the redevelopment of the site at 2 Seymour Road.

The site is currently being used as an MOT and mechanics centre, but is in very poor condition from both a visual and physical perspective. The proposal includes the demolition of the existing buildings and the construction of a flagship multicultural community hub which will be available to the public for a range of uses.

Just a short walk from the significant level of local amenities at Bury Old Road/Cheetham Hill Road, including shops, schools, restaurants and a Tesco supermarket; and with excellent transport links into Manchester City Centre, the site is in a highly sustainable location.

The Applicant

MQI is a contemporary organisation based on Islamic values, working to promote peace, tolerance, interfaith harmony and education. Founded in 1986, MQI operates ten community centres across the UK, and has tens of thousands of affiliates and more than 5000 regular members. Working closely with local authorities, MQI organise social, cultural and health awareness campaigns, alongside providing English Language classes, employment-based courses and meeting places for members of the local community to build bridges and come together.

The Vision

It has been identified that there is a lack of community gathering spaces in this part of the city. This project therefore provides the opportunity to transform the site into a central community hub for local residents and businesses to benefit from.

Whilst the scheme and final layout plans are still evolving, the vision is for the project to provide a multi-use community meeting space and faith centre, café and flexible workspace set within an impressive and sustainable building.

Barcx are the project architect, and they have commenced work on the high-quality designs for the proposed new three storey building. The CGI images included within this flyer give an idea of how the building could look both internally and externally.

The Public Consultation

The proposal is in the development stage at present, and we wanted to share our current ideas with you before submitting the planning application.

As a member of the local community, your views on the project are important to us and we are inviting you to provide feedback on the proposal to help us shape the final scheme design.

All the feedback received will be reviewed by the project team as part of the planning process to ensure that the development balances the needs of the future users of the building, neighbours of the site and the environment.

The Planning Application

The planning application will be submitted to Manchester City Council's planning department as a detailed planning application in the coming months. This means that the architect's plans will be supported by technical reports addressing all of the necessary considerations as required by the Council, such as transport, noise, drainage and ecology. These documents will be available to view on the Council's website.

Once the application has been submitted, you will be notified by the Council and will be provided with a further opportunity to provide feedback on the proposed development.

2

SITE LOCATION



1. Site Location
2. Tesco Supermarket
3. King David High School
4. Cheetham Hill Road

N





3

The Benefits of the Proposal

The proposed development will provide numerous benefits for the local area, including:

- The regeneration of a previously developed site that will significantly enhance the local environment
- The creation of an interfaith multi-use community centre, providing a central hub for people to come together
- Job creation through the construction period and construction supply chain
- The provision of a high-quality and energy efficient building

How to Share Your Views

We welcome your views on the proposals for a new community centre at 2 Seymour Road.

Please get in touch by emailing:
Manchester@iceniprojects.com

Alternatively, you can write to us at:
Seymour Road Consultation
c/o Iceni Projects
We Work Dalton Place
29 John Dalton Street
Manchester
M2 6FW

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