

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131229/JO/2021
Date registered valid: 6 August 2021
Proposal: Variation of conditions 2, 10, 11, 12 and 16 attached to planning permission ref: 122739/FO/2019 to reduce building footprint and increase height of proposed building
Address: Jamia Islamia Mosque , 347-349 Stockport Road, Manchester, M13 0LF
Ward(s): Ardwick Ward
Applicant: Mr Atif Hamid Jamia Islamia Mosque , 347-349 Stockport Road, Manchester, M13 0LF
Agent (if any): Mr Ahmed Choudhry NADA Architects 169 Kingsway, Burnage, Manchester, M19 2ND
Case officer: Carl Glennon
 Tel: 0161 234 4530
 Email: carl.glennon@manchester.gov.uk
Recommendation: Approve
Date of recommendation: 30 September 2021

Application details**Type of application:** Variation or Removal of Condition**Development type:** Minor Other**Date of site visit:** 10 August 2021**Standard consultations:**

Printed: 10 August 2021 Expired: 31 August 2021

Neighbour notifications

Printed: 10 August 2021 Expired: 31 August 2021

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:** No**Tree Preservation Order:** No**Description of area**

This application relates to part of the site of the Jamia Islamia Mosque, which presents its principal elevation to Stockport Road. The proposals relate to part of the site with a vehicular access to South Street. The site formerly accommodated a dilapidated single storey outbuilding that has been demolished and an associated hard surfaced car parking area retained. The building has a prefabricated construction with render elevation and a shallow pitched roof. The site is enclosed with palisade fencing. South Street lies to the north and east of the site and is predominantly 2- storey housing with the exception of a car repair use adjacent to its immediate boundary to the north. The site shares a boundary to the planning field to the Dean Trust Academy. The area to the south of the site is being developed for 3-storey housing. To the south-west of the site comprises of a mix of car sales, car repair and other commercial and retail uses. Residential uses continue to the south-east of the site.



Fig. 1 – Planning application site from South Street

Description of development

The following amendments to the development are proposed:

- i. The erection of the erection of a pitched roof 2-storey building with a ridge line running from north to south. The building would form gable elevations with a ridge height of 7.93 metres (7.3 metres previously) and eaves at 4.5 metres (4.65 metres previously). The footprint of the building would be reduced from 173 sq. metres to 137 sq. metres. The building siting would continue to respond to the configuration of the application site, i.e., it would be positioned adjacent to the western boundary to allow the formation of car parking adjacent to the access road;
- ii. The principal elevation would face toward towards the eastern boundary, incorporating windows at ground and first floor level. The main entrance would incorporate double doors. Rooflights would be incorporated into the eastern roof plane. The southern elevations would incorporate windows to the ground and first floor with a centrally positioned single door. The western and northern elevations would comprise of blank brickwork responding to the adjacent school playing field and car repairs garage respectively. The building would comprise of brickwork and grey roof tiles. The external configuration of the building reflects the previous planning permission.
- iii. Internally, the proposed building would comprise of:
 - Ground floor - Entrance hall stairway to the first floor, open communal area (88 sq. metres), kitchen accessible WC and WC;
 - First floor - Landing, WC, office and open communal area (104 sq. metres).
- iv. Externally, 17 car parking spaces would be formed, in banks of 9, 5 and 3. The applicant has indicated a bin storage and cycle storage areas and circulatory pathways linking the car parking areas and the main building. Hard surfacing would be relieved by a pair of grassed areas with tree planting. These arrangements would reflect the previously approved site layout.

The applicant has previously indicated that the building would be used for purpose ancillary to the main mosque, including funeral receptions, small social gatherings and for educational purposes. This s.73 application does not seek to change the proposed use of the building.

Consultations & Notification Responses

Local residents – No comments received.

Highway Services – The following comments have been received:

- i. The proposed car parking arrangement is considered to be acceptable;
- ii. Limited information has been provided with regard to cycle storage but the proposed location has been provided and is acceptable. Further information is requested to confirm that the associated structure is secured and weatherproof;
- iii. The proposed arrangements for gating (as shown on the submitted drawings) is considered to be acceptable.

Environmental Health – No objection to the amended development.

Flood Risk Management Team – The request has been made for conditions relating to:

- i. The implementation of an approved SUDS scheme to secure appropriate surface water drainage;
- ii. The implementation of an approved scheme for the maintenance and management of the sustainable drainage scheme.

These conditions were not applied to the original approval and the introduction of the above conditions at this stage would be an unreasonable and onerous requirement. Notwithstanding the above, an informative has been included that recommends that: the applicant designs and constructs a drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system.

Greater Manchester Police – No objection to the amended development.

Greater Manchester Ecology Unit – No comments received.

Issues

S.149 of the Equality Act 2010 - Provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. Having due regard to the need to advance equality of opportunity includes having due regard to the need to meet the needs of people with protected characteristics that are different from the needs of those without protected characteristics.

In this case, the development would be: related to the constraints of the site, proportionate to the scale of development in the streetscene and thereby contextually appropriate. It is therefore

considered that the amendments to planning permission ref: 122739/FO/2019 would not cause any significant harm to residential amenity or the character of the area. It is also considered that the proposals would be related to the identified cultural needs of the community it would serve and would provide ancillary accommodation for a well-established place of worship. The development would improve the management of the site, particularly with regard to traffic generation and car parking, thereby delivering potential positive operational benefits without undue harm to the character and amenities of the area. On this basis, it is considered that the development would be satisfactorily related to S.149 of the Equality Act 2010.

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through 'which locally-prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, the Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Furthermore, the statutory status of the development plan remains as the starting point for decision making. In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 92). The development would be beneficial to the well-being of potential residents accessing the provided residential mental health care and support. Consideration has also been given to the layout of the development and the incorporation of measures that might be required to address issues of security and potential opportunities for criminal and anti-social behaviour. It is not considered that the development would affect the previously accepted relationship to neighbouring uses, including housing. Satisfactory natural surveillance would be achieved and the development is capable of securing appropriate measure to secure the building and reduce the risk of crime. Chapter 8 would thereby be accorded with.

Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- i. The potential impact of development on transport networks can be addressed;
- ii. Provide opportunities for walking, cycling and public transport use (Paragraph 104).

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. The site has some parking provision and is in a sustainable location, in terms of access to public transport. A condition has been included relating to the provision of a travel plan to further reduce reliance of private car usage and encourage sustainable transport options. The development would thereby positively related to Chapter 9.

Chapter 12: Achieving well-designed places - States that 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 (paragraph 126). Paragraph 130 further states that planning 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 visually attractive as a result of good architecture, layout and 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;
- e. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.

In this case, the development has been informed by the scale and proportion of housing on South Street. This relationship would be enhanced further by the use of appropriate materials. The development is screened for the street by neighbouring buildings and is appropriately related to the main mosque building. The improvements to the boundary treatment would improve its relationship to the streetscene. Given the magnitude of development it is considered that chapter 12 has been appropriately responded to.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG:

- i. Consultation and pre-decision matters;
- ii. Design;
- iii. Flood Risk Planning and Flood Risk;
- iv. Health and well-being;
- v. Land affected by contamination;
- vi. Noise;
- vii. Travel plans and traffic / transport assessments.

For the reasons set out in this report, the development would be related positively to PPG.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.'

The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. 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.

The magnitude to the amended development would not result in a significant or harmful impact on residential amenity. The development would continue to respond to the cultural need so the community and existing attendees of the mosque. The development would be relatively sustainable as it would utilise previously developed land and linked to the established use of the site. For these reasons it would accord with policy SP1.

Policy EN1 (Design Principles and Strategic Character Areas) – Policy EN1 (Design Principles and Strategic Character Areas) - States that, amongst other things, opportunities for good design to enhance the overall image of the City and the character of the area in which the development is located. The development has facilitated the removal of a dilapidated building thereby enhancing the visual amenities of the area. The style of the development continue to be informed by neighbouring houses and thereby responds appropriately to its context. The primacy and setting the main mosque building and its setting would also be maintained. Appropriate materials would be secured through condition. The provision of appropriate boundary treatment and gates would improve the existing circumstance. Policy EN1 would thereby be accorded with.

Policy EN 9 (Green Infrastructure) - States that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. In this case the development would continue to provide a quality of landscaping that does not currently exist within the site. The development would thereby accord with policy EN9.

Policy EN18 (Contaminated Land and Ground Stability) - States that any proposal for development of contaminated land must be accompanied by a health risk assessment. This application has been previously assessed by the Contaminated Land Section whose recommendations are capable of being related to the development by the re-instated condition.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Policy EN19 has been related to the proposed waste management arrangements. A large bin storage area has been identified and it would be screened from the street to reduce its visual impact. Satisfactory bin transit distances would be achieved. A condition has been included to ensure appropriate bin capacities and the appearance of bin storage areas would be achieved. On this basis policy EN19 would be accorded with.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport,

cycling and walking and prepare for carbon free modes of transport. The policy states that the Council will support proposals that, amongst other things:

- i. Improve choice by developing alternatives to the car;
- ii. Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- iii. Improve pedestrian routes and the pedestrian environment;
- iv. Reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

Policy T2 (Accessible areas of opportunity and need) - The travel and transport impact of new development. It states that applications should include appropriate traffic assessments and travel plans for any proposals where there are likely to be access or transport issues.

Policies T1 and T2 have been related to measures to reduce reliance of private car usage, securing managed levels of car parking and appropriate arrangement for access and egress to the site for pedestrians and vehicles. Appropriate travel plans and a transport assessment has been provided and assessed. Policies T1 and T2 would thereby be accorded with.

Policy DM1 (Development Management) - 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. Relevant considerations in this case are:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development to ensure that development has regard to the character of the surrounding area;
- c. Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- d. Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

Policy DM1 points a- h (inclusive) have been related to the assessment of the proposals with regard to its potential impact on residential amenity and the contextual relationship of the new building and its functions on the local built environment. The development would accord with policy DM1 due its: layout, form and layout, access arrangements and security considerations.

Unitary Development Plan (Saved UDP) Policies -The following UDP saved policies are also considered to be relevant:

Policy DC26 (Development and noise) - Has been related to the proposals contribution to the local noise environment, in relation to the operation of the proposed extension and the additional activity it may generate.

Policy DC26.4 requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily. This particularly relevant given the proximity of the site to established residential uses.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to control noise.

The requirements of policy DC26 have been related to the potential for additional noise to be generated by the development and appropriate measures to secure its mitigation. Conditions to control its future use would secure compliance with policy DC26.

Guide to Development in Manchester - States that throughout the City, the Council will encourage development that complements Supplementary Planning Document and Planning Guidance. The Guide aims to support and enhance the on- going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester. The following sections of the Guide are considered to be relevant:

- i. Section 3 Accessibility;
- ii. Section 4 Environmental Standards;
- iii. Section 8 Community Safety and Crime Prevention.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

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, satisfactory information has been provided to allow issues related to the variation of the specified conditions to be assessed without need for further negotiation.

Principle - The principle of the development was established through planning permission ref: 122739/FO/2019. It is considered that the proposed changes are relatively minor and would not significantly depart from the authorised development, in terms of its appearance composition or relationship to the surrounding context. The development would continue to improve facilities for existing members of the mosque and visitors to it. The development would serve the existing mosque community and its impact would reflect the existing levels of activity in around the site. The development would also deliver a travel plan that would be applied across the site and thereby improve future traffic and transport management. Taking these factors into account, it is considered that the development would be appropriately related to the local highway network. All previously conditions that have not been varied as part of this application have be related to the amended development.

Use - A condition has again been included that would ensure that the proposed building would only be used for purposes ancillary to the use if the mosque and specifically related to the activities specified in the submitted documents, i.e., funeral reception, small social gatherings / meetings and homework clubs. On this basis the level of activity would be predictable and capable of being managed in conjunction with the existing operation of the site.

Residential amenity - The development would be related to the established relationship of the site to its surrounding context, i.e., the neighbouring housing. The levels of activity would also be commensurate to the existing use. The development provides the opportunity for the

implementation of a travel plan and the formalisation of vehicle marshalling at the busiest times, would be beneficial to residential amenity. Operating hours would be managed to further safeguard residents against noise. The removal of the existing dilapidated building would also benefit the appearance of the area. The development would deliver improvements to the operation site and would not worsen established circumstances in relation to residential amenity.

Height, scale and massing -The development would result in a 900 mm increase in the ridge line. Given the detached siting of the building and relationship to existing built form, it is not considered that the development would detract from the scale and proportion of buildings in the area, including neighbouring housing. The massing of the building would continue to be relieved by the arrangement of window and door openings. The amendments are therefore considered to be acceptable.

Siting – The reduction in the footprint the building would reduce its overall impact and improve its setting within the site, including its relationship to the main mosque. The proposed building would continue to be partially screened by neighbouring car repair buildings and would be separated from neighbouring housing (to the north of the site and fronting South Street) by school playing fields. A satisfactory external layout would also be maintained. The proposed building would be set back from the street by approximately 25 metres from the eastern boundary thereby reducing its visual impact on the streetscene. The proposed windows to the southern elevation would face towards the end elevation of neighbouring houses and commercial properties and maintain a distance of 20 metres to the related boundary. It is therefore considered that the development would have an appropriate relationship to its context including recently constructed neighbouring houses. The revised siting of the development is considered to be acceptable.

Design - The style of the proposed building replicated the composition of the previous approval, albeit with a smaller footprint. The design echoes the domestic character of neighbouring housing through the formation of a pitched roof formed between gable elevations and the proportions of neighbouring 2-storey built form. The composition of elevations would satisfactorily articulated through the formation and composition of windows. The design is considered to be contextually appropriate with the final specification of brick and roof tiles to be approve through condition.

Accessibility - The applicant has previously confirmed that provision of level thresholds to the external doorways. The provision of a large entrance lobby and open internal ground floor layout would facilitate wheelchair access. The ground floor WC has been amended to provide an accessible WC and a standard WCs would be provided to the first floor. Accessible spaces would be provided in the car park. Given the magnitude of the development. It is considered that the proposed inclusive access arrangements would be proportionate and appropriate. A condition has been included to ensure the provision of level external thresholds.

Boundary treatment – The submitted drawings indicate the formation of a weldmesh fence and gate reflecting the previously approved boundary treatment. The applicant has not sought to amend these details as part of the planning application. Notwithstanding the above the officer's visit revealed that a boundary treatment comprising brick piers and walls has been partially implemented. A condition has been included requiring the submission of details of the boundary treatment to reflect the implemented works. Whilst not pre-judging the outcome of any subsequent request to discharge the related condition, it is noted that a similar boundary treatment has been formed to neighbouring housing. This gives some confidence that a

boundary treatment can be brought forward that relates appropriately to the character of the area.

Car parking – The car parking would replicate the previously approved arrangements, which continue to be acceptable. An accessible car parking has been provided and all standard car parking spaces would achieve the required 2.4 metre x 4.8 metre dimensions with a 6 metre manoeuvring aisle. On this basis, it is considered that the overall provision of 17 spaces, would provide the optimum car parking layout that could be achieved given the constraints of the application site. A condition has been re- attached to ensure that car marshalling would be put in place for Friday prayer and other identified busy times to improve the existing management of car parking within and outside the site. The longer term management of traffic generation would be managed through a travel plan.

Cycle parking - The applicant has provided indicative drawings, which shows an area for the storage of cycles within the car parking area, with a capacity for 6 cycles. Whilst the proposed provision is considered to be acceptable, it is considered that confirmation of the specification of siting and appearance of the related storage enclosure is required and this can be achieved through the recommended pre-occupation condition.

Highways issues – Highways do not object to the proposed amendments. An off-site highways condition, previously accepted by the applicant, has been included and would secure necessary implementation of highways works including the provision of tactile paving.

Pedestrian access - Would be available via Stockport Road through the main grounds of the mosque. Given the limited use of the building and restricted number of car parking spaces and pedestrian access via the South Street gates would not be unduly problematic.

Travel Plan - The applicant has confirmed that the recommendations of the transport assessment plan would be implemented including the provision of a travel plan. A condition has been recommended to ensure the delivery of an appropriately structured travel plan to reduce reliance of private car usage, promote sustainable transport and aid the future management of traffic generation.

Construction and demolition management - The proposal would involve the demolition of a relatively small building with the related works capable of being contained within the application site without unduly impacting on neighbouring houses. Any impact relating to demolition and subsequent construction can be addressed through a management plan condition, which the applicant has previously agreed to provide during the consideration of planning permission ref: 122739/FO/2019.

Land conditions – A previously agreed pre-commencement condition to address known historic land characteristics attributable to the presence of landfill gas has been reattached. It is considered that these issues can be addressed through appropriately designed mitigation measures for implementation as part of the development.

Ecology - The development site would not appear to be a location that is likely to support bat roosts or other protected species. The demolition of a small and low rise building within the site has removed any potentially realistic habitat. The area has limited tree cover. Therefore, there are no apparent ecology considerations.

Waste management - The applicant has indicated a bin storage area that would be capable of accommodating waste generated by the proposed building and its collection would be capable of being incorporated into the existing arrangement. A condition has again been included requiring the approval and implementation of details of the external appearance of the bin storage enclosure.

Crime and Security – A previous condition relating to the provision of measure to secure the site has been re-instated thereby reducing the potential risk of crime.

Flood risk and drainage - The site is located in Flood Zone 1 and is therefore not in a location with high risk of flooding. Notwithstanding the above and informative has been included recommending improvement to the existing site drainage.

Air quality - The development has an existing car park with an increase of 1 space following the development. On this basis it is not considered that the development would have any appreciable impact on air quality.

Conclusion - It is considered that the proposed development would continue to be appropriately related to the existing building and surrounding area, in terms of its appearance, scale and magnitude. Its use would also continue to be directly related to the established operation of the site and needs of the community it would serve. It is considered that the development would aid the operational of the overall site and would not, therefore, unduly harm residential amenity.

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, satisfactory information has been provided to allow issues related to the variation of the specified conditions to be assessed without need for further negotiation.

Condition(s) to be attached to decision for approval

1) The development must be begun not later than the expiration of 1 year and 10 months 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 stamped as received as received by the City Council as local planning authority on: 19 February 2019, 27 February 2019, 25 June 2019, 16 July 2019, 2 August 2021 and 6 August 2021

Planning application forms;

Site location plan with a red edge (as received on 27 February 2019)

Existing & Proposed GA Site Plan Ref: 18-590(01) 001 Rev PL5

Existing GA Elevations Floor Plan Ref: 18-590 (02) 001 Rev PL0

Proposed GA Floor Plans Ref: 18-590 (03)001 Rev PL3

Proposed GA Elevations Ref: 18-590(4)001 Rev. PL2

Design & Access Statement (96) 001 PL0 by NADA Architects (11.02.19) (as amended by revived drawings received on 2 August 2021)

Email of 25 June 2019 from NADA Architects Ltd setting out the use of the building.

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

3) Before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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 Core Strategy for the City of Manchester.

4) The authorised building shall only be used as ancillary accommodation in relation to the Jamia Islamia Mosque and for the purposes set out in the Design & Access Statement (96)001 PL0 by NADA Architects Ltd (dated 11 February 2019 and amended by the approved drawings received on 2 August 2021) and email of 25 June 2019 from NADA Architects Ltd and shall only open during the following hours:

Monday to Friday: 8.00 am to 8.00 pm;

Saturday: 9.00 am to 8.00pm;

Sunday and Bank Holidays: 10.00 am to 8.00 pm.

The use of the building in association with religious observance in the Jamia Islamia Mosque shall only be undertaken between the hours of dawn until 11.30 pm Monday to Sunday, except for the annual Ramadan period when 24 hour access to the building is hereby permitted for purposes associated with religious observance.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policy SP1 and DM1 of Core Strategy for the City of Manchester, policy DC26

of the Saved Unitary Development Plan and guidance contained within the National Planning Policy Framework.

5) No loading or unloading shall be carried out on the site outside the hours of:

Monday to Saturday: 7.30 am to 8.00 pm;

Sunday and Bank Holidays: No deliveries or waste collections.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

6) Before the commencement of the authorised development, a comprehensive construction management plan shall be submitted to and approved in writing by the City Council as local planning authority, which shall define and specify:

- i. The undertaking of construction within an area enclosed by hoardings / fencing and scaffolding around the building with debris netting: the position of which should be identified within an approved site management drawing;
- ii. Identify vehicular access/egress points into and from the site together with related swept path and manoeuvring analysis for all construction traffic, staff vehicles and heavy goods vehicles and the routing of construction traffic. If it is not possible for vehicles to access / egress the site in forward gear, arrangements for stewarding vehicles to and from the site should be provided;
- iii. Identify measures to control dust and mud on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned and the sheeting of vehicles entering and leaving the site during the construction period;
- iv. Specify the working hours for the site;
- v. Identified measures for the management of on-site construction vehicles and plant machinery in order to reduce emissions;
- vi. Include details of the management of noise and vibration to agreed levels and specify who will be responsible for monitoring noise and vibration during demolition and construction, how frequently monitoring would be carried out and who would be responsible for implementing corrective actions;
- vii. Include information regarding waste management during demolition and construction phases, including arrangement for ensuring that extracted materials would to be segregated into skips within the site for removal to licensed waste sites. Any asbestos would be removed by a licensed contractor;
- viii. Measures for securing the site, including on-site security and lighting and signage displaying contractors emergency contact details.

The development shall be implemented in accordance with the agreed construction management plan upon commencement of construction and throughout the implementation of works.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester, Saved policy DC26 of the Unitary Development Plan and the guidance contained within the National Planning Policy Framework.

7) Before the commencement of the development, appropriate and comprehensive construction designs shall be submitted to and approved in writing by the City Council as local

planning authority, relating to the installation of a proprietary gas protection membrane, in order to alleviate any possibility of landfill gas ingress to the building. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

Reason - The development site lies within 250 metres of a registered landfill site or in close proximity to a potential historical source of landfill gas, pursuant to policies DM1 and EN18 of the Core Strategy for the City of Manchester.

8) Before the first occupation of the authorised building, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, which details the arrangements for the a management of the external areas of the site, including the arrangements for: car park and on-street marshalling and stewardship of vehicles of attendees for Friday prayer (particularly along South Street and Richmond Grove East) and other occasions specified in a schedule of larger events, landscaping maintenance and arrangements for returning waste and segregated recycling containers to their designated storage areas following collection. The agreed management scheme shall be implemented in full upon first occupation of the building and shall remain in use thereafter.

Reason - In the interest of pedestrian and highway safety and residential amenity, as specified in policies SP1, EN19, T1, T2 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan for the City of Manchester and guidance contained within the National Planning Policy Framework.

9) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i. The measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development;
- ii. A commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time;
- iii. Mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv. Measures for the delivery of specified travel plan services;
- v. 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 (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. 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 to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

10) Before the occupation of the authorised building the car parking areas and service road shown drawing referenced: Existing & Proposed GA Site Plan 18-590(01)001 Rev PL5 shall be demarcated, surfaced and made available for use. The car parking area and access road shall

be maintained in situ prior to the occupation of the authorised building and remain in situ thereafter.

Reason - In the interest of residential amenity and pedestrian and highways safety pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

11) Before the occupation of the authorised building, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to a scheme for the secure storage of 6 x cycles in the position indicated on approved drawings referenced: Existing & Proposed GA Site Plan 18-590(01)001 Rev PL5, including details of the specification and appearance of the related storage structures. The approved scheme shall be implemented before the occupation of the building and maintained in situ thereafter.

Reason - To provide appropriate and secure cycle storage and to encourage the use of sustainable modes of transportation pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

12) Before the occupation of the authorised building and notwithstanding the detail of drawing referenced: Existing & Proposed GA Site Plan 18-590(01)001 Rev PL5, a drawing shall be submitted to and approved in writing by the City Council as local planning authority, detailing the means of enclosing the South Street (eastern) boundary of the site, including any walls, railings, fencing and gates. The approved scheme shall be implemented before the occupation of the building and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and site security pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

13) Before the occupation of the authorised building, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to a scheme for the storage (including segregated waste recycling) and disposal of refuse, including elevational details of related storage structures. The approved scheme shall be implemented before the occupation of the building and maintained in situ thereafter.

Reason - To ensure that the development is supported with satisfactory arrangements of the storage and collection of segregated waste, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

14) There shall be no operation or use of internal or external music, loudspeakers, bells, tannoy, public address systems or any other form of amplified internal or external sound equipment in association with the authorised Class D1 use, including the operation of such equipment as part of religious observance.

Reason - In the interests of the amenity of the occupiers of nearby residential properties pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and policy DC26 of the Saved Unitary Development Plan for the City of Manchester and guidance contained within the National Planning Policy Framework.

15) Before the first occupation of the authorised development, full details and specification of all off-site highways works, including any required footpath reinstatement, tactile paving installation and vehicular access alterations to the site from South Street shall be submitted to the City

Council as local planning authority. The required works shall be fully implemented prior to the first occupation of the authorised development.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

16) Before the occupation of the authorised building, a hard and soft landscaping treatment scheme as indicated on drawings referenced: Existing & Proposed GA Site Plan 18-590(01)001 Rev PL5 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 Core Strategy for the City of Manchester.

17) Before the occupation of the authorised building level thresholds shall be achieved to external doorways and, following implementation, shall be maintained in situ at all times thereafter.

Reason - In order to facilitate inclusive access pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

18) Prior to above ground works being implemented detailed measures to improve security (including appropriate boundary treatment, secure external doors and ground floor windows; appropriate glazing to external doors, ground floor or easily accessible windows; lighting to parking areas; illumination of building, and CCTV coverage) shall be submitted to and approved in writing by the Council as local planning authority.

The development shall only be carried out in accordance with these approved details and shall not be occupied or used until written confirmation has been submitted and approved by the Council as local planning authority that the approved measures have been installed at the premises.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

Informatives

1) The proforma/ Waste Management Strategy should include the following information:

- i. Estimated volumes and types of waste produced by the development;
- ii. Details of internal and external stores for both waste and recycling, including any plans and designs;
- iii. Location of the proposed collection point and details of the route the collection vehicle will take;

- iv. Details of how waste will be transferred between stores and to the collection location;
- v. Details of number and capacity of bins proposed and collection frequency. - Other details as per 'Waste Proforma v1.0' - refer to guidance at:

http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy

2) Information for Developers guidance documents can be downloaded using the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

3) It is recommended that the applicant should design and construct a drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system.

Appendix 1 – List of consultees & neighbours notified

Highway Services
 Environmental Health
 MCC Flood Risk Management
 Greater Manchester Police
 Greater Manchester Ecology Unit

122 South Street, Longsight, Manchester, M12 4DT
 120 South Street, Longsight, Manchester, M12 4DT
 114 South Street, Longsight, Manchester, M12 4DT
 112 South Street, Longsight, Manchester, M12 4DT
 108 South Street, Longsight, Manchester, M12 4DT
 Dean Trust Ardwick, 345 Stockport Road, Manchester, M13 0LF
 33 South Street, Longsight, Manchester, M12 4PN
 31 South Street, Longsight, Manchester, M12 4PN
 43 South Street, Longsight, Manchester, M12 4PN
 370 Stockport Road, Manchester, M13 0LE
 368 Stockport Road, Manchester, M13 0LE
 366 Stockport Road, Manchester, M13 0LE
 116A South Street, Longsight, Manchester, M12 4DT
 Mercury Filling Station, 353 Stockport Road, Manchester, M13 0LF
 29 South Street, Longsight, Manchester, M12 4PN
 41 South Street, Longsight, Manchester, M12 4PN
 39 South Street, Longsight, Manchester, M12 4PN
 37 South Street, Longsight, Manchester, M12 4PN
 35 South Street, Longsight, Manchester, M12 4PN
 116 South Street, Longsight, Manchester, M12 4DT
 110 South Street, Longsight, Manchester, M12 4DT
 351 Stockport Road, Manchester, M13 0LF

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
Area Team Boundary - Name: NORTH2