

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140313/FO/2024

Date registered valid: 12 August 2024

Proposal: Erection of a second floor rooftop extension together with associated external elevational alterations including lift and staircore to form additional classrooms, office and kitchen and dining space.

Address: Unity House, 42 Great Southern Street, Manchester, M14 4EZ

Ward(s): Moss Side Ward

Applicant: Mr Abdillahi Sheekh, Al Furqan Islamic Centre

Agent (if any): Mr Rashid Ali, Rashid Ali Architects

Case officer: Janet Lawless
Tel: 0161 234 4535
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Recommendation: Approve

Date of recommendation: 17 October 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: September 2024

Standard consultations:

Printed: 19 August 2024 Expired: 10 September 2024

Neighbour notifications

Printed: 19 August 2024 Expired: 10 September 2024

Site notice

Posted: 11 September 2024 Expired: 2 October 2024

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The Al- Furquan Islamic Centre occupies a three storey mill building bounded by Greater Southern Street, Crofton Street and Rutherford Avenue in a residential area of Moss Side.

The Centre acts as a community hub and place of worship for the local community and has been in operation since 1997. It has predominantly been used as masjid and educational centre.

The Centre currently employs 2 full time members of staff and 3 part-time members.

The Centre can currently accommodate up to 410 worshipers, who regularly attend Friday Jummah Prayer. In addition, daily prayers usually attract up to 120 worshippers.

In addition to prayer the Centre Educates up to 105 students in 7 classes between 10 and 15 students a week.

Planning History

There have been two previous applications on this site one in 2011 for a single storey extension on Crofton Street elevation to provide a means of escape under planning reference:

096010/FO/2011/S1 and was approved in July 2011 and the second 121897/FO/2018 Erection of second-floor extension and infill extensions to courtyard to provide prayer hall and classrooms approved 9th July 2021.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The area is predominantly residential with other uses such as factory units interspersed.

Description of development

The applicant is seeking improvements to the centre to provide services and facilities for the youth, women and improved modern after school education facilities to support children with their education. In addition, the centre seeks to improve access for elderly and disabled by modernising and improving the building. There is also space proposed for additional kitchen / dining facilities together with associated elevational alterations.

The proposal seeks an additional floor extension to the existing building, which will be used for educational and social uses. Most of the spaces are flexible classrooms, but also include reception, offices and a small canteen. The three street facing elevations of the proposed extension would comprise mainly of sand blasted double glazed panels together with smaller sections of composite panels on elevations facing Great Southern Street, Crofton Street and Rutherford Avenue. The mix of materials breaks up the elevation adding interest to the extension. The courtyard elevations would comprise of composite panels, with some windows for natural light and ventilation. The extension is set back 1 metre from all existing external street facing elevations along Great Southern Street, Crofton Street and Rutherford Avenue.

The space provided within the roof top extension would create flexible classroom spaces with the use of partition doors that can be used to subdivide or create one large footprint. The proposal also includes an external lift shaft located next to the new stairs at the courtyard. The lift will run from basement to a roof garden on top of new extension. The extension on top of the existing stairs along Great Southern Street will be clad in brick to match existing material. The proposed roof extension would provide an additional floor that would allow 6 classrooms, male and female toilets, an office and a small kitchen area with a break area.

Consultations & Notification Responses

Local Residents - 2 representations were received from a local resident objecting to the application, a summary of their comments are as follows:

- o There is no car parking provided at the mosque;
- o The proposal would lead to an increase in on street car parking making it difficult for residents to park near their homes
- o The proposal would increase traffic congestion and highway obstructions;
- o The mosque is currently active 24 hours a day 7 days a week.
- o The proposed opening hours and additional people attending the mosque would have a detrimental impact on mental health and wellbeing;
- o An increase in activity and users would lead to increased noise and disturbances as a result of car doors opening and closing, vehicle movements and talking particularly later at night;
- o Also concerned about the possibility of increased litter associated with the proposed increase in number of visitors.

Highway Services - The following comments have been received.

The adopted highway extends to the back of the footway and there is no kerbside restrictions in the vicinity of the site. A 20mph speed restriction is in place on all roads surrounding the proposed development site. The site is also located within the Rusholme and Moss Side Residents Parking Scheme. Parking bays are present along Great Southern Street, Rutherford Avenue, Santiago Street and Crofton Street (10am - 6pm Permit Holders or 3 Hours - no return within 3 hours).

It is noted that the current proposals are similar to the scheme that was approved in 2021 (Application Ref. (Ref: 140313/FO/2024). The current proposals have been submitted as a result of an additional fire escape stair and a lift for disabled access. With these changes,

the Courtyard area is no longer to be infilled with a Prayer Hall and Youth Centre. Therefore, the overall area of development for active uses is less with the current proposed scheme in comparison to the approved.

Highways noted that the planning statement provided details on the number of visitors to the Centre which increase for Friday prayers and that educational classes will be provided for 15 people. However, highways sought further information regarding the opening hours, the existing numbers of visitors and the use of the site at full capacity in terms of vehicle trip generation and what impact this will have on the local highway network. This information was provided within a Transport Statement.

The proposal does not offer any off-street car parking and there is likely to be an increase demand for on-street car parking, Highways have recommended that a condition is applied to ensure that the applicant develops a Full Travel Plan in order to encourage sustainable modes of travel to and from the site and will also ensure that visitors are informed of where to park to minimise the impact on existing residential parking in the area.

A Transport Statement was submitted by the applicant following discussions with officers regarding the proposal which included a travel survey to assess the impacts of the development on the local highway network.

Highway Services have reviewed the Travel Statement and recommend that parking management strategy is developed which includes traffic marshalling during Friday Prayer and at large gathering such as weddings, funerals etc.

Highways have no objections subject to the attachment of conditions relating to Event and parking management strategy, submission and approval of a travel plan, cycle parking, bin storage and construction management plan.

Environmental Health - Environmental Health had not objections to the proposed development and they have recommended conditions requiring that the premises is acoustically insulated and treated to limit the break out of noise and that any external mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Other conditions required are Fumes, construction management, waste management and contaminated land.

Greater Manchester Ecology- had no objections to the proposal. A small metric has been provided, though given the baseline value is zero, the development would be regarded as exempt under the de minimis rule. The inclusion of a green roof to be incorporated into the proposal was welcomed and have recommended informatives relating to bats and nesting birds.

Issues

Policy

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

Manchester Core Strategy

The adopted Core Strategy contains several planning policies relevant to the consideration of the application proposals. These are set out below:

Policy T1 - Sustainable transport

This policy embeds the delivery of a high-quality integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. It indicates support for proposals that: improve choice by delivering alternatives to the car; promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services; improve access to transport services and facilities for all; improve pedestrian routes and the pedestrian environment; facilitate modes of transport that reduce carbon emissions; reduce the negative impacts of road traffic.

Policy EN1 - Design Principles and Strategic Character Areas

Developments in Manchester are expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The application site is located in the southern character area where development is expected to retain the identity and focus of activity associated with the historic district centres and along the radial routes should be commensurate in scale with the prominence of its location.

The application proposals have been designed to reflect the context and character of the area. Consideration of this matter is set out in more detail within the issues section of this report.

Policy DM1 - Development Management

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, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

Community safety and crime prevention.

Design for health.

Adequacy of internal accommodation and external amenity space.

Refuse storage and collection.

Vehicular access and car parking.

Effects relating to biodiversity, landscape, archaeological or built heritage.

Green Infrastructure including open space, both public and private.

The use of alternatives to peat-based products in landscaping/gardens within development schemes.

Flood risk and drainage.

Existing or proposed hazardous installations.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved policy DC26, Development and Noise, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments. The proposal has been designed to minimise the impact from noise sources.

It is considered that the proposal is consistent with the policies contained within the UDP and more consideration of these matters is set out within the Issues section of this report.

The National Planning Policy Framework.

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions. It states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. 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.

Places For Everyone- This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

Other legislative requirements

Section 149 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 persons who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protected characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Existing Function- The opening hours are 8am-8pm, during which time the building is not used intensively. It is used most intensively during prayer times (5 times a day) across the day, whereby congregation takes place at set, short period of around 15 mins for each prayer. For each prayer the congregation would number approximately 100 persons. In addition to daily prayers, there is a main Friday prayer around midday when the congregation could number around 750 persons. The Friday prayer lasts around one hour, between 12-1pm. The other main use of the building is for education, with classes taking place between 5pm-8pm on weekdays and 9am-5pm on weekends.

Principle - The applicant seeks to provide additional prayer hall/youth centre, classroom and kitchen / dining facilities in connection with the existing use of the site as an Islamic Centre. The principle of these changes have been accepted in the 2021 consent which was for a very similar scheme with the proposal currently under consideration now including the new staircase and extension for the lift. The assessment of the impacts of the proposals on such things as

residential and visual amenity, and the character of the area are considered in more detail below. The current proposal also incorporates a green roof

Scale, Design and Appearance - The submitted application proposes to erect a roof top extension and extension to courtyard elevation to provide prayer hall and classrooms and a kitchen area together with stair and lift core.

The proposed roof extension would be higher than the existing maximum height of this element of the building, the existing roof height is 9.804m this would increase to 13.268m with the extension. The existing roof to the small extension to incorporate the stairs and the lift is existing roof height 9.804m increasing to 15.668m. The extension is set in from the building edge all around by 1m which reduces the massing and still presents as subservient to the host building.

It would also present as marginally higher than the adjoining factory building at No.44 Great Southern Street. The extension would be set in from the building edge by 1 metre which retains subservience to the host building. The nearest residential properties are to the North and West of the Centre separated by approximately 14 and 16 metres.

Residential Amenity

The properties to the north are no. 37 Crofton Street and no 38 Deramore Street. Number 37 Crofton Street presents its gable end to Great Southern Street and there are no windows in this elevation, the first- floor side window in the rear outrigger is obscurely glazed and appears to be a bathroom window, at the ground floor there is a door and a large window to what appears to be a kitchen area. Therefore, no habitable rooms would be impacted upon post development. This together with the separation distances and scale/mass of the extension means it is considered that there would not be an undue loss of amenity or light to the current and future occupiers of the property.

The impact on No. 38 Deramore Street is largely mitigated by the obtuse angle towards the application site and the scale/mass of the development together with the distance would ensure that there would not be a detrimental impact upon the levels of amenity that could reasonably be expected to be enjoyed by existing and future occupiers of the property.

Both the gable end of No. 40 Great Southern Street and front elevation No. 44 Crofton Street are east facing and therefore any impact on light to these properties would not be a result of loss of direct sunlight from the roof extension. In addition, No. 40 Great Southern Street is a side elevation with secondary windows, the principal elevation faces towards the north.

Although there would be a greater mass than the existing building, the proposal would be similar to the taller elements on the existing roof of the building and adjacent factory. The lift and stair core only occupies a small corner of the roof, and this is the maximum height. It would be constructed in materials to match the existing building which would help with visual assimilation. Furthermore an adequate distance would be maintained between the proposed roof extension and the houses to the north and west of the Centre, and it is not considered that the proposal would have an unacceptable overbearing and unduly detrimental visual impact upon the occupiers of these properties on Great Southern Street and Crofton Road.

The roof extension is of simple contemporary design and is proposed to be constructed of a metal frame with linear composite panels which would contrast with the red brick of the building but would present a modern and light weight addition to the former factory/warehouse building.

The overall design and scale of the building is therefore considered to be appropriate in this location and when viewed in the context of the street scene the proposal would have a similar

visual impact. Final materials would be dealt with by means of a condition to ensure that they are appropriate for the building.

In addition to the roof extension the applicant also seeks a two storey extension within the courtyard area to provide additional floor space to the ground and first floor for classrooms and a prayer hall.

There are no concerns with the siting of the infill extensions to the ground and first floor as they will be obscured from the view of the public highway by the existing building and would not have an impact on residential properties.

Representation has been received and highlights that the use of the building does have some impact upon the residential amenity of the nearby residential occupiers, in particular as a result of car parking and traffic which in addition to the commuter parking does result in associated disturbance to the nearby residents. Concerns have also been raised regarding noise emanating from the building and associated with the comings and goings when the building is in use.

The proposed roof extension contains windows within the elevations especially to Great Southern Street and Crofton Street and as they would be an elevated position, these would be of a sandblasted finish to remove the risk of loss of privacy or overlooking from the extension. A condition requiring that the windows are obscurely glazed to a specific level would be attached to any consent granted which would safeguard the amenity of the nearby residential properties.

The proposal incorporates a green roof which is welcomed, however the plans were annotated to show a decked area central to the green roof to the internal courtyard elevation, however following negotiation this area would be conditioned to ensure that it is not used as an external usable amenity space, as it is considered that this could potentially result in a detrimental impact upon the residential amenity currently enjoyed by the neighbouring properties. In addition it would also potentially blight future development of number 44 Great Southern Street which is the adjacent vacant factory unit.

Environmental Health have recommended conditions to minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site will be attached to any consent granted.

Conditions requiring a travel plan and a car parking management strategy would help to minimise the existing and future impacts from car parking problems.

A number of concerns have been raised regarding the proposed hours of opening but it is important to note that there are currently no restrictions in place to restrict the opening hours for the Class F1 (place of worship) use. During the application officers have discussed with the applicant in respect of hours and to better understand how the centre is used as a place of worship. It is understood that there are differences to the opening hours between summer and winter and to simplify opening times the centre has proposed opening hours of 8am to 9pm.

Therefore, as a condition of the approval the hours are recommended to be restricted to 8am to 9pm Monday to Sunday which will be an improvement on the current circumstances where the Centre is allowed to be open at any time. This would protect residents from early morning and late-night disturbances.

Traffic Impacts/Car Parking - Residents are concerned that an increase, in the size of the building, would naturally lead to an increase in the demand for car parking on the surrounding streets together with associated noise, disturbance from people and cars and controlling this

element of the development is considered to be key in determining whether the proposed development can co-exist with the existing adjoining residential properties.

A Transport Statement was submitted by the applicant following discussions with officers regarding the proposal which included a travel survey to assess the impacts of the development.

The travel survey reveals that 54% of visitors walk to the Islamic Centre, with a further 5% cycling which could be an indication of the local community the Centre serves. 37% travel by car with an average car carrying 1.9 passengers per vehicles.

Both the planning statement and travel statement indicate that the proposal would allow the following increase in visitors to the Centre. Although it is the case that there are no restrictions on the existing capacity of the premises and numbers visiting could increase. The grant of planning permission would allow conditions to be imposed which would mitigate existing impacts. The following information has been submitted:

- o Friday Jumma Prayer - 500 worshippers, an increase of 140 on present numbers;
- o Daily prayer - 150-200 worshippers, an increase of 30-80 on present numbers; and;
- o A total of 150 students across the week, an increase of 45-80 on present numbers.

Therefore, based on 37% person travelling by car with 1.9 passengers then it would suggest that there is an existing requirement for 78 vehicles (at present) requiring parking for a typical Friday increase by 27 vehicles to 105 vehicles as a result of the proposed development. Highway Services have reviewed the Travel Statement and recommend that parking management strategy is developed which includes traffic marshalling during Friday Prayer and at large gathering such as Eid, weddings, funerals etc.

From discussions with the applicant it is understood that there is already traffic marshalling during Friday Prayer and any large gathering such as weddings and funerals are carried out by the Centre except in Ramadan (month of fasting) where they commission a private company to oversee this task. The applicant has agreed to formalise car parking management and it is considered that this would create an improvement upon the existing situation, for residents particularly on Fridays and other celebrations where it is acknowledged that demand for car parking could place pressure on the local highway network, however, it is considered that, with the use of car parking management strategy including use of wardens and a travel plan any potential impact upon residents can be minimised.

The travel plan would set firm objectives and targets to encourage more people to move away from car travel and towards public transport, walking, cycling and car sharing by raising awareness of the advantages and potential for travel by more sustainable means. This in turn will reduce the traffic generated by the Centre and reduce the demand for car parking around the centre especially at the busier times for the Centre.

A Travel Plan Co-Ordinator would also be appointed to oversee, acting as point of contact for visitors and make key-decision regarding the travel plan.

The attached travel plan condition would require that 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 a commitment to surveying the travel patterns of visitors during the first three months of use of the development and thereafter from time to time. The accompanying travel statement indicates that the travel plan would be update every 3 years thereafter, this will allow the Centre to adapt to any changes in visitors numbers.

It is therefore considered that with the incorporation of the above measures, the proposal would not have an unduly harmful impact upon local residents and would not exacerbate on-street parking issues or traffic difficulties in the vicinity of the site.

Additional cycle parking should be provided to provide alternatives means of transport to the centre a condition to that effect would be attached to any consent granted.

Accessibility - The entrance on Rutherford Avenue would be retained as the main access into the building is via a ramp that is accessed from the internal courtyard. The building has an existing lift that allows access to all floors and the roof extension, the applicant has confirmed that the lift would be improved to accommodate and allow for disabled access. The proposals would not change the points of access to the building.

Sustainability - The proposed extensions would allow for the adaptation and continued use of the building, rather than demolition and new build. The proposal incorporates a green roof which is of environmental benefit.

The travel plan would also encourage sustainable travel to the centre by alternative modes of transport to the motor vehicle. The Travel Plan document will be crucial in reducing vehicular trips at the site and will also ensure that visitors are informed of where to park to minimise the impact on existing residential parking in the area.

Waste Management - The Planning Statement states that bins are stored in front of the building along Crofton Street. Whilst bins placed out onto the adopted footway for short periods to enable servicing is acceptable to Highways, internal bin storage areas should be provided, a condition to that effect would be attached to any consent granted.

Air Quality - Air quality surrounding the site will be improved by the travel plan which will encourage visitors to use alternative means of sustainable transport to the centre, thus helping to reduce private motor vehicles and associated emissions.

Conclusion - The proposed development would allow for an increase in numbers of visitors to the Islamic Centre but it is the case that this is a well established community use with no planning controls in place at the present time. The scheme proposed includes the recommendation of conditions which would mitigate against existing impacts as well as proposed potential impacts. The proposed scheme would also allow the centre to improve the services it provides to the local community.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have 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

The application has been considered in a positive and proactive manner as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015 and any problems and/or issues arising in relation to dealing with the application have been communicated to the applicant and addressed as part of the application process. The application has been determined in accordance with both national and local policies, and appropriate conditions attached.

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:

Proposed Lower Ground floor-AFM-10-001
Proposed Upper Ground Floor-AFM-10-002
Proposed First Floor-AFM-10-003
Proposed Second Floor-AFM-10-004
Proposed Roof Plan-AFM-10-005
Proposed Southern Elevation-AFM-12-001
Proposed Western Elevation-AFM-12-002
Proposed Northern Elevation-AFM-12-003
Proposed Eastern Elevation-AFM-12-004

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.

3) No development that is hereby approved shall commence unless and until 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.

4) Prior to above ground works commencing:

- a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.
- b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy

5) 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).

6) 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:

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- 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).

7) Car parking at the site shall only operate in accordance with a car parking management strategy that shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority prior to the first use of the extensions hereby approved. For the avoidance of doubt this includes the staggering of gatherings, marshals during Friday Prayer and any large gatherings or events such as weddings and funerals. The site shall thereafter operate in accordance with this approved car parking management strategy.

Reason-To ensure the effective management of car parking at the site and in order to reduce levels of on-street parking in the vicinity of the site, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

8) Before first occupation the roof extension windows in the Great Southern Street, Crofton Street and courtyard elevations shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

9) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

10) Prior to the commencement of development, a Construction Management Plan shall be submitted to and approved by the Council. The Construction Management Plan shall contain the following:

- * Details of Wheel Washing, if necessary;
- * Measures to control noise and vibration;
- * Dust suppression measure, if necessary
- * Measures to control noise and vibration;
- * Location, removal and recycling of waste;
- * Parking of construction vehicles and staff;

* Hours of working

* Details of an emergency contact telephone number;

The development shall be carried out in accordance with approved details.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policies SP1, EN19 DM1 in the Manchester Core Strategy.

11) The premises shall not be open outside the following hours:-

8am to 9pm Monday to Sunday and Bank Holidays.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

12) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the agreed Remediation Strategy and validated. If no contamination is found, then a postcompletion report shall be submitted to evidence this prior to occupation of the development.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety. Pursuant to policies DM1 and EN18 of the Unitary Development Plan for the City of Manchester.

13) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

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

b) Prior to commencement of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to saved policy DC26 and policy DM1 of the Manchester Core Strategy.

14) a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health pursuant to policy DM1 of the Manchester Core Strategy.

15) Prior to the first use of the development hereby approved, full details of the specification and locations of bird boxes, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The bird boxes shall be installed prior to the completion of the development and therefore be retained and remain in situ.

Reason - To ensure the creation of new habitats in order to comply with policy EN15 of the Manchester Core Strategy (2012).

16) Notwithstanding the detail shown on drawing: AEM-10-005 Proposed Roof Plan The decked area shall not be used for any other purpose other than as an access point for the maintenance of the green roof.

In the interest of residential amenity within the vicinity of the site pursuant to saved policy DC26 and policy DM1 of the Manchester Core Strategy.

Informatives

1) Whilst the building to be altered is very low risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s).

2) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Highway Services
Greater Manchester Ecology Unit

Basement, Unity House, 42 Great Southern Street, Manchester, M14 4EZ
38 Deramore Street, Manchester, M14 4DU
36 Crofton Street, Manchester, M14 4DX
42 Crofton Street, Manchester, M14 7WD
38 Leslie Street, Manchester, M14 7NE
63 Heald Avenue, Manchester, M14 4HH
First Floor, 38 Deramore Street, Manchester, M14 4DU
Ground Floor, 38 Deramore Street, Manchester, M14 4DU
Ground Floor, Unity House, 42 Great Southern Street, Manchester, M14 4EZ
Basement The Mustard Tree, Unity House, 42 Great Southern Street, Manchester, M14 4EZ
49 Crofton Street, Manchester, M14 7WD
8 Newark Avenue, Manchester, M14 4HE
4 Newark Avenue, Manchester, M14 4HE
2 Newark Avenue, Manchester, M14 4HE
12 Newark Avenue, Manchester, M14 4HE
10 Newark Avenue, Manchester, M14 4HE
51 Crofton Street, Manchester, M14 7WD
14 Newark Avenue, Manchester, M14 4HE
37 Leslie Street, Manchester, M14 7NE
46 Crofton Street, Manchester, M14 7WD
44 Crofton Street, Manchester, M14 7WD
44 Great Southern Street, Manchester, M14 4EZ
40 Great Southern Street, Manchester, M14 4EZ
38 Great Southern Street, Manchester, M14 4EZ
36 Deramore Street, Manchester, M14 4DU
35 Deramore Street, Manchester, M14 4DT
53 Crofton Street, Manchester, M14 7WD
6 Newark Avenue, Manchester, M14 4HE
37 Seedley Street, Manchester, M14 7WF
38 Crofton Street, Manchester, M14 4DX
37 Crofton Street, Manchester, M14 4DX
35 Crofton Street, Manchester, M14 4DX
65 Heald Avenue, Manchester, M14 4HH
64 Heald Avenue, Manchester, M14 4HH
66 Heald Avenue, Manchester, M14 4HH

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Regulation 7 Direction (Control Advert) - Control Of To Let Boards (Moss Side)
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA