Application Number	Date of Appln	Committee Date	Ward
140755/FO/2024	12th Sep 2024	18th Dec 2025	Crumpsall Ward

Proposal 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), landscaping, car parking and cycle parking following demolition of existing building.

Location Former Autocare Centre, 2A Seymour Road, Manchester, M8 6BG

Applicant Minhaj Community Centre

Agent Miss Lucy Furber, Iceni Projects

Executive Summary

The application relates to the 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), landscaping, car parking and cycle parking following demolition of existing buildings.

Following notification of the application, 14 letters have been received from local residents, as well as multiple objections raised by representatives of Kind David's Primary School situated opposite.

Key Issues

-Impact to the highway, including trip generation, parking demand and highway safety.

-Safeguarding and protection of privacy.

-Improved appearance of a key site in the locality.

-The provision of flexible community space which offers opportunities for local groups to hire rooms and individuals to use the café and shared work areas, promoting connection and cohesion.

-Educational benefits. Flexible spaces throughout the building can host classes and courses delivered by MQI and other local organisations. These may include faith-based sessions, parent support groups, employment access programmes, and youth activities.

Description

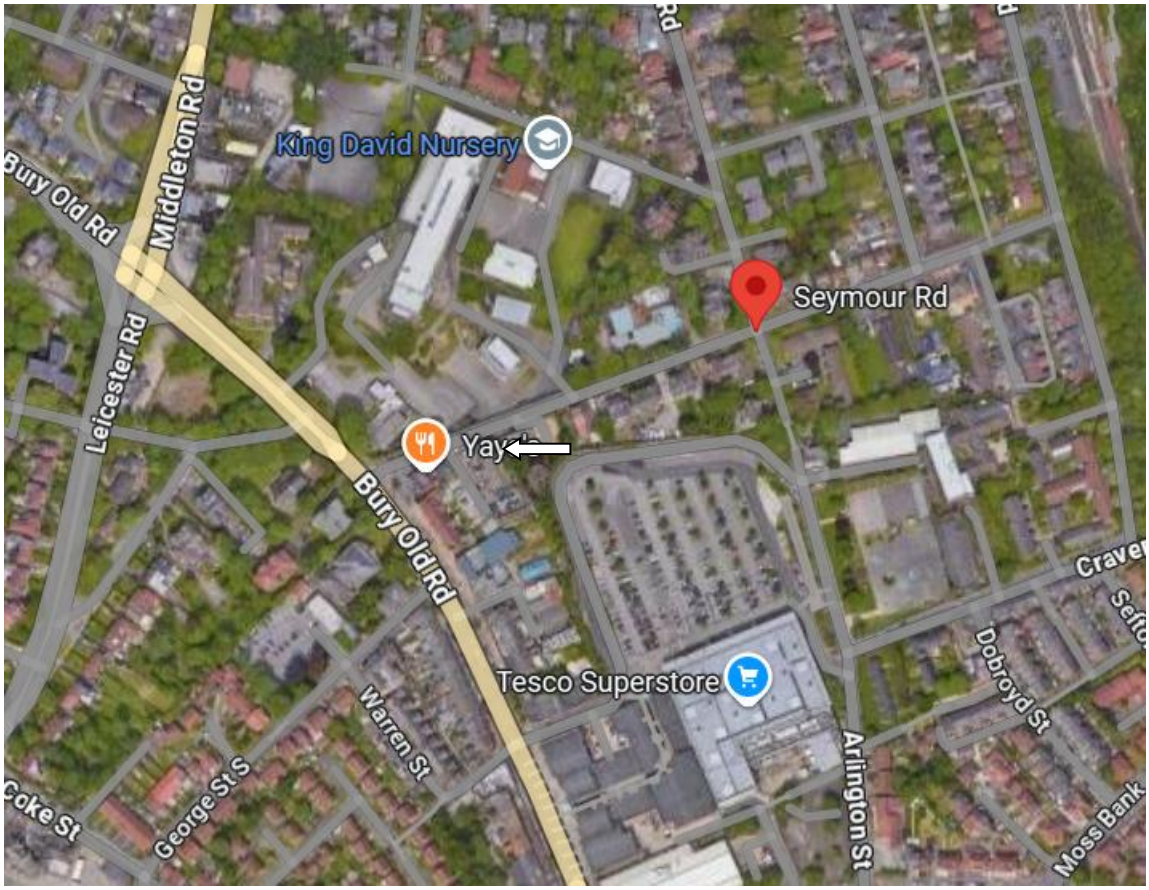
The application site is currently occupied by a MOT car garage spread across three buildings, with the entire area covered in hardstanding. The existing buildings are of masonry construction and are in poor condition, consisting of low-grade structures showing signs of deterioration. Waste materials and scrap vehicles are stored along

the sides and rear of the site, whilst additional vehicles associated with the business are parked across the forecourt, overhanging onto the public footway. Access to the garage is provided via roller shuttered doors facing Seymour Road.

The site is situated on the edge of, but within, the Cheetham Hill area, which features a broad mix of shops, restaurants and other commercial premises, anchored by a large Tesco supermarket immediately to the south.

To the north, to the other side of Seymour Road, are several educational buildings which make up King David School and Nursery and Yavneh Yeshivah High School.

To the east lies another car garage and MOT centre. South of the site is an area of scrubland associated with the rear of nearby commercial units, and to the southeast, beyond a dense border of trees and hedgerow is a large surface car park serving the Tesco supermarket. Immediately west of the site is a narrow access road linked to a neighbouring restaurant and its car park.



Aerial view showing the application site in relation to its surroundings (site indicated by arrow) (Extract: Google Maps)

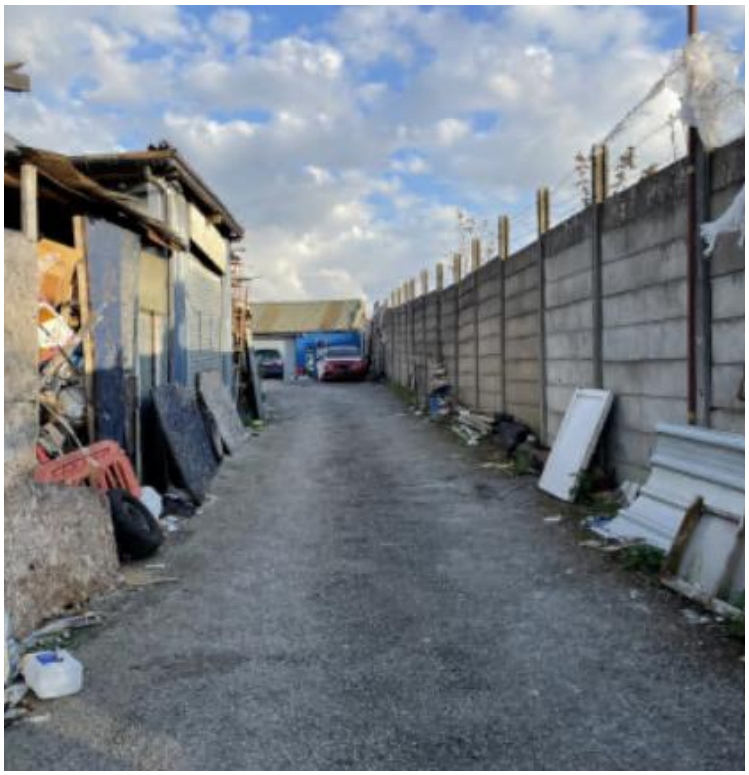
The wider area away from the district centre, including further to the east along Seymour Road is predominantly residential in character.



View of application site from opposite side of Seymour Road



View of site with King David School boundary wall opposite



View of entrance to the rear of the site

The Proposal

Planning permission is sought for the erection of a three-storey mixed-use building, incorporating uses under Class F1 (Learning and Non-Residential Institutions), Class F2 (Local Community), and Class E (Commercial, Business and Service). The proposal includes landscaping, car and cycle parking, and follows the demolition of the existing buildings on site.

The ground floor would accommodate a café, shared workspaces and meeting pods, alongside a prayer hall, toilet facilities, and other ancillary spaces. The first floor would feature a dedicated prayer hall for female users, community areas, meeting rooms, and flexible classroom space. The second floor provides an additional meeting room/classroom area, with access to an adjoining roof garden.

To the rear of the building, provision is made for cycle storage and 8 car parking spaces, comprising 5 designated staff bays and 3 fully accessible spaces. These are to be accessed via a reconfigured entrance from Seymour Road.

The proposal relates to a revised design to that originally submitted with changes to the site layout, site access, on-site parking provision and removal of drop off/pick up bay altered at the Council's request.

Background

The Minhaj Group (MQI), which would oversee the delivery and management of the proposed building, is a modern organisation rooted in Islamic principles. It is dedicated to promoting peace, tolerance, interfaith cooperation, and education.

Established in 1986, MQI operates ten community centres across the UK and has a large network of affiliates. In collaboration with local authorities, MQI runs a variety of social, cultural, and health awareness initiatives. It also offers English language classes, employment-focused training, and community spaces that encourage connection and understanding among local residents.

Consultations

Local Residents/Occupiers – 14 letters have been received from local residents, as well as multiple objections raised by representatives of Kind David's Primary School who are located on the opposite side of Seymour Road. Comments are summarised below:

-The parking around the locality is already very restrictive, especially where 400 children (ages 4-11) visit the campus opposite on a daily basis, the majority of which are dropped off and picked up by car.

-There are a number of school buses which are parked by the Seymour Road entrance of the school opposite the proposed development, which already restricts the road.

-The proposed development could result in the overlooking of the school opposite, which raises significant safeguarding and security concerns.

-The volume of cars driving up and down Seymour Road and surrounding streets on any weekday is already at a point which puts pedestrians at higher risk of ending up in an accident. This along with the many cars parked up during school pick up time makes navigating crossing these roads an even greater risk. The proposed building would increase this risk. Fridays would be of even greater risk as primary and secondary school all finish at the same time when there would be Friday prayers

-Based on the floorspace for a place of worship, the proposed car parking provision is inadequate and would lead to on-street parking problems.

-There is no direct access from the Tesco car park from where parking is proposed. The walking distance is approximately 500 which in reality is too far to walk.

Flood Risk Management – Conditions are requested in relation to the submission and agreement of a surface water drainage scheme and for its future maintenance.

United Utilities - Prior to the commencement of development, details of a sustainable surface water and foul water drainage scheme should be submitted for agreement and for its management and maintenance.

Highway Services – The following principal comments are made:

Accessibility

The site is located in an accessible location. Various bus services operate from Bury Old Road within walking distance of the site. Crumpsall Metrolink Stop is located around 500m from the site.

Trip Generation

A trip generation assessment has been provided within the submitted Transport Statement (TS) which has been based on the TRICS database

Following initial concerns regarding trip generation, the submitted Transport Statement Addendum references maximum occupancy of 75no. persons during the busiest period i.e. Friday Prayers. It is understood that this will be capped as part of a Management Plan.

The Addendum makes reference to another local Mosque where Travel Plan mode share data shows 28% access by car. Given that the proposals do not comprise the relocation of an existing facility, it is reasonable to assume a similar mode share for users of the site. This would equate to a visitor parking demand of 21no. vehicles.

The Addendum notes that the public car-park to the rear of the site (adjacent to Tesco) is operated by the City Council and provides parking for users of the northern Cheetham Hill District Centre, of which the site falls within. It is noted that the car-park allows 3-hours free parking with longer durations for additional costs. Although a 'direct' route is not provided, the site is located within walking distance (circa 450m depending on the chosen parking location) and adequate footway provision is in place. The car-park therefore does offer a realistic parking option for users of the site, subject to adequate promotion/management

The submitted Event and Parking Management Plan focuses on encouraging use of Tesco/ local car parks for those travelling by car which is considered acceptable in principle.

Pedestrian Access

The main entrance points to the building will be from the site's western elevation along the car-park access road. The footway links Seymour Road and the rear car-park.

Off-site Highway Works

In order to further discourage inconsiderate parking/waiting along Seymour Road, it is requested that Seymour Road TROs are updated to extend the single-yellow restrictions during a time when afternoon attendance is likely to be highest.

Footway reinstatement is also required at the redundant access points along the site frontage. It is requested that footway is resurfaced along both the adopted footway and private hardstanding with dropped-kerbs/tactile paving order to improve the surrounding pedestrian environment.

Double-yellow TROs in the vicinity of the site access will also ensure adequate visibility is maintained for vehicles egressing the site car park.

On-site Parking and Accessible Spaces

The number of parking spaces within the rear staff car park was initially considered to represent significant over-provision for the anticipated level of staff. It was requested that additional bays be converted for customer disabled parking with additional landscaping. An updated site layout plan has been received which shows a reduction spaces which is considered acceptable.

Waste Management

A bin store is proposed to the rear of the site with on-road servicing taking place at Seymour Road. Plans show that bins will be placed on a private area of hardstanding at the site frontage to await collection. Further details/dimensioned plans which demonstrate that such bins do not block the footway, along with a swept path assessment to shows the largest vehicle which can comfortably access/egress the site. A condition is requested.

EV Charging

Electric Vehicle (min 7Kw) charging provision should also be made available within the site.

Event and Parking Management

The submitted Event and Parking Management plan is considered acceptable. This includes details of on-site management/marshalling during events and measures identified to show how those accessing by car will be encouraged to park at Tesco/other local public car parks.

Cycle Storage

The secure cycle storage is now proposed to the rear of the site which is welcomed. The number of spaces is satisfactory.

Travel Plan

The revised Interim Travel Plan is satisfactory. The requirement of a full travel should be conditioned as part of any future approval.

Demolition/Construction Management

It is requested that a detailed Demolition Management Plan and Construction Management Plan are conditioned as part of any approval.

Environmental Health – No objection. Conditions are recommended in relation to demolition/construction management, acoustic insulation (including the use of the external terrace), the use of external plant equipment, waste management, hours of

use, servicing hours, the remediation of ground conditions, the control of fumes and odours and the inclusion of electric vehicle charging provision.

Greater Manchester Police (Design for Security) - Subject to the details contained within the Crime Impact Statement being adequately addressed, particularly those highlighted within the Executive Summary (i.e. secure enclosure of the sides and rear of the building out-of-hours/automatic gates or bollards during operational hours, consideration of access controls to main entrance and zoning of interior and prevention of unauthorised access of any single-storey elements), the application is supported.

If the Council is minded to approve the application, a condition is recommended that the scheme is designed and constructed in accordance with Section 4 of the submitted Crime Impact Statement and/or achieves the Secured by Design (SBD) accreditation.

Greater Manchester Ecology Unit (GMEU) - The imposition of a condition relating to bats, and breeding birds is recommended. The de-minimis exemption for biodiversity net gain requirements is noted.

Salford City Council - No objection.

Policy

Local Development Framework

The Development Plan consists of:
- The Manchester Core Strategy (2012);
- Saved policies of the Unitary Development Plan for the City of Manchester (1995);
- Places for Everyone Joint Development Plan.

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principles) - refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles.

It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) - states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection. Relevant policies in the Core Strategy are detailed below:

Policy C1 (Centre Hierarchy) - Development of town centre uses will be prioritised within Manchester City Centre, District Centres, and Local Centres in order to maintain their vitality and viability, provide services as locally as possible and minimise the need to travel by car. Within North Manchester the district centres are defined as Cheetham Hill and Harpurhey, and the local centres are defined as Victoria Avenue/ Rochdale Road (Charlestown), Hollinwood Avenue/ Greengate (Moston), Lansdowne Road/ Crumpsall Lane (Crumpsall), Worsley Avenue/ Kenyon Lane (Lightbowne), Moston Lane (Harpurhey), and Collyhurst (as part of redevelopment).

Policy C2 (District Centres) - Development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. Housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre.

Development in District Centres should: Prioritise delivery of key 'visitor' services, including retail, public and commercial services and food and drink. The Council will ensure that retail remains the principal use in Primary Shopping Areas, but also 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. Subject to impact on overall character and local amenity, the Council will support development which extends the time during which District Centres are active.

- Promote the development of employment which provides opportunities for local people;

- Promote the efficient use of land, particularly through considering options for multi-storey development. New development should positively contribute to the reuse and regeneration of land and premises, together with wider regeneration and investment strategies;

- Contribute positively to the diversity and mix of uses within centres without undermining their primary retail function. Development should also promote a range of retailers and shop formats;

- Promote choice and competition particularly where development will support the independent sector;

- Remedy deficiencies in areas with poor access to facilities.

New development should respect and enhance the character of existing centres.

New development should deliver improvements to the quality and accessibility of the centre environment. Opportunities should be taken to adopt sustainable building design and practises to assist in adapting to climate change.

Policy EC1 (Employment and Economic Growth in Manchester) - looks to ensure priorities for economic growth, the Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy EC2 (Existing Employment Space) – states that the Council will seek to retain and enhance existing employment space and sites.

Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The exiting use is un-viable in terms of business operations, building age and format;

- The existing use is incompatible with adjacent uses;

- The existing use is unsuitable for employment having regard to the Manchester Salford – Trafford SFRA; or

- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives that the existing use.

Policy EC4 (North Manchester) - North Manchester is expected to provide approximately 14ha of employment land.

The district centres of Harpurhey and Cheetham offer opportunities for mixed use proposals for small businesses providing local employment opportunities.

The Council will promote development which has had regard to:

- The key transport infrastructure such as the arterial roads Bury New Road, Cheetham Hill, Rochdale Road and other public transport networks such as bus routes;

- Metrolink and proposed extension and new stops;

- Connecting major employment opportunities to residential neighbourhoods within North Manchester and Lower Broughton and Salford;

- The importance of waterways and particularly the Irwell River in creating a sense of place and attracting investment.

Policy T2 (Accessible Areas of Opportunity and Need) - states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

Within the City Centre, development should provide a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities.

Policy EN1 (Design Principle and Strategic Character Areas) - relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance 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.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - concerns reducing CO2 emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodies carbon in new development and refurbishment schemes is also sought.

Policy EN8 (Adaptation to Climate Change) - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability;

- Reduction in urban heat island effect through the use of green infrastructure such as green roofs, green walls, increased tree cover and waterways;

- The need to control overheating of buildings through passive design;

- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation;

- Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues stat that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN16 (Air Quality) – states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN17 (Water Quality) - states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN19 (Waste) - states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:
Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Places for Everyone Greater Manchester Joint Development Plan

This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policies are set out below:

Policy JP-S1 (Sustainable Development) – This policy states that to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

Policy JP-P1 (Sustainable Places) - seeks to raise the quality of all places in a way that is sustainable in the long-term, to enhance the wellbeing for residents, as well as making Greater Manchester more attractive to potential visitors and investors.

The following key attributes that all development, wherever appropriate apply:

1. Distinctive, with a clear identity that:

A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;
B. Enables a clear understanding of how the place has developed; and
C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.

Policy JP-P5: Education, Skills and Knowledge – This policy states that significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted by enabling the delivery of new and improved accessible facilities for all ages, such as early years, schools, further and higher education, and adult training to ensure our workforce is ready to benefit from new employment opportunities.

Policy JP-S4: Flood Risk and the Water Environment - Ensuring that sustainable drainage systems:

i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation;
ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground;
iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and
iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development.

Securing the remediation of contaminated land and the careful design of developments to minimise the potential for urban diffuse pollution to affect the water environment.

Policy JP-S2: Carbon and Energy - The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including

Policy JP-S5: Clean Air - A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met.

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design

advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Other material policy considerations:

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the city in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce.

New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF. Sections 2, 4, 6, 8, 11 and 12 are considered relevant to the consideration of this application.

National Planning Policy Guidance

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG in this case are as follows:

Noise - Local planning authorities’ should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;

- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design - states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other;
- form – the shape of buildings;
- scale – the size of buildings;
- detailing – the important smaller elements of building and spaces;
- materials – what a building is made from.

Air Quality – Guidance states that when air quality is considered relevant to a planning application, which includes when proposals:

- Give rise to potentially significant impact (such as dust) during construction for nearby sensitive locations;
- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield; or
- Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor quality.

Issues

Principle

The proposed development is considered acceptable in principle and aligns with the overarching policy objectives for District Centres, which promote the integration of commercial, service, leisure, and community uses that contribute positively to the vitality and viability of these areas. The scheme reflects the strategic intent to harness vibrant, multifunctional centres that serve the diverse needs of local communities.

This approach is further supported by the National Planning Policy Framework (NPPF), which emphasises the importance of delivering social infrastructure in accessible and well-connected locations. The NPPF encourages planning policies and decisions to proactively support the provision and use of shared spaces and community facilities such as local shops, meeting places, sports venues, cultural buildings, places of worship, and other local services that enhance the sustainability and quality of residential environments.

In this context, the proposed mixed-use development, which incorporates space for worship, community events, and local enterprise, represents a valuable addition to the District Centre. It addresses a recognised shortfall in high-quality community facilities in the area whilst also supporting economic growth through the provision of affordable shared workspaces and meeting pods. The scheme not only meets the functional needs of the community but also contributes to its social and economic resilience.

It is further considered that the proposed building has been sensitively designed and would significantly improve the appearance of the site, contributing positively to the character and appearance of the area. Furthermore, any potential impacts to the local highway network are considered manageable and capable of being appropriately mitigated. In light of these considerations, the development is considered to be in accordance with the relevant planning policies and guidance. Specific planning matters are outlined further below.

Redevelopment of the Site and Contribution to Regeneration

It is considered that the proposed development would result in a significant enhancement to the visual quality of the site, contributing positively to the character and appearance of the surrounding street-scene.

The existing site is in a dilapidated condition, comprising low-quality buildings that are visibly deteriorating. It also includes the open storage of waste materials and scrap vehicles to the side and rear, with vehicles encroaching onto the pavement at the site frontage.

The proposal would facilitate the redevelopment of a brownfield site within a designated district centre and would deliver a high-quality, contemporary building. The scheme is expected to generate substantial economic, social, and environmental benefits, in line with the objectives of sustainable development.

Loss of Employment Use

Although the proposal would result in the loss of a traditional employment use, specifically a car repair garage falling under Use Class B2, the existing buildings are in poor condition and unlikely to meet modern operational standards. Whilst the site could technically continue to function as a general industrial facility, such a use is largely incompatible with the surrounding area and is unlikely to be commercially viable given current business requirements.

The loss of this site for industrial purposes is considered to have a minimal impact on the overall supply of employment land across the city. Whilst the proposed development would not constitute a traditional employment use, it is expected to deliver greater benefits than the existing use by generating a modest increase in job opportunities. These could include roles in site management and maintenance, café staff for food and beverage services, administrative support, and teaching positions.

Policy EC2 of the Core Strategy represents the overarching policy in relation to existing employment sites and states that:

The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

-The existing use is un-viable in terms of business operations, building age and format;

-The existing use is incompatible with adjacent uses;

-The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford -SFRA; or

- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

The supporting narrative to the policy states further that although the Council values employment land, there are circumstances where it will be appropriate to support alternative uses such as when employment is un-viable, particularly if the site has remained empty or vacant for a period of time and the employment space no longer serves the needs of businesses due to its age and the conditions of the property; or, when an alternative use would bring more benefits to the City, either because the employment use is not the optimum use for the site or because any harm is outweighed by the benefits of the new use.

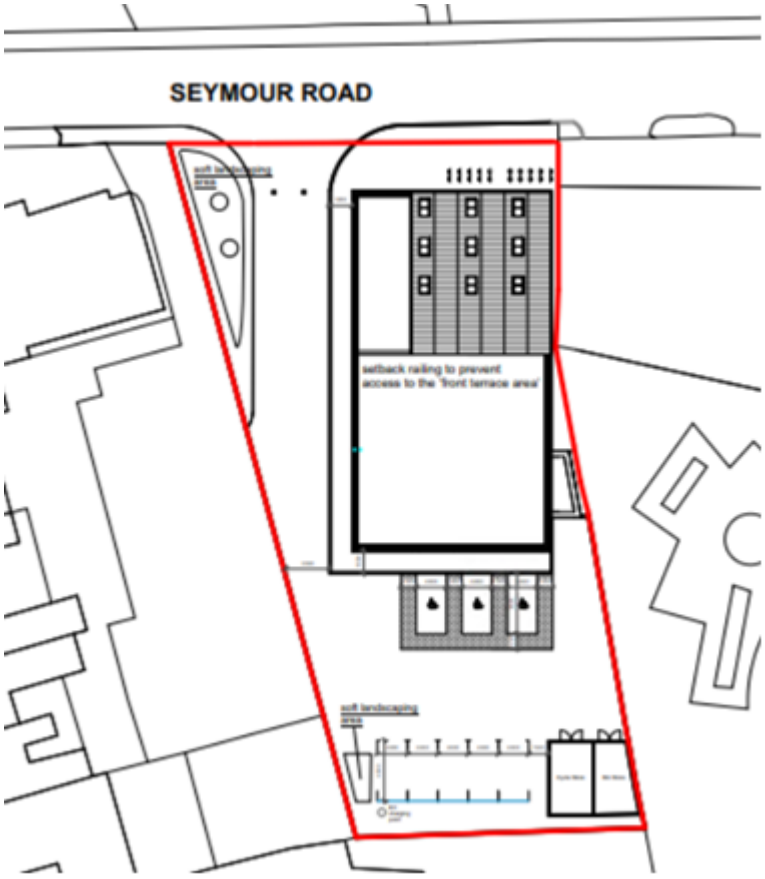
In this case, the proposal would seek to regenerate the site which is largely incompatible with the local environmental context and would offer a range of significant material benefits for which the Council considers outweighs any harm, including improved community space, local employment, meeting rooms to support local startup businesses, educational opportunities and environmental improvements. It is therefore maintained an alternative use is justified in this location with the proposed use still capable of maintaining an employment function.

Site Layout

The proposed building generally follows the footprint of the structure it seeks to replace, with its main frontage facing Seymour Road. This orientation has influenced both the building's placement on the site and its internal configuration.

The building is a mix of two and three storeys, rectangular in shape, and positioned to the north-eastern corner of the site. A driveway along the western side of the

building provides access to a rear car park, which would include five staff parking spaces near the southern boundary and three fully accessible bays adjacent to the rear of the building. A pedestrian pathway would run along the western edge, connecting Seymour Road to the rear parking area. Additionally, the south-eastern corner of the car park would accommodate cycle storage and refuse bins.



Proposed site layout

Vehicular access to the site is to be redesigned, incorporating a small area of soft landscaping to the north-western corner. This would allow the entrance to be narrowed, enhancing pedestrian safety while also contributing to a greener site setting.

The proposed site layout is considered to strike a suitable balance between built development, off-street parking, and amenity/landscaped areas within a district centre location.

The design makes effective use of the site's main street frontage, complements the surrounding suburban layout, and realises the site's potential without detracting from the character of the area or the setting of neighbouring buildings. Whilst site constraints and the need for staff and accessible parking limit the space available for landscaping and amenity areas, the recessed second floor at the rear of the building creates an opportunity for a communal roof terrace. This space could support planters and community gardening, among other uses.

Design, Scale and Appearance

The proposed development would occupy a footprint broadly consistent with the existing building, incorporating a designated car parking area to the rear and a principal frontage onto Seymour Road.

The part two-storey, part three-storey element building is considered appropriate in the context of Seymour Road, where a mix of building heights and forms exists. The proposed gabled rhythm along the front elevation reflects the architectural language of nearby Victorian semi-detached properties and is considered a suitable design response that respects the established character of the area without appearing overbearing or out of place.

The architectural design adopts a restrained contemporary style, characterised by a red brick plinth at ground level, extensive glazing, and vertical timber louvre fins to the upper floors. The inclusion of recessed, stacked brick header detailing around window openings introduces depth and articulation to the façade, enhancing visual interest at street level.



Image of proposed front (Seymour Rd) elevation (Extract: Design and Access Statement)



Image of proposed side (western elevation) (Extract: Design and Access Statement)

The proposed material palette varies across the building's vertical composition. A red buff brick, is considered reflective of the local vernacular and is proposed at ground floor level. To the upper floors, a light timber cladding would provide contrast and visual relief from the masonry base, while also contributing to the building's environmental performance by acting as a rainscreen and solar shading element. Zinc (or similar) roofing is proposed, offering a high-quality, contemporary finish that complements the overall design and contrasts with the more traditional tiled roofs in the vicinity. The exact specification of external materials would be agreed by way of an attached planning condition.

On balance, it is considered that the design demonstrates a clear response to its immediate context and is expected to deliver a high-quality, visually distinctive building that would significantly enhance the appearance of a currently derelict site. The use of modern materials and detailing contributes to a positive uplift in the local streetscape and would support the regeneration of the area.

The overall massing remains modest, with only a portion of the building extending to three storeys. The third floor accommodates a small meeting room/classroom (approximately 77 sqm), with the remainder of the upper level dedicated to a rooftop terrace and garden. This terrace introduces a break in the massing and would ensure that the building is perceived as only a partial three-storey, thereby reducing its visual presence and impact.

The proposal represents a sensitive and well-considered approach to redevelopment, offering a contemporary interpretation of traditional residential architecture. It would integrate effectively and sympathetically into the local surroundings and would contribute positively to the character and appearance of Seymour Road.

Inclusive Access

The ground floor entrance, internal flooring, and level thresholds have been designed to ensure full compliance with DDA standards, promoting ease of access for all users. Accessible elevators would provide vertical circulation to all upper levels. Throughout the building, circulation corridors adhere to DDA requirements and are complemented by wheelchair-accessible restroom facilities, ensuring an inclusive and user-friendly environment. To the rear, 3 accessible parking spaces are proposed.

Impact to Amenity

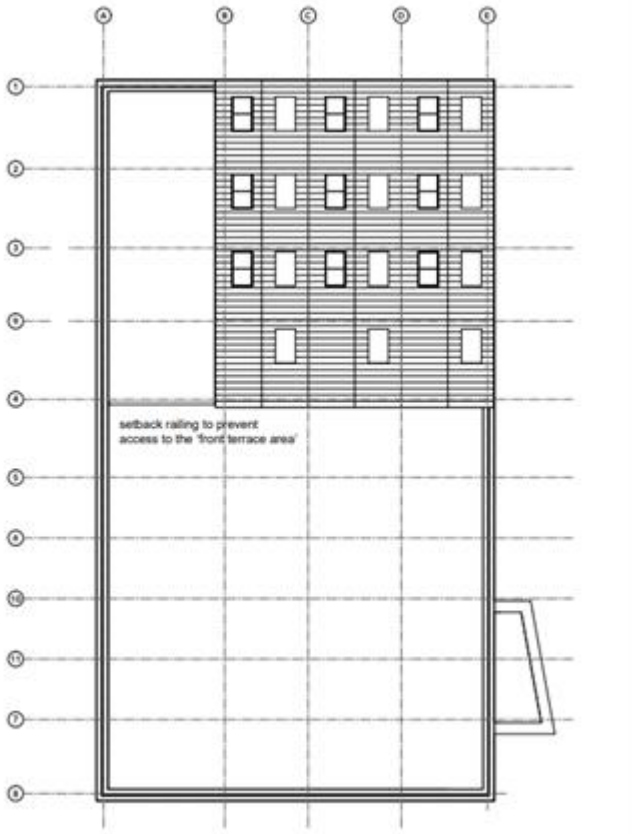
The proposed development has been assessed in relation to its surrounding context and is not considered to result in any direct impact on residential properties, as none are located in immediate proximity to the site.

To the southeast, the site adjoins a memorial garden, which was established to the northwest of the Tesco store following the redevelopment of the former Wesleyan Cemetery in Cheetham Hill. The proposed development would not encroach upon or adversely affect the setting or function of this garden.

To the south, the site borders an area of overgrown land situated behind a bookmakers fronting Bury Old Road, with access taken from Sandy Bank Road. The proposed building would be located approximately 56 metres from the southern boundary. Given this separation distance, it is considered that the development would not prejudice the future redevelopment potential of the adjacent land.

To the west, the site is bounded by the rear elevations of a parade of commercial premises, located at distances ranging between approximately 38 and 54 metres from the proposed building. The design incorporates measures to mitigate overlooking, including the use of hit-and-miss timber cladding on first-floor windows and the positioning of the rooftop garden to avoid direct views. As such, it is not considered that the proposal would result in any unacceptable loss of amenity to these neighbouring commercial uses.

To the north, the site fronts Seymour Road, opposite King David School. The proposed building would be set back approximately 10 metres from the school boundary, with the road providing a physical separation. The design includes first-floor windows screened by hit-and-miss cladding and a rooftop garden with perimeter railings to restrict access to the front portion of the roof. These features are intended to prevent any perceived overlooking and ensure the privacy and amenity of the school are maintained.



Drawing showing rooftop and position of railing to prevent access to the front of the roof indicated by arrow

Given the neighbouring context, the proposed development is not considered to be overbearing and would not lead to any overshadowing or undue loss of privacy.

The existing building on site previously operated as an Auto Care Car Parts centre, providing MOT testing and vehicle servicing. The site currently contains a significant amount of waste material and scrap vehicles, contributing to elevated levels of noise and environmental pollution. The proposed development would result in a marked improvement in both the environmental quality and visual appearance of the site, offering substantial benefits over the existing situation.

In terms of any potential noise impact, the proposed development would result in the loss of an existing general industrial use and therefore the proposed use is considered to be more compatible with the surrounding area, which comprises a mix of commercial, educational and residential uses.

The application is supported by a Noise Impact Assessment, which evaluates the existing acoustic environment surrounding the site. This includes consideration of operational plant equipment associated with the proposed development, road traffic noise, and the potential impact on the nearest residential receptors located above commercial premises on Bury Old Road.

The findings of the assessment indicate that the proposed development would not give rise to unacceptable noise levels. A condition is included to ensure noise limits in line with the Council's standards are adhered to.

Operational Management

The proposed development is expected to involve a small team of 2 administrative staff, 1 manager, café staff and 3 teachers with operational hours of 9am - 8pm Monday to Thursday, 9am - 8pm on Fridays and 9am - 4pm at the weekend.

Parking access for staff and disabled users would be controlled with the use of automatic bollards.

Visitors to the community centre would be required to report to the administration office located at the main entrance, which will be staffed full-time. The building would be accessible throughout the day for a range of community uses, including the operation of the coffee shop and provision for worship. Evening and weekend activities would include educational classes for children and social programmes for elderly residents. The main hall would be available for hire and use for community functions.

The community centre facilities, comprising shared workspaces, meeting rooms, and meeting pods would be operational every day except Fridays. This arrangement is intended to ensure adequate capacity on-site to accommodate the primary day of prayer.

Security and Safeguarding

A Crime Impact Statement accompanies the application, which in consultation with Greater Manchester Police (Design for Security), includes recommendations for physical measures to be incorporated into the design including access controls into the building, the use of automated bollards across the front of the driveway to prevent unauthorised vehicles, CCTV coverage and external lighting,

It is considered that provided the recommendations of the Crime Impact Statement are implemented, the impact to crime and security is satisfactory. An appropriate condition has been included in this regard.

Further, the proposed café use to the ground floor would provide activity and surveillance to the road frontage and provide a degree of guardian ship not presently experienced.

A key consideration in the assessment of this proposal relates to community safety and safeguarding, particularly in light of the site's proximity to King David School, a Jewish faith school located directly opposite the development on Seymour Road. Concerns have been raised regarding potential overlooking of the school and its grounds.

In response, the design of the proposed development incorporates several measures to mitigate any perceived impact. A physical barrier would be installed to restrict access to the front portion of the rooftop garden, thereby preventing any opportunity for overlooking. Additionally, vertical timber louvred fins are proposed to the upper floor front-facing windows to obstruct direct views towards the school, ensuring privacy is maintained.

It is also noted that King David School is enclosed by a substantial boundary treatment, including a high wall and fencing with integrated screening to prevent views from the roadside. The school operates under rigorous safeguarding procedures, including controlled access, which further enhance their site security.



View of school boundary to the opposite side of Seymour Road

The applicant has stated that as an organisation they are committed to community cohesion and that they are a contemporary organisation based on Islamic values to promote peace, tolerance, interfaith harmony and education. They go on to state that they 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. On this basis it is considered that the proposed development, which is centred on community engagement, education, and cohesion, would contribute positively to the local social fabric and harness interfaith relationships.

Impact to the Highway

Several representations received have raised concerns regarding the potential impact of vehicle movements and parking demand on the operation of the surrounding highway network. Particular attention has been drawn to the potential for conflict with King David School, located opposite the site, especially on Friday afternoons when school closing may coincide with Friday prayers.

Whilst this overlap is acknowledged, the proposed development is primarily intended to serve the local community, with a significant proportion of users expected to arrive on foot or via public transport. Nevertheless, the possibility of car usage cannot be discounted.

To address these concerns, the application is supported by a comprehensive Transport Statement and subsequent addendums, which assess anticipated trip generation. The analysis confirms that the maximum occupancy during Friday prayers will be limited to 75 individuals, consistent with the physical capacity of the proposed prayer hall. This figure is self-regulating but would also be secured by condition to ensure compliance.

Parking demand has been estimated using modal split data from the Travel Plan for the nearby Khizra Masjid. Applying the proportion of attendees who drive (28%) to the proposed capacity results in an estimated demand of approximately 21 visitor vehicles.

Despite this, the development is being promoted as a car-free facility. In line with recommendations from Highway Services, the on-site parking provision has been reduced to a total of eight spaces comprising 5 for staff (including one EV charging bay) and 3 for disabled users. These accessible spaces would be available via a pre-booking system. An originally proposed drop-off/pick-up bay has been removed to discourage vehicles being attracted to the site.

Visitors arriving by car would be directed to the district centre car park on Thomas Street, adjacent to Tesco. This facility, owned by Manchester City Council and operated by 'YourParkingSpace' and offers free parking for up to three hours and is considered sufficient to accommodate peak demand associated with Friday prayers. Longer stays can be pre-booked online for a fee. The car park is approximately 250 metres from the site and is accessible via a continuous, safe pedestrian route along St Mary's Hall Road and Seymour Road, with no road crossings required.

Additional parking is available at the George Street car park, operated by Salford City Council, which provides approximately 70 spaces within a short walking distance of the site.



Aerial view showing application site indicated by the yellow diamond and district centre car park indicated by a red oval

To support sustainable travel and manage parking effectively, the proposal includes a Travel Plan and an Event Parking Management Strategy. These will promote non-car modes of travel and provide clear information about parking arrangements. Details would be made available via the community centre's website, welcome packs, newsletters, and on-site noticeboards.

Visitors travelling by car would be guided to the Thomas Street car park through the centre's communications .During peak periods, particularly Friday prayers, parking stewards would be deployed at strategic points around the site to guide visitors to the off-site car park. Clear signage is to reinforce that on-site parking is reserved exclusively for staff and disabled users.

Parking usage both on-site and off-site would be monitored through regular Travel Plan surveys. To further discourage inappropriate parking or waiting along Seymour Road, the existing Traffic Regulation Orders (TROs) would be updated to extend single-yellow line restrictions to cover the full duration of Friday prayer attendance.

It is believed that with these measures in place, the impact to the safe operation of the highway can be sustained and taking into account vehicle trip generation when compared to the existing use of the site as a car garage, it has been demonstrated that the development is acceptable in regard to highway impact and given the highly sustainable, district centre site location the impact is not anticipated to be materially harmful.

Tree and Landscaping

Due to the site's size constraints and the nature of the proposed development, opportunities for landscaping are limited. However, a small, irregular shaped area adjacent to the vehicular access and Seymour Road offers potential to contribute to the greening of the site and enhance the building's setting. In this location, a hedge, lawn, and two trees are proposed, along with a small shrub planting area in the south-west corner of the site near the parking spaces. A condition has been included to secure the implementation of these landscaping measures.

In terms of boundary treatment, the proposal includes a 1.8 metre high wall with masonry inserts wrapping around the site's curtilage. Additionally, 1.3 metre high automated metal bollards are proposed across the front of the driveway to restrict vehicular access. The arrangements are considered satisfactory.

Ecology and Biodiversity

A Preliminary Roost Assessment and Ecological Walkover Survey have been submitted as part of the application. Following review by Greater Manchester Ecology Unit (GMEU), it has been concluded that there are no significant residual ecological impacts that would prevent the proposed development from proceeding.

The site currently contains minimal vegetation and lacks arboricultural or ecological value due to the limited habitat present. Some scattered scrub was identified, which may support nesting birds. Therefore, any demolition or vegetation clearance must occur outside the bird breeding season (March to September inclusive), unless a qualified ecologist has first conducted a thorough inspection for active nests immediately prior to clearance. A relevant planning condition has been included to secure this requirement.
In terms of bat roost potential, the Preliminary Roost Assessment found that two of the three buildings on site have negligible potential for bat roosting, and no further surveys are required for these structures. However, one of the buildings which is

proposed for demolition, was assessed as having moderate bat roosting potential. Consequently, two nocturnal bat surveys were undertaken, one between May and August, and another between May and September. These surveys indicated that the building's structure is unlikely to support large bat populations or roosts of high conservation value, and only limited bat activity was observed across the site.

Mitigation measures have been outlined and are considered acceptable. The proposed works would require a Natural England licence, and a planning condition has been included to ensure the submission and approval of such details.

In relation to Biodiversity Net Gain (BNG), the site is exempt from the requirement to deliver a measurable BNG due to its specific characteristics.

Despite this, ecological enhancements could still be achieved on-site through measures such as the installation of bat and bird boxes, which would represent an improvement over existing conditions. A planning condition has been included requiring the submission and approval of these details. Moreover, the proposed development incorporates a roof terrace area which would create an opportunity to deliver allotments and planting which could support flowering species and attract pollinators such as butterflies and bees.

Overall, the proposed approach to biodiversity aligns with national policy and the relevant policies within the Development Plan.

Waste Management

A Waste Management Strategy has been submitted as part of the application. The strategy includes a dedicated, secure bin storage area located to the rear of the building within a timber enclosure. Additional internal waste storage would be provided within the café kitchen for general waste, mixed recycling, and food waste.

A building management team would be responsible for transferring bins to the designated collection point adjacent to the highway for kerbside collection and returning them to the rear of the building following collection. This arrangement is considered acceptable in principle.

Further clarification is required regarding the frequency of waste collection. A planning condition has been included to secure the submission and approval of a more detailed waste management strategy and to ensure its implementation.

Environmental Standards and Climate Change

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

A Sustainability and Energy Statement has been submitted with the application, outlining the design measures proposed to reduce resource and water consumption, enhance biodiversity, and mitigate air and noise pollution. The statement also

demonstrates how the development has been designed to remain resilient to future climate change impacts.

An outline Energy Strategy also accompanies the application, setting out potential methods for reducing carbon dioxide emissions. These include a high-performance building fabric, a fabric-first approach, and the integration of an air source heat pump and photovoltaic panels, all contributing to significant carbon savings.

The Energy Strategy includes a BREEAM pre-assessment, indicating that the development is expected to achieve credits equivalent to a BREEAM 'Excellent' rating for energy efficiency.

Additionally, the proposal incorporates a Travel Plan to promote sustainable transport choices and would include provision for electric vehicle charging points.

To ensure delivery of these commitments, planning conditions have been proposed requiring verification of the BREEAM rating, implementation of the Travel Plan, and installation of electric vehicle charging infrastructure.

Flood Risk and Drainage

The application site is located entirely within Flood Zone 1, which represents the lowest level of flood risk. It is not affected by significant surface water issues and is therefore considered to be at minimal risk of flooding.

Whilst a Drainage Strategy has been submitted with the application, Flood Risk Management has advised that additional information is required regarding surface water drainage and its ongoing maintenance. To address this, appropriate planning conditions have been included, requiring further agreement on these details. Subject to the successful implementation of these measures, the drainage strategy is considered acceptable.

Ground Conditions

A Phase 1 Desktop Study was submitted as part of the application, to determine potential contaminated land liabilities and geotechnical constraints in the context of the proposed residential development, the conclusions of which are accepted by Environmental Health. It is advised that a Phase 2 Assessment should be completed in accordance with the recommendations contained within Phase 1 assessment. An appropriate condition has been included, which will require the submission and approval of a detailed site investigation report and any subsequent remediation strategy prior to the commencement of development. A further condition requiring a verification report to demonstrate the work is completed in accordance with agreed methodology is also included.

Demolition/Construction Management

To ensure demolition and construction is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part the city, a condition is included which requires the agreement of a

Demolition/Construction management plan to details amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Conclusion

On balance, the proposal is considered to represent a well-conceived form of development that aligns with the principles of sustainable development as set out in national and local planning policy.

The proposed building demonstrates a high standard of architectural design, with a scale and form that is sympathetic to the surrounding context. It would replace existing low-quality structures, thereby enhancing the visual character of the area and delivering a range of economic, social, and environmental benefits.

Importantly, the scheme responds to an identified local need for improved community infrastructure. It would provide meaningful social value through the creation of flexible spaces for education, community engagement, and public use.

The site's location within the Cheetham Hill District Centre offers excellent accessibility, supporting sustainable travel patterns and reducing reliance on private vehicles. The anticipated increase in vehicular movements is modest and has been demonstrated to be capable of being effectively managed.

The development is not expected to result in any detrimental impacts on the established urban fabric and unlikely to give rise to significant concerns in relation to ecology, flood risk, residential amenity, or community safety.

Taking all relevant considerations into account, and as detailed within the report, the proposal is considered to be in accordance with the Development Plan and national planning guidance.

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Other Legislative Requirements
Equality Act 2010
Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material

considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

Conditions to be attached to the 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:

Drawings referenced 0256-020 (Proposed Bay Elevation), 0256-(05) 007 (proposed south elevation), 0256-(05) 009 (proposed north elevation) and 0256-(06) 019 (proposed section), received by the City Council as Local Planning Authority on 31 January 2025 and drawings referenced 0256-(04) 002 (proposed ground floor plan), 0256-(04) 003 (proposed first floor plan), 0256-(04) 004 (proposed second floor plan), 0256-(04) 005 (proposed roof plan), 0256-(05) 006 (proposed east elevation), 0256-(05) 008 (proposed west elevation), 0256-(01) 011 REV A (proposed site plan), received by the City Council as Local Planning Authority on 2 August 2025.

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

3) No above ground construction works shall commence until samples and specifications of all materials to be used in the external elevations and the hard landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as Local Planning Authority.

The submitted details shall include:
i. baseline samples and specifications of all materials to be used on all external elevations

ii. jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames;
iii. A strategy for quality control management.

The development shall only be carried out in accordance with the agreed details.

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 and DM1 of the Manchester Core Strategy and policy JP-H3 of the Places For Everyone Joint Development Plan.

4) The building hereby approved shall not be used in such a way that results in more than 75 persons being present within the building at any one time.

Reason - To ensure that the intensity of use remains appropriate for the site and surrounding area, and to safeguard the amenities of nearby occupiers and highway safety, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

5) Prior to the commencement of development, a demolition/construction management plan outlining working practices during development works shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.
-Loading and unloading of plant and materials;
-Storage of plant and materials;
-Site hoarding; scaffolding and acoustic fencing.

The development shall only be carried out in accordance with the approved construction management plan.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

6) The development hereby approved shall only operate in strict accordance with the details contained with the submitted Event and Parking Management Plan prepared

by SCP (Ref: 230098/EPMP/01 - 31st July 2025), received by the City Council as Local Planning Authority on 11 August 2025. The Management Plan shall remain in use as long as the development is operational.

Reason - In the interests of highway safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

7) Notwithstanding details submitted, a detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

(1) The measures proposed to be taken to reduce dependency on the private car;
(2) A commitment to surveying the travel patterns during the first three months of the development and thereafter from time to time;
(3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
(4) Measures for the delivery of specified travel plan services; and 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 development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as Local Planning Authority for approval. 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, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy, The Guide to Development in Manchester (SPD)and policies JP-S1, JP-S1, JP-P1 and JP-C1 of Places for Everyone Joint Development Plan.

8) Prior to occupation of the development hereby approved, full details of all necessary off-site highway work, shall be submitted to and approved in writing by the City Council as Local Planning Authority The approved measures shall then be implemented in accordance within a timescale to be agreed in writing by the City Council as Local Planning Authority. Work shall include:

-Resurfacing of the footway and reinstatement of any vehicle crossovers along Seymour Road where the footway adjoins the site.

-The provision of tactile paving and dropped kerbs to the site access point.

-The provision of double yellow lines adjacent to the site access to maintain visibility.

-The refreshment of existing TRO's adjacent to the site.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation.

Reason - In the interests of highway safety and residential amenity, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy and policies JP-C4 and JP-C6 of the Places for Everyone Joint Development Plan.

9) Prior to the commencement of above ground works (excluding demolition), full details for the provision of secure and covered cycle parking provision for the development, including means of enclosure, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall be installed prior to the first occupation of the development and be retained thereafter for use by people visiting the development.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1,T2 and DM1 of the Manchester Core strategy and policy JP-C6 of the Places for Everyone joint development plan.

10) Prior to the first use of the car parking spaces hereby approved, a scheme for electric vehicle charging together with details of infrastructure to allow further future EVC conversion shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential units hereby approved.

Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy and policies JP-C8 and JP-S5 of the Places for Everyone Joint Development Plan.

11) Notwithstanding details submitted, the development hereby approved shall not be occupied until a more detailed scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as Local Planning Authority. 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 provision for the uplift in waste and that acceptable collection arrangements are in place, in the interests of public health and residential amenity, pursuant to saved policy DC5 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

12) Prior to the first occupation of the development hereby approved, a Servicing Strategy shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The strategy shall include details of the number and frequency of deliveries/collections, vehicle sizes, delivery times, access and safety arrangements. The agreed Strategy shall be implemented as part of the development and remain in use so long as the approved use is operational.

Reason - To mitigate harm to the operation of the highway and the amenity of noise sensitive occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

13) Prior to first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and policies JP-S1 and JP-P1 of the Places for Everyone Joint Development Plan.

14) a) The development hereby approved shall be carried out in accordance with details contained with the Environmental Standards Statement (Version 1.0), prepared by Element Sustainability, received by the City Council as Local Planning Authority on 12 August 2025.

b) Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures, including dated photographic documentary evidence of the implementation and completion of required works.

c) Any non-conformity from the approved scheme shall be clearly set out along with measures required to ensure compliance with the agreed details.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and policies JP-S1, JP-P1 and JP-S2 of the Places for Everyone Joint Development Plan.

15) The new building hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'very good' rating. Post construction review certificate(s) shall be submitted to and approved in writing by the City Council as Local Planning Authority, before any of the new buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and policies JP-S1, JP-P1 and JP-S2 of the Places for Everyone Joint Development Plan.

16) Prior to first occupation of the development hereby approved, a scheme for the enhancement of the site for ecological purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. Details should include bat and bird boxes. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason - Pursuant to biodiversity enhancement of the site, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework and policy JP-G8 of the Places for Everyone Joint Development Plan.

17) Notwithstanding details submitted , no above ground development shall commence until a hard and soft landscaping treatment scheme, has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the

buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy and policies JP-S1, JP-P1 and JP-H3 of the Places for Everyone Joint Development Plan.

18) Notwithstanding details submitted, the development hereby approved shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and specification of all new boundary treatment/gates/bollards to be erected. The development shall only be carried out in accordance with the approved details and shall thereafter be retained.

Reason - In the interests of security and 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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

19) a) Prior to the first occupation of the approved development, external lighting shall be designed and installed in accordance with a scheme submitted to and approved in writing by the City Council as Local Planning Authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light 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 criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties and to minimise impacts on protected species that may commute and forage in the area pursuant to Core Strategy policies DM1 and EN15 and policies JP-P1 and JP-G8 of the Places for Everyone joint development plan.

20) Prior to first occupation of the development hereby approved, full details of the rooftop railing shown on drawing referenced 0256-(04) 005 (proposed roof plan), received by the City Council as Local Planning Authority on 2 August 2025 shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed details shall be implemented prior to first use of the roof terrace area and shall be retained thereafter.

Reason - To prevent access to the front terrace area and in order to safeguard privacy, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

21) No work to demolish Building 1 shall commence unless the City Council as Local Planning Authority has been provided with either:

a) a license issued by Natural England pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead: or

b) a statement in writing from the relevant licensing body or LPA to the effect that it does not consider that the specified development will require a license.

Reason - To ensure the protection of habitat of species (bats) that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Manchester Core Strategy and policy JP-G8 of the Places for Everyone Joint Development Plan.

22) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy.

23) Before the ground floor cafe use hereby approved becomes operational, a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as Local Planning Authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy DC10 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

24) a) Notwithstanding details submitted, the building hereby approved 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.

b) Prior to occupation of the building hereby approved 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.

c) In the event of any non-conformity with the approved acoustic insulation scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first occupation of the development.

Reason - To safeguard the amenity of nearby properties, including the school opposite, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester, policies DM1 and SP1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

25) a) Any externally mounted ancillary plant, equipment and servicing (with the exception of emergency plant equipment) 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 first occupation of the development hereby approved a 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 prior to first occupation of the development.

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 approved under parts a and b of this condition. The report shall also undertake post completion testing to confirm that the noise criteria have been met.

c) In the event of any non-conformity with the approved scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first occupation of the development.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan, policy DM1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

26) Prior to the commencement of the development hereby approved, a surface water drainage scheme for the development site, based on sustainable drainage principles, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

-Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration

testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.

-Details of surface water attenuation that offers a reduction in surface water runoff rate up to 5 l/s.

-Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.

-Hydraulic calculations of the proposed drainage system, including all design parameters. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

-Where flows less than 5 l/s are proposed, a blockage risk assessment must be undertaken. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant authority.

-A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

-Construction details of flow control and SuDS components.

-Details of how the scheme shall be maintained and managed after completion.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN8 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan.

27) a) The development hereby approved shall be implemented in accordance with the submitted Phase I Geoenvironmental Site Assessment
(Ref: :17-014-R1-1) prepared by E3P received by the City Council as Local Planning Authority on 12 August 2025.

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in

writing by the City Council as local planning authority. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first use/occupation of the development.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development Plan.

28) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time after development commences, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development Plan.

29) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 to 20.00 hrs Monday to Saturday;
No deliveries/waste collections on Sundays and Bank Holidays.

Reason - To safeguard the amenities of nearby occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.
30) Prior to the first occupation of the development hereby approved, a detailed schedule of operational hours for each element/use of the development, including the use of the roof terrace, shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter operate only in accordance with the approved schedule.

Reason - To safeguard the amenities of nearby occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

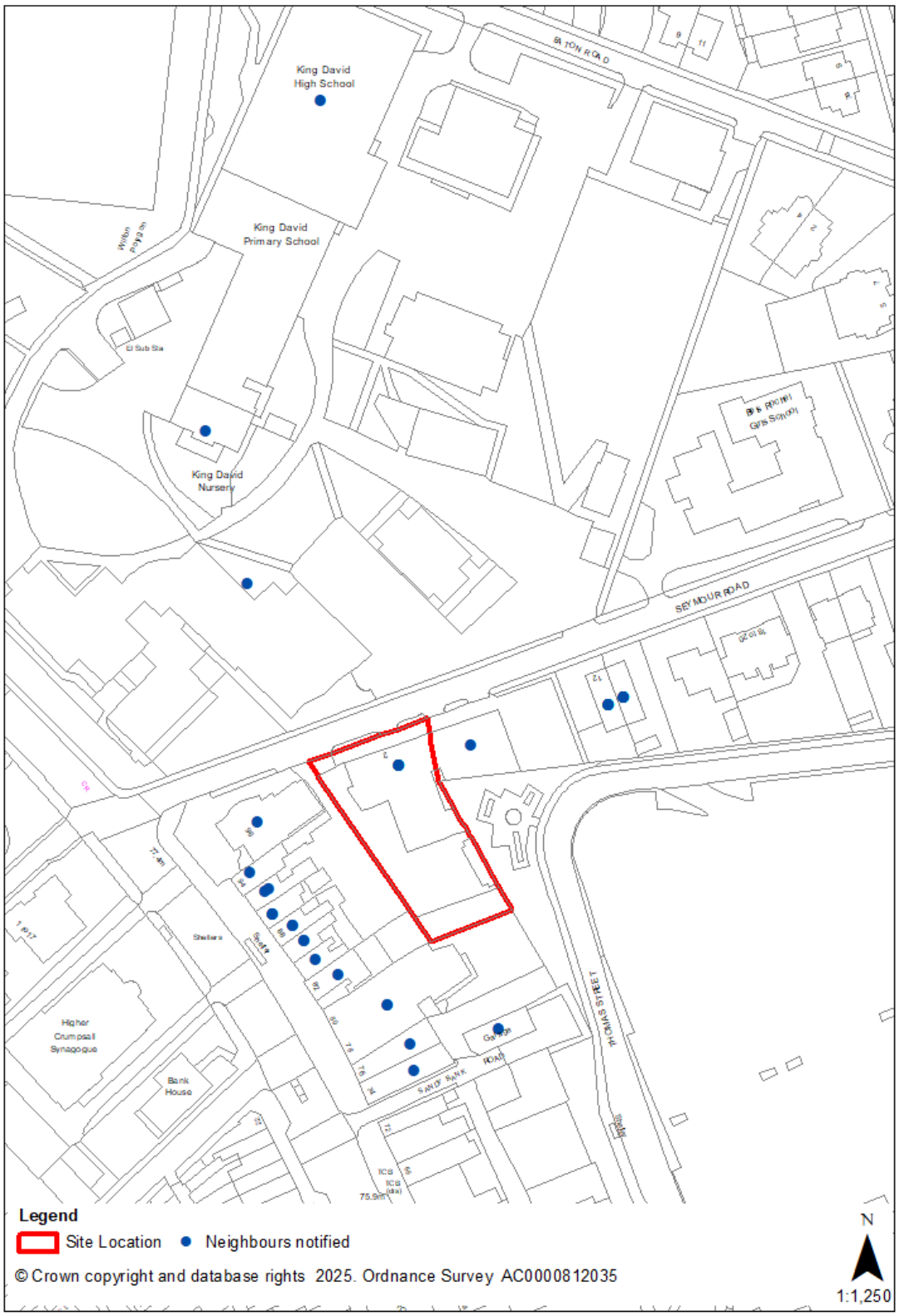
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 140755/FO/2024 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
MCC Flood Risk Management
Heritage & Urban Design
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit
Salford City Council

A map showing the neighbours notified of the application is attached at the end of the report.

Relevant Contact Officer : Steve McCoombe
Telephone number : 0161 234 4607
Email : steven.mcoombe@manchester.gov.uk


King David
High School
King David
Primary School
King David
Nursery
SEYMOUR ROAD
THOMAS STREET
SANDY BANK
ROAD
Higher
Crumpsall
Synagogue
Bank
House
Legend
Site Location
Neighbours notified
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