

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132919/FO/2022

Date registered valid: 3 March 2022

Proposal: Erection of new boundary treatment around perimeter of site, comprising 1 metre high brick wall with railings above, brick plinths and gates to an overall height of 2.3 metres

Address: NGM Islamic Centre, Beresford Road, Manchester, M13 0GT

Ward(s): Longsight Ward

Applicant: Mr Adewale Hassan 49 Beresford Road, Manchester, M13 0GT

Agent (if any): Dr Kanadi Jagafa Mason and Marlowe Ltd Colony, 5 Piccadilly Place, Manchester, M1 3BR

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 6 April 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 4 March 2022 Expired: 25 March 2022

Neighbour notifications

Printed: 4 March 2022 Expired: 25 March 2022

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

This application relates to an existing mosque, with associated hall building. The main building is two storeys in height with a high pitched roof and a number of architectural features of note. The building fronts onto Beresford Road and runs along the side boundary of the site, on Slade Grove. The second building is single storey and of a simpler style. It is positioned approximately 3 metres away from the main building and is set-back by approximately 5 metres from the front of the main building.

The site has a previous permission, now lapsed, for the erection of an infill extension between existing mosque and existing hall fronting onto Beresford Road, and erection of first floor extension above the existing hall, together with re-configuration of the external areas including car parking, bin storage and cycle storage (119368/FO/2018 - Approved 22 August 2018).

The site adjoins a gated alleyway to the north and a residential property to the east. To the west and south it fronts Beresford Road and Slade Grove respectively. The site is presently surrounded by existing walls and railings, of varying heights, and it is proposed to carry out the following alterations to the existing boundary treatment:

Northern boundary - There is an existing 1 metre high brick wall with 1.3 metre high railings above and 2.3 metre high brick piers, giving an overall height of 2.3 metres, apart from the rearmost part of the boundary where there is a 1 metre high wall only. 1.3 metre high railings are proposed above this element, with a new 2.3 metre high brick pier, to match the remainder of this northern boundary. Otherwise no changes are proposed to this boundary.

Eastern boundary - The site is currently bounded by 2.3 metre high brick wall/railings and brick piers, where it adjoins the rear alleyway and rear garden, of the adjoining residential property. The common boundary, with the front garden, of the adjoining residential property, presently comprises of a 1.5 metre high brick wall, up to where it meets the southern boundary. It is proposed to add railings above this wall, to give it a consistent height of 2.3 metres, along the whole of the eastern elevation. In addition a 2.3 metre high brick pier is proposed where the eastern and southern boundaries meet, on Slade Grove.

Southern (Slade Grove) boundary - At present this is a 1.4 metre high brick wall, dropping down to a 1 metre high brick wall as it approaches the western (Beresford Road) boundary. It is proposed to erect railings above these walls to give it a consistent overall height of 2.3 metres, with 2.3 metre high brick piers.

Western (Beresford Road) boundary - At present this is a 1 metre high brick wall with 2 sets of 1.75 metre high gates adjoining 1.3 metre high brick piers. It is proposed to reduce the height of the wall, to 0.6 metres, and add railings above the wall to give it a consistent overall height of 2.3 metres, with 2.3 metre high brick piers. In addition, the gates would be increased in height to a maximum height of 2.7 metres.

The railings would be painted black to match the existing railings on site.

Consultations & Notification Responses

Local residents/adjoining occupiers - One response has been received, although this related to an incorrect address of the site (now corrected). No objections were raised about the proposal.

Highway Services - makes the following comments:

Given the nature of construction and there being no proposed upgrades to the existing vehicular and pedestrian access, Highways in-principle have no objection to the application subject to the works neither obstructing the public highway nor affecting adjacent street furniture.

An existing vehicular access and pedestrian access is in place along Beresford Street. These access points will remain as existing and no upgrade works are proposed.

The proposals along the east elevation, north elevation and south elevation are acceptable.

Any boundary treatments with frontage to the adopted highway should be reduced in height to no greater than 0.6m to ensure visual permeability. It is requested that the boundary treatments along Beresford Road (west elevation) meet this requirement by reducing the bricked wall from 1000mm to a minimum of 600mm. This requested change has been incorporated into the scheme.

For the avoidance of doubt, all external entrance gates/doors (with the exception of fire doors) should be inwardly opening in order to prevent obstruction on the adjacent footway. The gates shown are existing, so this has been provided, to the applicant, as an informative.

Refuse servicing will continue as present, bins will be stored within the sites curtilage and presented to the highway on waste collection days.

Issues

National Planning Policy Framework (July 2021) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;
- b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 126).

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

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EN1 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 listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.

- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Appearance - The boundary treatment is presently a mixture of heights with long elements that have no railings above a lower brick wall. The proposed development would give a consistent appearance for the boundary treatment, and the site in general. The proposed materials of low brick walls, brick piers and railings is considered to be a more attractive solution than the random arrangement, that appears at present, and would also offer greater security for the site.

Highways - In accordance with the requirements of Highway Services, the front wall has been reduced in height, from 1 metre to 0.6 metres, with railings above, so as to provide better visibility at the vehicular entrance points to the site. There are no other highways objections.

Residential amenity - The proposal would improve the appearance of the site, would improve security, along the common boundary with the adjoining residential property and would not impact upon the level of usage of the site. It is not therefore considered that this proposal would have an adverse impact upon the residential amenity of surrounding occupiers.

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 a right to a fair hearing and to this end the local planning authority 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 policies 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 recommendation given is proportionate to the wider benefits of 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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case, negotiations took place, with the applicant to address the concerns of highway services.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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:

Design and Access Statement, dated 30 January 2022 and the site location plan, stamped as received by the City Council, as Local Planning Authority, on 11 February 2022.

The existing and proposed site layout plans and elevations, dated 4 April 2022 and stamped as received by the City Council, as Local Planning Authority, on 4 April 2022.

Email from Dr. Kanadi Jagafa, dated 5 April 2022, which confirms that the railings would be painted black, to match the existing.

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) The materials used to construct the boundary treatment hereby approved shall match the existing boundary walls and railings, in terms of colour, type, and method of coursing and pointing.

Reason - In the interests of the character and appearance of the property and surrounding area, pursuant to policy DM1 of the Manchester Core Strategy.

Informatives

1) All entrance gates should be inwardly opening in order to prevent obstruction on the adjacent footway.

2) The applicant should be advised that any requirements for licensing, hoarding /scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Contact Manchester 0161 234 5004.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Highway Services

78 Slade Grove, Manchester, M13 0SJ
44 Beresford Road, Manchester, M13 0QT
49C , 49 Beresford Road, Manchester, M13 0GT
49D Beresford Road, Manchester, M13 0GT
49A Beresford Road, Manchester, M13 0GT
Flat Above, 49 Beresford Road, Manchester, M13 0GT
Flat Above, 53 Beresford Road, Manchester, M13 0GT
Flat Above, 51 Beresford Road, Manchester, M13 0GT
53 Beresford Road, Manchester, M13 0GT
Ground Floor, 51 Beresford Road, Manchester, M13 0GT
Ground Floor, 53 Beresford Road, Manchester, M13 0GT
32A Beresford Road, Manchester, M13 0QT
46 Beresford Road, Manchester, M13 0QT
40 Beresford Road, Manchester, M13 0QT
34 Beresford Road, Manchester, M13 0QT
85 Stamford Road, Manchester, M13 0SW
81 Slade Grove, Manchester, M13 0SJ
48 Beresford Road, Manchester, M13 0QT
42 Beresford Road, Manchester, M13 0QT
38 Beresford Road, Manchester, M13 0QT
36 Beresford Road, Manchester, M13 0QT
32 Beresford Road, Manchester, M13 0QT
45 Beresford Road, Manchester, M13 0GT
87 Stamford Road, Manchester, M13 0SW
83 Stamford Road, Manchester, M13 0SW
81 Stamford Road, Manchester, M13 0SW
82 Slade Grove, Manchester, M13 0SJ
80 Slade Grove, Manchester, M13 0SJ
79 Slade Grove, Manchester, M13 0SJ
77 Slade Grove, Manchester, M13 0SJ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH2