MANCHESTER CITY COUNCIL

Julie Roscoe

Director of Planning, Building Control and Licensing

Growth and Development Directorate
PO Box 532
Town Hall
Manchester M60 2LA

Paul Butler Associates,
31, Blackfriars Road,
Salford. M3 7AQ

Contact: Sue Wills
Tel: 0161 234 4524
Email: sue.wills @manchester.gov.uk

Our reference: EIASCR/26/004
Your reference:
Date 26th May 2026

Dear Donald Murphy,

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (ENGLAND) REGULATIONS 2017 - FORMAL SCREENING OPINION FOR ENVIRONMENTAL IMPACT ASSESSMENT 'SCREENING' UNDER PART 2 REGULATION 6 10b

PROPOSED DEVELOPMENT: British Muslim Heritage Centre

SITE LOCATION: College Road , Whalley Range, Manchester M16 8EP

SCREENING OPINION ADOPTED BY MANCHESTER CITY COUNCIL

Following the request for a formal Screening Opinion for the above proposed works the Council has assessed the submission in respect of the above regulations in order to come to a formal EIA screening opinion.

In coming to a formal opinion on whether an Environmental Impact Assessment (EIA) is required to support the proposed development, Manchester City Council, as Local Planning Authority, has taken into account the supporting information submitted for the Council's consideration on 29th April 2026, as updated by further information received on 8th May 2026.

The EIA Screening process is used to determine whether the proposed development is likely to have any significant effects on the environment. The Council as local planning authority have now had a chance to consider the planning application submission against the EIA regulations, and the response is outlined below.

The proposal type is listed in category 10 (b) Urban Development Projects of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017, as the development includes an area larger than 1 hectare.

Within the National Planning Policy Guidance (NPPG), general considerations relating to the need for an EIA for Schedule 2 developments are identified within paragraph 18 of the guidance. This references the selection criteria in relation to Schedule 3 of the Regulations.

These criteria which must be taken into account, in determining whether a development is likely to have significant effects on the environment. The criteria are as follows:

I. Characteristics of Development (e.g. its size, use of natural resources, quantities of pollution and waste generated);
II. Location of Development (e.g. environmental sensitivity of geographical areas);
III. Characteristics of the potential impact (e.g. its magnitude and duration).

The Secretary of States view is that, in general, an EIA will be needed for Schedule 2 developments in three main types of cases, namely:

I.For major developments which are of more than local importance;

II. For developments, which are proposed for particularity environmentally sensitive or vulnerable locations;

III.For development with unusually complex and hazardous environmental effects.

Below is a consideration as to whether an EIA is required to support the proposed demolition works.

The submission documents indicate that the site area of works at the British Muslim Heritage Centre site is 3.14 hectares and would therefore be above the threshold set out within the EIA regulations, and as such the proposal will be assessed against the EIA regulations and the criteria in Schedule 3 of the regulations.

Context

The proposed development site relates to the British Muslim Heritage Centre premises and associated structures on land at College Road. The site is broadly rectangular in shape, covering an area of approximately 3.14 hectares. Centrally located within the site is the British Muslim Heritage Centre which occupies a three storey Grade II* listed former college building, referred to in its listing description as the 'GMB National College', but originally constructed in 1840 - 1843 as the Lancashire Independent College. The site includes the building's historic walled grounds, and its main entrance gate (Grade II listed).

There are multiple mature and semi-mature trees within the grounds. The front / north grounds are landscaped, whilst much of the south / rear grounds have been given over to hard standing for car parking and access. A marquee has also been erected in the south

western part of the site which has temporary consent until 12 August 2027. The main historic vehicular access to the site was from College Road, via entrance gates which form part of the listing. A secondary access point from College Road is located at the north east corner of the site, and which has become the primary vehicle access to the site. This provides access to the rear car parking areas via an access road which runs parallel with the eastern site perimeter, connecting to an egress from the site to Clarendon Road.

The surrounding area is characterised by predominantly residential properties, with Manley Park and two primary schools in the wider area, together with small scale retail / commercial uses facing the southern boundary on Clarendon Road.

The site is well connected to local services and public transport. Chorlton centre is located less than 1 mile / 20-minute walk. The Firswood Metrolink Stop is located 0.7 miles away, and there are bus stops within closer proximity.

The site is located within the Whalley Range Conservation Area, and although there are no other nationally designated heritage assets within close proximity to the site, some other buildings within proximity to the site may be regarded as non-designated heritage assets

ASSESSMENT

As detailed above, an assessment is provided, based on the three criteria within Schedule 3 of the regulations.

Characteristics of Development

The proposed development site relates to the British Muslim Heritage Centre premises and associated structures on land at College Road and would comprise the repair and re-use of the Grade II* Listed Building and the construction of a number of other buildings within the southern part of the site to provide a mix of uses. An underground car park is also proposed to be constructed beneath the southern part of the site.

The key development elements of the proposed development would include:

-The repair and re-use of the Grade II* Listed Building, primarily for use by the BMHC for a mix of administrational, educational and community uses. The rear east wing would provide temporary accommodation to vulnerable groups, with the west rear wing providing office space for start-up companies. The central rear wing would be used for educational / community facilities, and the central chapel would be restored. The two courtyards would be landscaped to improve the usability of these spaces and create connectivity to the new main building proposed to the south.

- The new main building proposed to the south would primarily comprise a banqueting / conferencing hall to the west with a prayer / worship space to the east. Ancillary facilities and a central break out / overspill space separating the two halls is also proposed. It is envisaged that the building would be of a similar height to the Listed Building, but would be designed not to be visible from northern viewpoints.

- Eight residential buildings are also proposed to be located facing the southern walled perimeter of the site, comprising three-storeys (plus accommodation in the roof), with four buildings positioned either side of a new central access to the site from Clarendon

Road. A total of 70no. apartments are proposed comprising 18no. 1 bed, 46no. 2 beds and 6no. 3 beds, with a children's nursery proposed within the ground floor of the building located closest to the eastern boundary.

The development would also include landscaping to the southern part of the site, and to the east and west of the existing and proposed buildings. It is noted that no significant works are proposed to the northern part of the site, but the management of the landscaping and the existing vehicular route would be enhanced.

It is understood that a planning application will be submitted for a mixture of uses within the existing building and within the proposed buildings including 70 dwellings and supported living facilities (Class C3), indoor sport, recreation and fitness facilities (Class E(d)), nursery / daycare facility (Class E(f)), retail (Class E(a)), offices (Class E(g)(i)), heritage centre (Class F1 and F2), and mortuary (sui generis). In addition, that the proposals would include a number of ancillary uses, along with the underground car park, and cycle parking and landscaping. An application for Listed Building Consent would accompany the planning application submission for the physical works to the Listed Building.

Pedestrian access to the site would remain from the northern perimeter via the main entrance gates or secondary vehicle access, or from a newly created south pedestrian access located centrally on the Clarendon Road perimeter. The vehicle access at the southeast corner of the site would be utilised to provide vehicular access to the underground car park, and a new vehicular entrance will be created in the southwest corner so that vehicle access can operate on an 'In / Out' basis.

Location of development

Existing land use

A three storey Grade II* Listed former college building occupies the central area of the site, and is occupied by the British Muslim Heritage Centre, and the gates to the College Road frontage of the site have a grade II listing. A temporary marquee used for events is located to the southwest of the British Muslim Heritage Centre.

The site lies within a the Whalley Range Conservation Area. Whilst there are no Tree Preservation Orders on the site, there are a number of trees on the site all of which are protected by virtue of their conservation area location. The site is not an SSSI or SBI and is not known for is ecological, biodiversity or archaeological value. However, it is noted that It is noted that a Phase 1 Ecology Report and a Tree Survey would accompany any future planning application submission.

Furthermore, whilst the site is on a low-risk area of flooding (Flood zone 1), part of the site is subject to high and medium levels of surface water flooding, with the site of the current premises, however, not lying within an area of surface water flooding. It is noted that surface water run-off and drainage would be managed on site during the construction phase and a flood risk assessment and surface water drainage strategy for the proposed development will accompany the planning application. In addition, that these assessments would include consideration of the potential impacts upon human health in terms of flood and drainage.

The site has not been identified as being located in proximity to a landfill site.

It is noted that the project does not involve any substantial demolition which would reduce the potential risk of contamination. Furthermore, it is noted that a Phase 1 Ground Contamination Survey would accompany the submission of any future planning application and that this would include standard recommendations for intrusive survey works to inform any required remediation strategy.

Whilst the former historic uses of the site may have led to the presence of contaminants within the ground, these are not expected to be complex in nature, or to be beyond levels expected for a brownfield site of this nature. On that basis, the development site is not considered to be environmentally sensitive site.

Relative abundance, quality and regenerative capacity of natural resources in the area

The site is not known to contain any natural resources that would be affected by the development.

Absorption capacity of the natural environment

As has been detailed above the site does not lie within any site that has been allocated for its ecological or biodiversity value. On this basis, the impact of the development will be limited, in the long term, on the local environment.

Cumulation with other development

A screening opinion should be adopted on its own merits, and on the basis of what is being proposed. However, in assessing whether the effects of a development are likely to be significant, regard should be had to the possible cumulative effects with any existing or approved development. The development site is located in an area of change. Within the area there are likely to be other developments taking place in proximity to each other, but these are localised and impacts arising are predictable and not significant in nature and therefore does not require consideration by an EIA.

Use of natural resources

The site is not a known area containing any natural resources. In addition, given the scale of the development, it is not believed that this would require the excessive usage of any natural resources in the development process. There would be some use of water (for dust suppression within the site and on the adjacent highway), and fuel for vehicles associated with the development, but this is not considered to be of a level which would have serious environmental impacts and is only temporary for the duration of the development process. Furthermore, note has been had of the statement in the screening request that the works will not cause physical changes to the topography of the site.

Production of waste

The development is likely to produce an amount of waste, but this is expected to be limited and could be mitigated through the potential for recycling and re-use of materials.

It is noted that once operational, waste products will be limited to normal household generated products, with the other uses on site generating very limited waste. Furthermore, that a Waste Management Strategy would accompany any future planning

application detailing how the disposal, storage and collection of waste would be managed.

Whist there is an amount of waste to be generated at the site, it is not considered that the levels would give rise to a significant environmental impact as a result of the development, would be localised in nature and predictable, and is likely to be of no more than local significance, and therefore does not require consideration by an EIA.

Pollution and nuisances

The proposed development is not located within an AQMA. The development process has the potential to produce dust, noise and vibration from the works and use of machinery. Additional traffic will be present on the highway network from vehicles associated with the demolition process, particularly heavy goods vehicles, resulting in noise and emissions in the immediate area which would give rise to disruption to local residents and businesses for the duration of the construction period.

Furthermore, there is the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the site. However, on the basis of the traffic movements predicted in the screening opinion request submission, it is unlikely that effects from pollutants and nuisances will be significant during the construction phase, including in relation to human health.

It is considered that in regard to pollution and nuisances that these impacts will be temporary, and intermittent, but predictable in duration during the period of works.

Some noise impacts will inevitably occur through the construction period. Noise associated with the construction period can be managed and mitigation though an appropriately worded construction environmental management plan and is considered to be localised in nature.

In relation to the proposed development to generate additional traffic , it is noted in the screening opinion request submission that it is envisaged that the current use of the site is likely to generate a similar number of traffic movements on the basis that the proposed uses are consistent with those currently on site, and the traffic generation from the residential element of the scheme is likely to be relatively limited. It is further noted that detailed surveys are planned and further detail would be quantified and analysed in a Transport Assessment to accompany a future planning application submission, which would include consideration of the potential impact upon human health.

The matters referenced above would also be explored in detail within documentation related to noise and air quality which would accompany a future planning application submission. However, the potential from noise and air quality on human health effects is not considered to be significant in this context particularly due to urban and suburban character of areas around the site, and such impacts are therefore not considered to be of a scale which is more than local significance and therefore do no warrant consideration as part of an EIA.

In relation to hazardous materials, measures to deal with drums, cannisters, fluorescent tubes and asbestos (if present) are noted. It is not considered that the matters in connection hazardous materials would be a scale which is more than local significance and therefore do no warrant consideration as part of an EIA.

Risk of accidents

During construction, potential effects to site workers would be mitigated through the application of appropriate health and safety procedures. As the site is accessed by nearby roads and footways, there is potential for accidents from moving vehicles. Furthermore, the area is not considered to be environmentally sensitive, and as such it is expected that if any measures are required to prevent pollution pathways these would be localised in nature and not warrant consideration as part of an EIA.

It is noted that the management of air pollution during the construction phase would be carefully managed to ensure that there are no impacts to surrounding sensitive receptors. On this basis effects upon human health are unlikely to be significant with these measures in place.

It is further noted that the potential impact on health and wellbeing, during both the construction and operational phases of the project would be considered within the supporting technical reports where appropriate accompanying a future planning application.

It is considered that any matters arising would be localised in nature. Given the scope of works, it is considered that potential risks have been appropriately considered, and an EIA would not be required.

Characteristics of the potential impact

The potential significant effects of the demolition must be considered in relation to criteria set out within Schedule 3 of EIA Regulations 2017 and discussed below:

i. Magnitude and spatial extent of the impact - In this instance, the extent of the impact is considered to be of a localised nature and not of significance. Construction impacts including noise, dust, vibration and vehicular activity would be limited to the site and surrounding area. Furthermore, operational impacts including noise, and vehicular activity would also be limited to the site and surrounding area. The use of construction equipment will be temporary and short-term, and therefore not considered to be significant, including in relation to impact upon human health.

   No scarce or valuable resources will be put at risk. The impact would be localised in nature and not of any spatial or environmental significance.

ii. The nature of the impact - The impacts of the proposed development are outlined below: The site is considered to be previously developed land. The development site is formed of a Grade II* listed building and associated structures, a temporary marquee used for events, areas of hardstanding to the south of the site and trees and grass to the College Road frontage and to the west, east and south east of the listed building.

   In considering the setting of the site and the visual change to the character of the area, whilst the existing building and associated boundary treatment have

significant architectural merit, it is not considered that impact of the proposed development is of such significance as to warrant consideration by an EIA. Where the development is visible from views, it is considered that the impacts would be confined to that of local significance and would be appropriately assessed through documentation to accompany a future application.

Whilst some properties in the vicinity of the site may be affected by the proposed development, the siting of the proposed buildings, the intervening distances to receptors, and the site's suburban location, means that the effects would be of a localised nature and can be appropriately assessed during the consideration of a future planning application, and not require consideration through an EIA.

Although the site is not the subject of any tree preservation orders, the trees are afforded protection due to the location of the site within a Conservation Area., and on balance it is not considered that any visual impact would be significantly harmful to visual amenity to require consideration through an EIA.

With respect to impacts on ecology, the site is understood to have limited ecological value. The impact on site from general construction noise and traffic may result in short term, but predictable, disruption to habitats for birds, but it is considered such impacts can be managed as part of the process and will therefore not require consideration by an EIA. It is considered that any impacts to ecology would be of a localised nature and not give rise to any significant effects on the environment requiring consideration through an EIA.

The proposed development would have some impact on air quality in respect of construction work and related vehicle movement that may affect residential properties in relatively close proximity to the site. However, it is considered that the proposal would have a manageable impact on local air quality through the provision of dust suppression measures during the implementation of works with a limited scope and duration. Whilst the proposed development works would have the potential to result in increased construction traffic, dust pollution, noise and vibration, all impacts would be short-term, limited and appropriately managed and mitigated through working hours and practices.

On balance, taking account of all of the above considerations, it is considered that any impacts would be of a localised nature and not give rise to any significant effects on the environment requiring consideration through an EIA..

The site has no apparent archaeological value.

The site is located in Flood Zone 1 and is therefore not within an area with a significant risk of flooding. There should be no excessive surface water run-off from the construction process. Through the use of a construction environmental management plan, it is expected that noise, and dust can be appropriately managed. The nature of the site means that it may have historical land contamination, i.e. ground conditions. It is not expected that the ground conditions would be unusual or complex, and it is not anticipated

that there would be ground contamination risks arising from the proposal which would be significant in nature and would not preclude development taking place. On this basis, the development site is not considered to be environmentally sensitive site.

The site is not known to contain any natural resources that would be affected by the development. As has been detailed above the site does not lie within any site that has been allocated for its ecological or biodiversity value. On this basis, the impact on the local environment would be limited and, on this basis, an EIA is not considered necessary.

iii. Transboundary nature of the impact - Transboundary impacts will be limited to the transportation of material to and from the site. These movements will not result in significant impacts on the local highway network and would be temporary in nature. Given the scale and nature of the development, transboundary impacts would be localised and predictable, and an EIA on this basis is not required.

iv. Intensity and complexity of the impact - As detailed within the submission, the impacts associated with development have been thoroughly assessed and understood. Through appropriate best practice measures and successful mitigation, an EIA will not be required.

v. Probability of Impact - Through assessment of the submitted information, any impact is understood and considered to be of a localised nature. Through appropriate best practice measures and mitigation, the impacts are considered acceptable and therefore do not require assessment through an EIA.

vi. Expected onset, duration, frequency and reversibility of impact - Any impact as a consequence of the above is likely to be medium term or temporary. On this basis, it is not considered that an EIA will not be required.

vii. Cumulation of the impact with the impact of other existing and/or approved development - As stated there are small scale development in the locality, and as such impacts would be localised in nature. An EIA is not therefore required on this basis.

viii. Possibility of effectively reducing the impact - Reducing the impact is possible through the implementation of best practice measures, effective protocols and mitigation, through a construction environmental management plan. On this basis and the localised nature of such impact, an EIA would therefore not be required.

ix. Expected onset, duration, frequency and reversibility of impact – The buildings would be permanent and non-reversible in that it would change the visual character of site and how it is viewed in the urban landscape. However, whilst there are heritage matters which would be taken into account during a planning application process, in particular impact to views of the existing listed building,

the site is not considered to be environmentally sensitive, and an EIA is required to assess these issues.

Paragraph 58 of Appendix 2 of the PPG (Screening Checklist) Provides a screening checklist as to which types of cases in which an EIA is more likely to be required for particular types of developments. It states that an EIA is unlikely to be required for the redevelopment of land unless the new development is on a significant greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination.

For sites which have not previously been intensively developed the following criteria is relevant:

(i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or
(ii) the development includes more than 150 dwellings; or
(iii) the overall area of the development exceeds 5 hectares.

Demolition works, such as the removal of the temporary marquee would create some degree of additional traffic movements along the surrounding roads. However, taking account of the information provided for consideration in regard to this matter it is not considered that the development would result in significant effects to the environment and any effects would be localised in nature.

Mitigation if development is not EIA development 'General Provisions relating to Screenings' Under Part 2 Regulation 5 Regulation 5 (5) (b) and paragraph 18 of the NPPG states "if it is determined that proposed development is not EIA development, state any features of the proposed development and measures envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment".

As detailed above it is considered that the potential impacts from a development of this nature are as follows:

- Visual/landscape character;

- Heritage and archaeology;

- Ecology and biodiversity;

- Traffic and access;

- Air quality and pollution;

- Use of resources including water;

- Creation of waste;

- Land contamination;

- Noise/dust/emissions from construction and operations of the development; and

- Cumulative impacts.

It is considered that whilst there will be some environmental impacts associated with this development, these can be suitably mitigated against. This is detailed below:

- Visual amenity/ character – The proposed development contains a Grade II * listed building. It is not envisaged that the development, associated mitigation works and subsequent development process would warrant consideration by EIA would be required;

- Heritage and archaeology – The development is located in a conservation area, and other non-designated heritage assets in proximity to the site. It is considered that any impacts would be of a localised nature, and therefore it is not envisaged that significant mitigation works warranting consideration by EIA would be required.

- Ecology and biodiversity – Given the nature of the proposed works, whilst it is considered that there may be some potential to impact on the ecology on the site, that this would be limited and localised impact, and that appropriate mitigation measures could be incorporated as part of any future development.

- Traffic and access – The access to the site would remain as existing . Anticipated vehicular movements would be set out in a Transport Statement to accompany a future application submission. It is considered that any impacts would be of a localised nature, and therefore it is not envisaged that mitigation works warranting consideration by EIA would be required.

- Air quality and pollution – There are likely to be impacts on air quality during the demolition works and subsequent development of the site.

- Use of resources including water – The proposal will not utilise any resources which are in short supply. Measures can be adopted during the demolition and subsequent development process to minimise the impact on resources being used in a sustainable manner such as water.

- Creation of waste – The proposal will create a degree of waste. Through careful waste management arrangements during the course of the proposal, the impacts of waste generation can be minimised which should also include efforts to recycle waste.

- Land contamination – The land is not complex in this regard. The nature of the site means that there is a potential for historical land contamination, i.e. gas and ground conditions risks. It is considered ground contamination risks arising from the proposal, would not be so significant as to prevent the proposed development of the site, and that appropriate mitigation measures could be incorporated as part of any future development.

- Noise – During the demolition and construction works it is likely to generate a degree of disturbance from comings and goings in the local area.

- Cumulative impacts – The development site is located in an area of change where there are likely to be other developments taking place in proximity to each other. The effects of this are not considered to be of more than local significance.

CONCLUSION

Based on the above, it is concluded that the proposed removal of the marquee and the repair and re-use of the Grade II* Listed Building and the construction of a number of other buildings within the southern part of the site to provide a mix of uses, together with an underground car park beneath the southern part of the site would have some local impacts on the surrounding area. However, these impacts have been assessed, and it has been concluded that there would not be significant enough to be of more than local importance and therefore does not warrant a formal Environmental Impact Assessment. Therefore, the opinion of the City Council, as Local Planning Authority, is that an Environmental Impact Assessment is not required. This screening opinion relates to the requirements of an Environmental Impact Assessment only and does not inform in any way that the future development of the site is acceptable, and that permission would be granted.

The City Council as Local Planning Authority reserves the right to seek an Environmental Impact Assessment of any future planning submission on this site.

Yours sincerely



Derek Jones

Section Planning Manager