

Design and Access Statement

Al Falah Masjid & Islamic Centre

96 Heywood Street

Cheetham Hill

Manchester

M8 ODT

Proposed First Floor Extension with Formalisation of Car Park at Ground Level, and Erection of a Porch to Side of Mosque (F1)

December 2021

LUMITEKTON

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1.0 INTRODUCTION

- 1.1 This Design and Access statement is submitted on behalf of the Al Falah Islamic Centre which occupies 96-98 Heywood Road, Cheetham, Manchester. The building gained planning permission in 2017 having been temporarily used since 2015. The site has been a popular community facility for both adults and children in the surrounding local area.
- 1.2 Al Falah Islamic Centre is a registered charity, which is run by local volunteers and funding by donations from the local community. 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.
- 1.3 The local populations around the proposal site are predominantly Muslims, originating originally from the Indian Sub-continent. The local Muslim community has been settled in this area of Manchester for the last 3 to 4 generations.
- 1.4 It should be noted that prior to the submission of this full application, a pre-application was submitted to the Council for their views and to further discuss issues that needed to be considered and resolved. Overall, the response from the Council was positive and which highlighted no restrictions in principle subject to additional information relating to potential increase in comings and goings, opportunity to improve the current appearance and design of the building, and to provide sustainable modes of transport by way of cycle stands and electric motor charging points at the site. All the points raised have been taken into consideration as part of this full application and are discussed below in detail.
- 1.5 Some parts of North Manchester suffer high levels of deprivation, with low educational attainment which can be a barrier to accessing employment. Other areas contain high concentrations of economically active people. There are a number of important education establishments within North Manchester including MANCAT Sixth Form College. In addition, a number of academy schools which are key to improving the skills of the residents, particularly young people, are due to open during the plan period.
- 1.6 The applicant would like to work with the Council in order to secure approval for the proposed extension and its ancillary use.

2.0 SITE AND SURROUNDINGS

- 2.1 The proposal site is located in the Cheetham Hill area of North Manchester. The site is a rectangular shaped plot, measuring approximately 706 square metres. The site is bounded by highways to three sides; the Western boundary abuts Heywood Street; the northern boundary abuts Kelvin Grove, whilst the Southern boundary abuts Wordsworth Avenue. To the east of the site are residential dwellings in a traditional grid terrace format. The proposal site sits in a predominantly residential area with further terrace bungalows located on the opposite side of Heywood Street.
- 2.2 On the opposite side of Wordsworth Avenue is a large portal frame commercial unit, which is being used by Manchester Cash and Carry, this is a large greengrocer which provide basic convenience for local residents. The building has facing brickwork to 3 metres from ground and the further 2 metres of metal cladding, the roof of this building is also metal; the building, to its apex is approximately 6.5 metres high.
- 2.3 The mosque building itself is two storeys high, with a pitched roof and is constructed of facing brickwork with a metal sheet roof. There are windows to the west facing elevation at the first-floor level, and none at the ground level. The south facing elevation has a single storey canopy which runs along the length of this elevation; there are large windows and a double door for access, all with security shutters along this elevation. There are no windows or other structural openings to the North and East facing elevations of the existing building.
- 2.4 The site has no boundary treatment. Vehicular access is taken off Wordsworth Avenue which leads to an open hardstanding area which provides parking for approximately seven cars.
- 2.5 The proposal site is a short walking distance from Cheetham Hill Road (A665) and Queens Road (A6010), both these routes have good public transport services running along them. In particular Cheetham Hill Road, is a major arterial route into Manchester city centre. The proposal site is also a short walk away from 'Manchester Fort', a popular retail park.

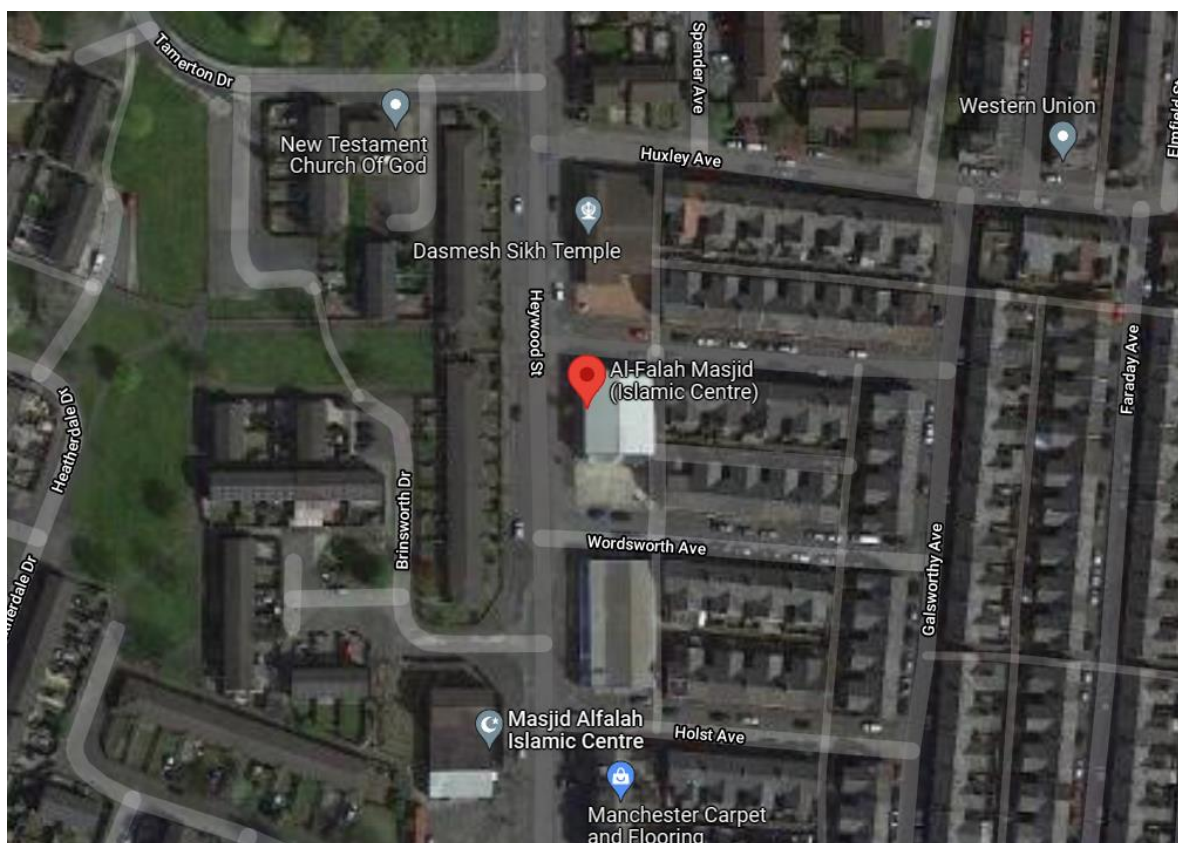


Image above shows the site amongst terraced residential dwellings to the east and bungalows to the west.



Image above shows the side and gable rear elevation of the existing building which has a poor relationship with surrounding dwellings



Above image shows the southern front elevation of the mosque with access and hardstanding for parking.

3.0 PROPOSED DEVELOPMENT

- 3.1 The applicant is applying for planning permission to extend the existing mosque at the site by way of a first-floor extension supported by brick columns, as such the existing hardstanding area at ground level would be retained. The small size of the site means that the mosque has limited space to extend. Changes are also proposed to the approved porch area to the side which has extant planning permission under ref; 122299/FO/2019. The proposed porch would be better designed with improved fenestration.
- 3.2 The existing use of the site as a place for public worship F1(f) would be retained, whilst the proposed extension would provide much needed space for a small office, meeting room, and a library/study, these would all be ancillary uses. Two classrooms for children to learn and study the Quran and Islamic principles are also proposed, this has come about due to demand from local residents who wish to educate their children separate to the national curriculum. A maximum of 10-12 children would study in each classroom.
- 3.3 The proposed extension of the building will result in an enhanced bespoke design. In addition, thought has been given to existing blank elevations of the building, or elevations which provide poor aspect from public vantage points to be redesigned and provide more engaging and visually attractive enhancements to the building's overall appearance.
- 3.4 The proposed extension would cover an area of 12.5m x 17.5m, whilst a new fire escape and access would be provided off the southern elevation of the building facing Wordsworth Street. The proposed extension would follow the line of the existing built form of the building in terms of height and width. A dual pitched roof is proposed.
- 3.5 The proposed extension would be finished in red brick to match the existing walling, whilst corrugated metal sheet roof would be used similar to existing. Aluminium windows would be installed. Render is also proposed for place inscription which would provide variation. The design of the extension has been kept simple following the character of neighbouring buildings. The main side elevation facing Heywood Road will have significant changes by way of bespoke openings at first floor level and the erection of the proposed porch.
- 3.6 Access will remain from Wordsworth Avenue, similar to existing. Four car parking spaces would be retained, including two spaces that would have electric charging points. In addition, 12 bicycle stands would be provided. Pedestrian and vehicular gates and boundary fencing would be erected along the southern and part eastern boundaries of the site, this would improve and solidify the extents of the site and improve appearance generally in the area.
- 3.7 There are no trees on site or near to the site that would be affected by this proposal.

- 3.8 Learning is an important vehicle for social mobility and is beneficial both for individuals and for society as a whole. It is particularly important in the current context of rapid technological change, longer working lives and an ageing population.
- 3.9 Numerous studies have demonstrated that learning (including nonaccredited learning) brings many benefits including better health and wellbeing, greater social engagement, increased employability and greater capacity for parents to help their children to learn.
- 3.10 Community learning provides accessible and inclusive learning opportunities for people from all backgrounds and abilities and is often delivered in a familiar environment (e.g. children's school or community centre) where people feel more confident to engage.
- 3.11 By providing a route back into learning and bringing people from different walks of life together in their local area, community learning plays an important part in supporting wider government policies on localism, social justice, stronger families, digital inclusion and social mobility.

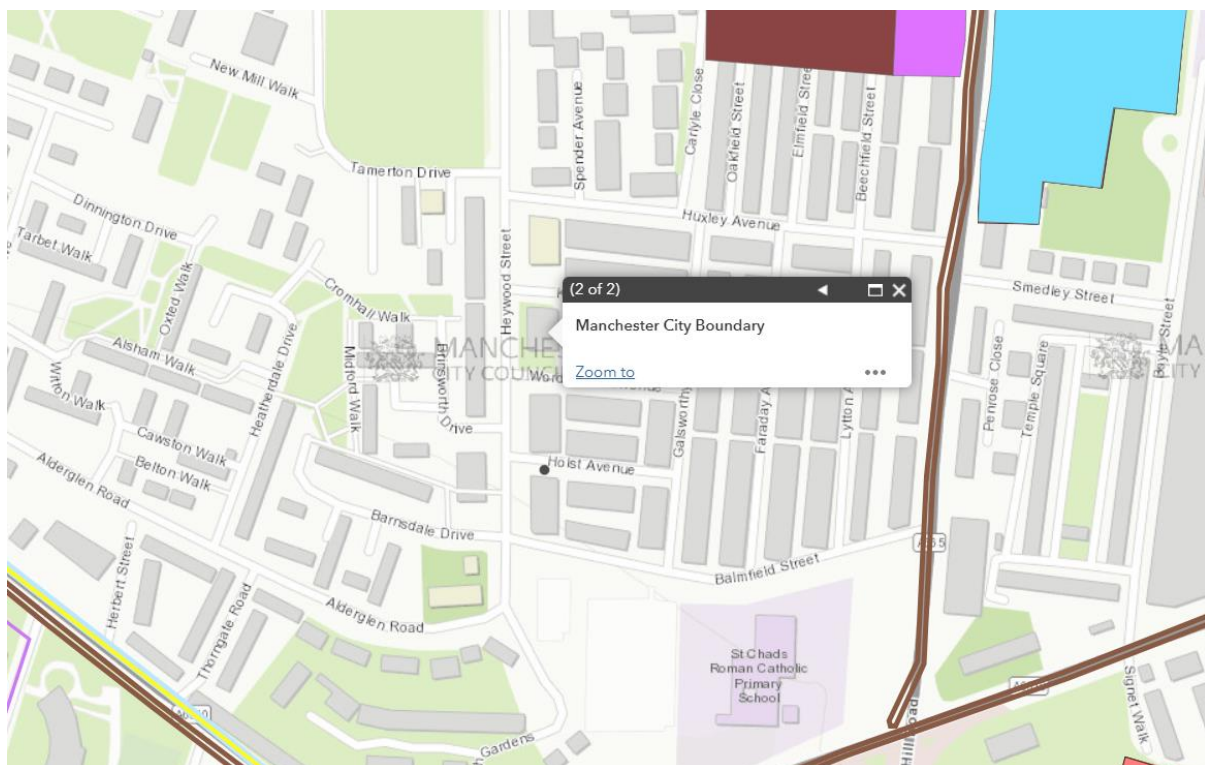


Image above taken UDP Proposals Map. The site does not have any specific allocations and is located within the Manchester City boundary.

4.0. INVOLVEMENT

- 4.1 Pre-application advice in this instance has been sought from the Council through planning officer Jennifer Atkinson who has been most helpful. Engagement has established the need for a Design and Access Statement to support the proposed use of the site and to better understand functionality, design and parking.
- 4.2 Paragraph 39 of the NPPF states;
- “Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community”.
- 4.3 This Design and Access Statement has been submitted as part of this planning proposal at the time of submission.
- 4.4 The issues of Highways safety, amenity of the surrounding area, design and the principle of the development are taken into consideration in the assessment below.

5.0 HISTORY

5.1 A history check has been undertaken which has revealed the following relevant planning history for the site;

Erection of single storey front extension to form porch

96 Heywood Street Manchester M8 ODT

Ref. No: 122299/FO/2019 | Validated: Mon 07 Jan 2019 | Status: Decided

Change of use of building to D1 use (place of worship)

96-98 Heywood Street Cheetham Manchester M8 ODT

Ref. No: 112047/FU/2016/N1 | Validated: Tue 28 Jun 2016 | Status: Decided

6.0 RELEVANT PLANNING POLICY

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the development plan unless material considerations indicate otherwise.

6.2 Manchester's Core Strategy was adopted on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). It replaces significant elements of the existing Unitary Development Plan as the document that sets out the long-term strategic policies for Manchester's future development and will form the framework that planning applications will be assessed against.

6.3 Manchester is dynamic and creative because it is incredibly diverse with a rich mixture of cultures, origins, languages, customs and lifestyles. People are welcomed from all over the world for the contribution they can make.

6.5 The following Local Plan policies have relevance to the proposal:

S05 - TRANSPORT

S06 – ENVIRONMENT

POLICY DM1 - DEVELOPMENT MANAGEMENT

POLICY SP1 - SPATIAL PRINCIPLES

POLICY CC10 – A PLACE FOR EVERYONE

POLICY EC4 - NORTH MANCHESTER

POLICY EN1 - DESIGN PRINCIPLES AND STRATEGIC CHARACTER AREAS

POLICY T1 - SUSTAINABLE TRANSPORT

POLICY T2 - ACCESSIBLE AREAS OF OPPORTUNITY AND NEED

The below supplementary planning Document is also considered to be relevant as part of this planning application;

MANCHESTER RESIDENTIAL QUALITY GUIDANCE 2017

6.6 The NPPF clearly states 'that the purpose of the planning system is to contribute to the achievement of sustainable development' (paragraph 7). Paragraph 11 confirms that 'in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable

development’. Paragraph 10 states that a presumption in favour of sustainable development is at the heart of the NPPF. Paragraph 11 goes on to say that ‘for decision-taking this means:

- Approving development proposals that accord with the development plan without delay; and,
- Where the development plan is absent, silent or relevant policies are out of-date, granting planning permission unless:
 - the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

6.7 Paragraph 92 of the NPPF states:

“To deliver 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 space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs;
- ensure an integrated approach to considering the location of housing, economic uses and community facilities and services”.

6.8 The general perspective of the NPPF is that planning should proactively drive growth and support sustainable economic development. It also states that planning should make effective use of land by reusing land that has been previously developed and sets out a presumption in favour of sustainable development. The government is committed to ensuring that the planning system does everything it can to support sustainable economic growth.

National Planning Practice Guidance (NPPG)

6.9 The government published its NPPG on 6 March 2014. This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the NPPG or other national advice in the Analysis section of the report, where appropriate.

7.0 ASSESSMENT

7.1 **Policy SP1 - Spatial Principles** emphasises that Development in all parts of the City should make a positive contribution to neighbourhoods of choice including:

- creating well designed places that enhance or create character. making a positive contribution to the health, safety and wellbeing of residents;
- considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income. protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

7.2 **Policy EN1 Design Principles and Strategic Character Areas;**

All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

7.3 **Policy DM1 Development Management**

All development should have regard to the following specific issues;

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development.
- Development should have regard to the character of the surrounding area. Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and
- traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention. Design for health. Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.

7.4 **Paragraph 130** of the revised National Planning Policy Framework states that ‘decisions should ensure that developments will function well and add to the overall quality of the area and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping’.

Principle

- 7.5 The proposed site is located within the urban boundary of Manchester as designated within the Councils Proposal Map. The site has no other land use designations. The principle of the development has already been approved by the Council. This proposal considers the extensions to the facility.
- 7.6 In achieving sustainable economic success, the city is committed to ensuring the economic benefits are extended to all residents and neighbourhoods which will include job creation, education options and improved facilities and services in district centres. Critical to this aim is the ability of residents to access these opportunities. Increased use of sustainable transport reduces emissions, therefore reducing the City’s contribution to climate change and having a positive impact on health.
- 7.7 The site is well located in relation to the serving the close knit compact local community. The infrastructure in the immediate area is excellent where the site can easily be accessible by public transport, (bus route), walking and by cycling.
- 7.8 The proposal aim is to provide an outstanding facility for the community, enhance the character of the area by bringing the existing site up to high standards, it would consider the needs of the local community, protect the surrounding built environment and provide jobs and services and improve access by being located close to amenities reducing the need travel.
- 7.9 Given the details the proposed extension of the building would use previously developed land, where the facility itself is in need of space to bring it to a suitable functional use and where it would not have a negative impact on the surrounding area.

Design

- 7.10 Currently the building does not engage well within the area through the blank and boring elevations. The building looks unloved and in the past graffiti has been painted due to the amount of brick facing available on some elevations. The proposed development by virtue of the proposed extensions including the porch would provide proportioned large bespoke windows which would bring interest and better design. The design would also provide a sense of identity for the mosque and be visually interesting.
- 7.11 The brickwork, roof materials, window frames and doors used would complement existing materials used on the existing building and surrounding properties.
- 7.12 The proposed window and door fenestrations along the main frontages would be mainly similar to what was approved and would improve the overall appearance of the building; therefore, this is considered acceptable. Whilst the less prominent northern side and rear elevations would have small changes including smaller windows. Their overall appearance is not considered harmful and would be functional. None of the windows would increase any form of overlooking given the use of the building and existing windows and their relationships with neighbouring residential dwellings.
- 7.13 The effect on residential amenity by reason of noise or other nuisance would be minor given its location amongst other uses and by virtue of its existing use.
- 7.14 It is also considered that the proposal would not have a detrimental effect on the safe and efficient operation of the existing transport and road infrastructure. Highways safety is further discussed in the relevant section below.
- 7.15 Therefore, given the above the proposed development is located in a highly sustainable location where similar intensified uses are already established and where the land is not designated for any other use. In addition, the proposed extensions and alterations would improve visual amenity and would not harm the overall character and appearance of the area and the street scene. As such, the proposed extensions to the building are considered appropriate within the urban boundary in accordance with Policy SP1, EN1 and DM1 of the Councils Local Plan.

Community Facilities - Mosque

- 7.16 Community facilities play an important role in people's quality of life. For example, community mosques perform a number of different roles and are a central feature of community life. Some community mosques are situated in old buildings that are in need of refurbishment to bring them up to modern standards. The

Council should support such proposals provided that there is not a significant detrimental impact on local residents.

- 7.17 The proposed community facility is positioned in a location accessible to the local community and allows users to visit different facilities in the area in one visit. The facility would be providing a much-needed slightly larger facility and would keep providing an excellent service for the growing surrounding area which has seen an influx of Muslim families moving into this location.
- 7.18 Furthermore, the size of the facility would limit the number of adults using their cars as transport to and from similar facilities further away. The impact on road safety and traffic flow is discussed in the section below.
- 7.19 Therefore, given the details, the proposal would provide a better and larger community facility in the locality and therefore reduce the need to travel, provide a focus for young adults and children and help further their education without the need to travel long distances. As a whole this would be of benefit to the individual and wider community and is supported by Councils Policy SP1.

Health

- 7.20 The proposed development given the number of people using the facility may give rise to some noise pollution. However, it should be noted that the mosque is already in use whilst the resulting facility to some degree already functions at the site. This proposal would only result in more space being created where the site can be run more effectively and efficiently.
- 7.21 In addition, due to the detached nature of the building with the closest neighbouring terraces having their blank gable side elevations facing the mosque, there would be no detrimental impact on amenity.
- 7.22 Furthermore, consideration has to be given to the opening times of the building and its function which would mainly be during the day and late afternoon/early evenings, as such surrounding residents would enjoy long quieter periods once the classes have finished. It should also be noted that any children using the site would be accompanied by teachers throughout the classes maintaining a suitable environment and taking into consideration neighbouring residential uses.
- 7.23 Therefore, given the detached nature of the site, proposed hours of operation and that the classes would always be accompanied by an adult, the proposal would not give rise to noise levels which would be considered detrimental to the amenity of any neighbouring occupiers to warrant refusal of the application.

Refuse

- 7.23 The refuse storage would remain to be provided externally within the yard area. The appropriate number and size of refuse receptors for the proposed development is already agreed with the Council's waste management officer. This existing arrangement would not change due to the proposed development.
- 7.24 Therefore, given the details the proposed extension and its use are not considered to create significant air/odour pollution which would be detrimental to adjacent local residents. Furthermore, sufficient bin storage would be retained to the rear of the building and managed, as such the proposal would not create harm within the local area and would be in accordance with SP1 and DM1 of the Council's Local plan.

Highways

Policy T1 Sustainable Transport

- 7.25 The Council will support proposals that: Improve choice by developing alternatives to the car. Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car. Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life. Improve pedestrian routes and the pedestrian environment. Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).
- 7.26 The Council will support proposals that: Facilitate modes of transport that reduce carbon emissions e.g., by incorporating charging points for electric vehicles, subject to their appropriate design and location.

Policy T2 Accessible areas of opportunity and need

- 7.27 The Council will actively manage the pattern of development to ensure that new development should provide appropriate car parking facilities, taking account of the guidance, the need for disabled and cycle parking. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

Parking Provision

- 7.28 Given the details provided on plan, the proposal would provide 4 car parking spaces including 2 with electric charging points. 12 cycle stands would also be provided. It is considered sufficient parking spaces would be

provided within the site for staff. This is considered to be acceptable where consideration has been given to its use, car sharing, accessible location and the availability of on street parking, this is further assessed below.

- 7.29 However, the overall car usage to the site is considered to be very low. The proposed development is not considered to result in any more on street car parking than the existing situation, as such there would be no severe impact on highways safety and congestion in the area.

Trips

- 7.30 The trips generated to the mosque are dictated by the 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.

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

- 7.31 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.

- 7.32 The data below show the vehicle trips generated for the 5 congregational prayers, during the winter months and the summer months; by the existing mosque and the anticipated vehicle trips that will be generated by virtue of the proposed extension and additional classes. It must be noted that the mosque will not be operating at maximum congregational capacity during the daily prayer, the number noted below have been deduced by undertaking a survey and speaking to the congregation about how they would visit the mosque. It also takes into consideration the existing pandemic and the reduction of people attending.

- 7.33 The numbers are reduced due to covid fears and people praying at home rather coming to the mosque for congregational prayers. Also, the children will be from the local area where the mosque would be

within a short walking distance from their homes. The classes will take place between 5pm - 7pm. As such there would be limited occurrences where the class start and finish times would coincide with prayer times.

	Daily Trips – Car Existing		Daily Trips – Car Proposed		Daily Trips – Bike Existing		Daily Trips – Bike Proposed	
Prayer	winter	summer	winter	summer	winter	summer	winter	summer
Fajr	2	1	2	1	0	0	0	0
Zuhr	4	2	4	2	0	1	0	1
Asr	4	4	3	4	0	2	0	2
Magrib	6	7	5	6	0	2	0	2
Isha	6	9	5	4	0	1	0	1
Totals	22	23	19	17	0	6	0	6

- 7.34 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. Based on the fact that 95% of the congregation will walk to the mosque, we anticipate that there will be about 30 car trips to this prayer. The proposed car park has capacity for 4 car spaces, during the Friday prayer, the car park will be marshalled. The remaining cars will use the on-street parking around the site, which can easily accommodate the remainder of the cars. Marshalls where possible would ensure safe parking with no parking on street corners where collisions may occur or result in blind spots.

On-street Parking

- 7.35 On-street parking as mentioned above is provided along parts of Heywood Street with no restrictions in place. This provides space for the parking of cars that use the mosque, although this would be a limited number as most users currently walk. Furthermore, the carriageway is wide enough to accommodate cars parked on either side without restricting the two-way passage of vehicles on Heywood Street.
- 7.36 Observations suggest that there is space for additional cars to park on street without causing unnecessary obstruction on a worst-case scenario basis.

Travel Modes

- 7.37 Although travel modes such as a bus, train/tram may not be suitable for all guests given the type of proposal, it is considered that promotion of these modes may still be beneficial in order to manage arrivals and departures at the site, in particular in relation to staff who undertake regular journeys to/from the site and are likely to live in the local area in addition to guests with convenient access to public transport services serving stops in the vicinity of the site.

- 7.38 The proposal site is easily accessible by foot, there are approximately 231 residential properties which are within 0.25km of the proposal site, this distance can be covered in less than 5 minutes from these properties; and it is these household for which the proposed development is intended. In addition, cycle stands are being provided which would provide an alternative method of transport to the site other than the car. As such the local community would have less reliance on car parking at the site.
- 7.39 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. Walking also forms an often-forgotten part of all longer journeys by public transport and car.
- 7.40 There are quite a number bus stops within a 250m radius from the site. Their destinations and frequency are shown in the table below;

Bus Service Frequency

Bus No.	Bus Route	AM PEAK 8am to 9am	PM PEAK 5pm to 6pm	Daily	Sat	Sun	Bank holiday
88 89	PICCADILLY – MOSTON – WHITE MOSS – MANCHESTER	6	6	72	73	30	30
88 89	MANCHESTER – WHITE MOSS – MOSTON – PICCADILLY	6	6	83	75	27	27
135	MANCHESTER – CHEETHAM HILL – WHITEFIELD – BURY	6	6	96	90	65	65
135	BURY – WHITEFIELD – CHEETHAM HILL – MANCHESTER	6	6	96	85	58	58
149	MANCHESTER – MOSTON – OLDHAM – HOLTS (circular route)	6	6	83	64	31	31
151	HOLLINWOOD – FAILSWORTH – NMGH – MANDLEY PARK	2	1	22	19	0	0
151	MANDLEY PARK – NMGH – FAILSWORTH – HOLLINWOOD	3	1	22	19	0	0
167	MANCHESTER – NORDEN	0	3	6	0	0	0
167	NORDEN – MANCHESTER	1	0	5	0	0	0
51A	CHEETHAM – PENDLETON – TRAFFORD CENTRE	0	0	1	0	0	0

- 7.41 This shows there are a couple of bus routes running along Queens Road and Cheetham Hill Road which provide cost effective public transport to the proposal site and the surrounding area. The above services operate within approximately 250 metres of the site location.

Trip Generation

- 7.42 Based on a worst-case scenario with majority of trips to the site being undertaken via car, this is unlikely to cause any significant impact in traffic terms, in particular given that these trips will predominantly occur outside local highway peak periods with excellent infrastructure surrounding the site.

Transport Summary

- 7.43 Overall, it is considered that the majority of people attending would be local and choose to do so by walking to the site. Given the details, the proposed development as demonstrated would provide sufficient parking and would be in accordance with Policies T1 and T2 of the Councils Local Plan and Paragraph 110 of the NPPF where the proposal would not have a **severe** cumulative impact to warrant refusal of the application.

8.0 CONCLUSION

- 8.1 It has been demonstrated that the proposed development can be carried out in full compliance with the Council's policies in the Local Plan and the National Planning Policy Framework. The development would provide a much-improved facility for the local community that would bring a positive contribution and better services into the local area of Cheetham Hill without creating a significant detrimental impact on the amenity of the local occupiers and residents.
- 8.2 Given the justification provided the application should therefore be approved without delay.

APPENDIX