MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	138438/FO/2023
Date registered valid:	5 July 2024
Proposal:	Change of use of No. 41 from offices (Class E) to place of worship (Class F1), related elevational alterations and proposed minaret to the side
Address:	41-47 Slade Lane, Manchester, M13 0QJ
Ward(s):	Longsight Ward
Applicant:	Mr Amdadul Ali Haque Darus Salam Masjid
Agent (if any):	Mr Subhan Saleem, Saleem Architects
Case officer:	Carl Glennon Tel: 0161 234 4530 Email: carl.glennon@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	16 August 2024

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 30 July 2024

Standard consultations:
Printed: 12 July 2024 Expired: 2 August 2024

Neighbour notifications
Printed: 17 July 2024 Expired: 7 August 2024

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

The application property at 41 Slade Lane is currently vacant and would be used in conjunction with an established place of worship and community use located at Nos 43-47 Slade Lane. The wider application site is situated at the north-east junction of Slade Lane and Crowcroft Road. The application property forms part of 2-storey parade formerly comprising commercial uses. As a result of the proposed development properties at Nos 41-47 would be related to Class F1. A hairdressing business, that appears to operate over two floors, would be retained at No 39. The parade is characterised a continuous pitched roof with front pitched dormers. The principal elevation comprises of red brickworks at ground floor level with render above. Nos 45 - 47 Slade Lane have been extended with the benefit of planning permission and built form has been added to the rear of other properties in the parade. The rear of No39 incorporates and a two storey outrigger and a single storey extension covering the rear yard. The application site would benefit from the yard area retained to No. 43.



Fig.1 – Views of the application site viewed from Slade Lane

Description of development

The development would involve the change of use of Class E offices over two floors to facilitate additional floorspace relating to an existing place of wordship (Class F1). The proposed internal layout would comprise:

Ground floor

i. Four external doors providing access to an internal access lobby.
ii. The formation of two interconnecting prayer halls.
iii. A wudu (ablution) room.
iv. Storage facilities.

First floor

i. Two prayer halls

ii. Kitchen
iii. WC
iv. Wudu room

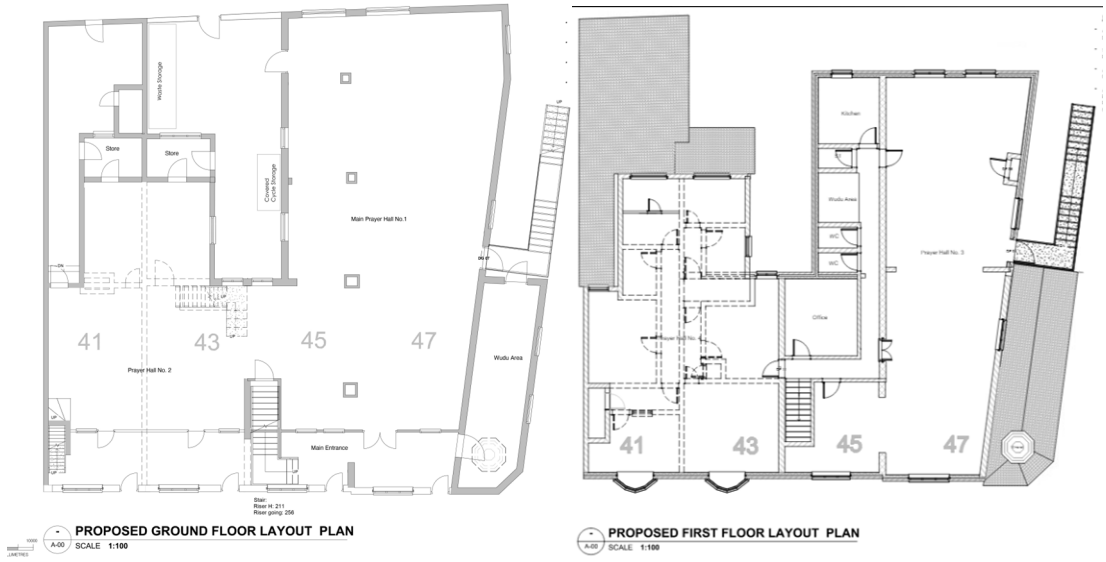


Fig.2 – Proposed layout drawing

Externally, the development would involve:

i. The removal of an existing shopfront to No 41. The component units at ground floor level would consist of a continuous brick elevation (with materials to match the existing). The ground floor elevation would be punctuated with the paired arrangement of proposed doors and windows. Existing signage would be removed and replace with a single sign above the ground floor window and doorway to No 43.



Fig.3 - Elevations

Site history

i. 130538/FO/2021 - Approved - 04.07.2022
43 Slade Lane Manchester M13 0QJ
Change of use of offices to be used in conjunction with existing place of worship with ancillary accommodation (Class F1) following related reconfiguration of existing internal space

ii. 112598/FO/2016/N2 - Withdrawn - 19.09.2016
47 Slade Lane Manchester M13 0QJ
Erection of single storey car port to front elevation of building

iii. 095018/FO/2010/N2 - Approved - 07.02.2011
45-47 Slade Lane Longsight Manchester M13 0QJ
Installation of emergency escape stairs and access ramp to side of Mosque and construction of new 1.4 metre high boundary wall.

iv. 082103/FO/2007/N2 - Approved - 14.10.2008
45-47 Slade Lane Longsight Manchester, M13 0QE
Erection of a two storey rear extension to existing Mosque

v. 074536/FO/2005/N2 - Approved - 13.04.2005
45-47 Slade Lane Longsight
Single storey side extension to Islamic centre to form ablution block and erection of canopy on front elevation

vi. 065742/FO/NORTH2/02 - Approved - 18.10.2002
45 Slade Lane Longsight
Change of use to Islamic Centre on ground & first floor in association with existing adjacent centre with external alterations to elevations

vii. 059578/FO/NORTH2/00 - Approved - 22.08.2000
43 Slade Lane Levenshulme
Single storey rear extension to form additional storage space

viii. 054353/FO/CENTL2/98 - Approved - 01.07.1998
45, Slade Lane Longsight,
Single storey rear extension to form food preparation area

ix. 045463/FU/CENTL2/94 - Approved - 08.06.1994
47, Slade Lane Longsight
Change of use from a shop and flat to Islamic Educational Centre on the ground floor with living accommodation retained above

x. 040561 - Approved - 30.01.1992
45, Slade Lane Longsight
Change of use from shop to a take-away hot food shop

xi. 034549 - Approved - 05.09.1989
43 Slade Lane Longsight
Erection of a new shop front

xii. F09745 - Refused - 03.01.1979
39-41 Slade Lane Longsight
Erection of canopy over forecourt front of shops.

Consultations & Notification Responses

Local residents – No comments received.

Highway Services – The following comments have been received:

i. It is understood that the property would be incorporated into the operation of the existing mosque at 43-47 Slade Lane, thereby increasing capacity from 104sq metres to 120 sq. metres. A Travel Survey was undertaken in November 2023 and found that 201 of the 236 attendees travelled to the Mosque on foot, 9 by car, 8 car shared and 3 cycled. It is understood that the proposed extension will improve facilities at the site and would not result in an increased congregation. The numbers of daily visitors are not expected to rise.
ii. The submission states that most attendees live and work locally and therefore are within walking distance of the Mosque. The transport statement states that the existing use is at its busiest on Friday lunchtime prayer with an expected attendance of 200 congregation and 10 staff. It is anticipated that the level of generated trips would not significantly change.
iii. The ArcGIS database has been reviewed for the most recent five-year period. The analysis shows that over the five-year period there has been a total of one incident within the study area and occurred at the junction of Slade Lane / Crowcroft Road. Based on this assessment there are no concerns regarding highway safety in the vicinity of the site.
iv. The site is accessible via local bus services.
v. Pedestrian access will be retained from Slade Lane. The forecourt included in the red edged site plan is referenced in the Transport Statement and suggests that there are 4-5 parking spaces that could be used in support of the development. As part of Highways consideration of related planning permission ref: 130538/FO/2021 concern was expressed regarding the use of this area for car parking due to the potential impact on the operations of the signalised junction and harm to pedestrian and cyclists' safety, cyclists and other road users. Access to the forecourt is also problematic as a dropped kerb is not in place. Negotiation as part planning application 130538/FO/2021 secured the omission of the forecourt as car parking and its potential use would be monitored as part of the on -site traffic management strategy. These arrangements should be retained.
vi. It is recommended that secure sheltered cycle storage is made available for staff and visitors.
vii. All gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.
viii. It is understood that the refuse and servicing arrangement under application 130538/FO/2021 will be retained. A refuse storage area is noted at the rear of the site. Bins are taken to / from the collection point in the car park by staff on collection day. Waste collection takes place every other Friday. These arrangements are acceptable from a Highways perspective.
ix. Continual monitoring of parking demands is recommended to ensure no adverse traffic impacts following the full operation of the development. The development should be conditioned and related to an events management plan.
x. The previously conditioned travel plan should be related to the development and updated to consider any changes in operational capacities and attendees travel patterns following the implementation of the development.
xi. It is recommended that, prior the implementation of the development, the Council as local highways authority is contacted regarding requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements.

Environmental Health – Recommend that the development is related to a noise attenuation condition.

Sustainable Travel Team – 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 proposed change of use would not cause any significant change in existing circumstances, including 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 regarding traffic generation and car parking, thereby delivering potential positive operational benefits, again, 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 February 2019 and subsequently in December 2023. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF have been considered in relation to the current application. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, the following three overarching objectives need to be pursued mutually:

i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.
ii. The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.
iii. The environmental role should protect and enhance the natural, built and historic environment.

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. The statutory status of the development plan remains as the starting point for decision making. The following aspects of the Framework.

ii. 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. The development would achieve satisfactory natural surveillance and an informative has been

included to ensure the delivery of appropriate security measures and to reduce the risk of crime. On this basis, the development would be satisfactorily related to chapter 8.

iii. Chapter 9: Promoting sustainable transport - States that assessment of applications for development should be ensure:

a) Appropriate opportunities to promote sustainable transport modes;
b) Safe and suitable access to the site can be achieved for all users; and
c) Any significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated to an acceptable degree.

The application site is in a sustainable location in terms of the proximity of local services and public transport. Traffic management would be delivered through a conditioned travel plan. On balance, chapter 9 would be accorded with positively.

iv. Chapter 11: Making effective use of land - States that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. It also encourages the use of previously developed or 'brownfield' sites. Chapter 11 would be positively responded to by securing the sustained use of an existing building with the incorporation of appropriate layouts.

v. 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. The development would involve appropriate elevational alterations that would secure a coherent design and improvements to the appearance of the building. The proposed minaret is considered to be proportionate and appropriately related to the host building. Chapter 12 would thereby be accorded with.

vi. Chapter 14: Meeting the challenge of climate change, flooding and coastal change. The development would respond positively to chapter 14, through the incorporation of design techniques that would reduce the potential for carbon emissions. It also relates to a location that is not unduly vulnerable to flood risk. Chapter 14 would thereby be accorded with.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The NPPG 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. Healthy and safe communities;
iii. Noise;
vii. Travel plans and traffic / transport assessments.

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

Places for Everyone - The Inspectors' Report on the examination of the Places for Everyone plan was published on 15 February 2024. The Inspectors' Report sets out and justifies their recommendations in relation to the plan, and they have concluded that all legal requirements have been met and that with the recommended main modifications set out in the appendix to their report, the Places for Everyone plan is 'sound'. The nine constituent local authorities will now consider the Inspectors' Report and the adoption of Places for Everyone. The first Council

meetings to approve the plan will be Salford and Wigan (28 February). The plan was considered at the Full Council meeting in Manchester on 20 March 2024 and was subsequently approved on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given full weight in the planning balance. The following policies are relevant:

i. JP-P3 – Cultural Facilities
ii. JP- S1- Sustainable development
iii. JP- S2 – Carbon and energy
iv. JP- S5 – Flood risk and the water environment
v. JP- H1 – Scale, distribution and phasing of new housing.

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 development would not result in a significant or harmful impact on residential amenity. The development would, however, respond to the cultural need so the community and existing attendees of the mosque. The development would utilise previously developed land. For these reasons it would accord with policy SP1.

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.
It is considered that the site has the capacity to secure appropriate waste storage through the included condition. Policy EN19 would thereby 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. A travel plan and transport / events plan assessment has been provided. The details of the travel plan are capable of being finalised through the included condition. 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:

i. Effects on amenity;
ii. Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
iii. Community safety and crime prevention;
iv. Design for health;
v. Refuse storage and collection.

The development has been assessed with regard to Policy DM1 requirements relating to potential impact on residential amenity and well-being, crime and security and waste management. The development would accord with policy DM1 for the reasons set out in this report.

Unitary Development Plan (Saved UDP) Policies -The following Unitary Development Plan 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.

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. A condition to control its future use would secure compliance with policy DC26.

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. In this case, discussions with the applicants' representative have been undertaken to determine potential arrangements for cycle storage and waste management. These details are capable of being delivered by condition and it is considered that sufficient information has been provided with the application to allow the development to be appropriately assessed.

Principle of the development - The development would bring a vacant property into active use. It would also be coherently managed as part of an existing place of worship. As the development would improve facilities for existing attendees, it is considered that the expansion of operational floorspace could be undertaken without unduly impacting upon the surrounding area. Operational conditions would improve the future management of the centre to safeguard residential amenity and the character of the area. Proposes elevational alterations would improve the appearance of the application properties. On balance it is considered that the development would appropriate.

Use - A condition has been included to the ensure that the development is operated as a part of a single Class F1 use and not subdivided or otherwise occupied separately for Class F1 purposes. This approach is appropriate to ensure appropriate site management, including levels of activity that might otherwise harm residential amenity.

Residential amenity - The application site is not adjoined by houses and the first floor on 43 Slade Lane does not appear to be in residential use. It is considered that the attached operational conditions would secure the appropriate management of the site and safeguards to residential amenity.

Noise - The applicant has agreed a condition relating to noise insulation of the building. A comparable condition was included in relation to planning permission ref: 130538/FO/2021 and subsequently discharged. The development would expand upon these approved details and ensure that appropriate noise insulation would be provided across the properties comprising the development site. Separate conditions have been in relation to:

i. Noise insulation of any required external equipment;
ii. The exclusion of equipment that would facilitate the transmission of external music or operation and / or use of loudspeakers, bells, tannoys, public address systems or any other form of amplified external sound equipment in association with the authorised Class F1 use, including the operation of such equipment as part of religious observance.

These measures would provide further safeguards to residential amenity.

Highways issues - The application site is not supported with dedicated car parking. The forecourt area has been included within the development site. A condition has been included, which excludes the use of the forecourt for car parking. This condition is necessary to prevent vehicular movement across the adjacent footpath and in close proximity to the pedestrian crossing at the junction of Slade Lane and Crowcroft Road. The existence of a TRO at the junction of Slade Lane and Crowcroft Road would also aid localised traffic management.

The current application has been supported with a transport statement that has reviewed the characteristics of the local highway network and the potential for changes to these impacts in relation to additional pedestrian and vehicular activity. Statement notes that the development seeks improve existing facilities and does not seek to significantly increase the number of attendees. A previously submitted traffic survey that demonstrated that attendees predominantly travelled to the centre for Friday prayer on foot, thereby suggesting that attendees live locally. In these circumstances and given the local availability of sustainable

transport opportunities, a reduction in a private car usage could be delivered and managed through a travel plan relating to the expanded site operation. A travel plan condition has therefore been included.

Cycle storage – The applicant has identified an area with the rear yard of No 43 for the storage of cycles. A condition has been included to ensure the approval of the design and specification of secure cycle storage enclosures. The provision of proportionate cycle storage would thereby be secured.

Access - Changes internal floor and external ground level would prevent the formation of level access thresholds to entrance doors. The forecourt is outside the red edge of the application site and cannot be used in the formation of a ramped access. However, the site has ramped access via an existing extension accessed via Crowcroft Road. The development would not change the existing circumstances and the absence of inclusive access has been balanced against the benefits and considered to be appropriate.

Events management plan – An events management plan has been previously approved in relation to the existing operation of 43-47 Slade Lane for Class F1 purposes. The plan also provides details of on-site traffic stewardship and measure to ensure that worshippers do not use the adjacent forecourt. It is considered that these arrangements would improve the operation of the centre and manage access and egress by attendees at larger events.

A condition has been included to ensure that these existing arrangements are built upon to reflect the expanded operation of the application site. The specified measures include:

i. Event management and supervision
ii. Crowd management
iii. Recommended attendee travel routes.

Appropriate site management would thereby be secured.

Opening Hours - Planning permission ref: 082103/FO/2007/N2 relates to 45-47 Slade Lane and facilitated the erection of a two storey rear extension to existing Mosque and was approved on 14 October 2008. The permission was not related to an opening hours condition. As the operation of the development would be linked to the existing Class F1 use, the inclusion of an opening hours condition would be an onerous requirement and would be harmful to the practical operation of the centre. As the development has been linked to a traffic and events plan it is considered the operation of the development would be appropriately managed, including periods of greater noise sensitivity.

Waste management – A waste management scheme was previously approved under condition discharge request ref: CDN/22/0714 and located waste storage in the rear yard of 45 – 47 Slade Lane. These details have been amended as part the development to facilitate the provision of cycle storage in the rear yard of No 43. A condition has been included to ensure the approval of related enclosures with agreed bin capacities. Waste and recycling management is capable of being delivered as part of the development.

Conclusion - The development would deliver positive benefits to members and attendees of the centre. Suitable operational arrangements would also be provided to improve its future management and safeguard amenity. The development is therefore considered to be acceptable.

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 polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the 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

In this case, 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, discussions with the applicants' representative have been undertaken to determine potential arrangements for cycle storage and waste management. These details are capable of being delivered by condition and it is considered that sufficient information has been provided with the application to allow the development to be appropriately assessed.

Conditions to be attached to decision for approval

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 stamped as received by the City Council as local planning authority on: 30 October 2023, 15 January 2024, 17 January 2024, 5 July 2024 and 15 August 2024:

Planning application forms
Location plan with a red edge

Proposed ground floor layout plan Ref: A-06 Rev 02
Proposed first floor layout plan Ref: A-07
Proposed roof plan Ref: A-08
Proposed front and right side elevation Ref: A-09
Proposed left and back elevation Ref: A-10
Proposed change of use – No 41 Slade Lane Longsight Manchester Transport Statement Darus Salam Mosque Ref: 240347-TS (1.0) dated 28 June 2024 by SCP.

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, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the appearance and specification of materials to be used in:

i. The reinstatement of brickwork and insertion of new doors and windows to the Slade Lane elevation
ii. The construction of the authorised minaret.

The development shall be implemented in accordance with the approved details, which shall be maintained in situ thereafter.

Reason - In the interests of visual amenity and character of the area, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) Upon implementation of the development the ground and first floor of 41 Slade Lane shall only be used in conjunction with and ancillary to 43, 45 and 47 Slade Lane for Class F1 (Learning and non -residential institution) purposes without sub-division or otherwise separate occupation.

Reason – In the interests of residential amenity, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

5) a) The premises at 41 – 47 Slade Lane shall be acoustically insulated and treated to limit the breakout 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.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

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 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

6) a) Before its installation, any externally mounted ancillary plant, equipment and servicing required in support of any of the units comprising the authorised development, shall be selected and / or acoustically treated in accordance with a scheme designed so as to achieve a satisfactory noise rating level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to operation of the installed equipment, a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise 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 minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

7) There shall be no external transmission of music or operation and / or use of loudspeakers, bells, tannoys, public address systems or any other form of amplified external sound equipment in association with the authorised Class F1 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.

8) Before the commencement of the authorised use of 41 Slade Lane for Class F1 purposes, in conjunction with 43, 45 and 47 Slade Lane, a traffic and events management plan shall be submitted to and approved by the City Council as local planning authority. The plan shall relate to the Class F1 operation of 41-47 Slade Lane and shall include details of:

i. Event management and supervision
ii. Crowd management
iii. Recommended attendee travel routes.

The approved details shall be implemented before the authorised use of 41 Slade Lane commences and shall remain in situ whilst it operates in conjunction with 43, 45 and 47 Slade Lane for Class F1 purposes.

Reason – In the interests of residential amenity and highway safety, pursuant to policies SP1, T1, T2 and DM1 of the Core strategy for the City of Manchester.

9) Before the occupation of 41 Slade Lane for Class F1 purposes, in conjunction with 43, 45 and 47 Slade Lane, 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 Class F1 premises, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester, the Guide to Development in Manchester SPD (2007) and guidance contained within the National Planning Policy Framework.

10) Before the occupation of 41 Slade Lane for Class F1 purposes, in conjunction with 43, 45 and 47 Slade Lane, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, relating to the design and specification of secure cycle storage enclosures. The approved details shall be implemented before the occupation and use of 41 Slade Lane for Class F1 purposes, sited in the position shown on drawings ref: Proposed ground floor layout plan Ref: A-06 Rev 02 and be maintained in situ thereafter.

Reason - To assist promoting the use of sustainable forms of travel to the Class F1 premises, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester, the Guide to Development in Manchester SPD (2007) and guidance contained within the National Planning Policy Framework.

11) Notwithstanding the detail of document referenced: Proposed change of use – No 41 Slade Lane Longsight Manchester Transport Statement Darus Salam Mosque Ref: 240347-TS (1.0) dated 26 June 2024 by SCP, the planning permission hereby granted does not confer consent for the use of the forecourt area (as shown on drawing ref: Location plan with a red edge) for on-site car parking.

Reason – In the interests of pedestrian and highway safety pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

12) Before the occupation of 41 Slade Lane for Class F1 purposes, a comprehensive scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to arrangements for the storage (including segregated waste recycling) and disposal of refuse. The scheme shall include elevational details of bin capacities, related storage structures in support of the authorised use of 41 - 47 Slade Lane. The approved scheme shall be implemented before the occupation of 41 Slade Lane (for Class F1 purposes), sited in the position shown on drawings ref: Proposed ground floor layout plan Ref: A-06 Rev 02 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.

Informative

1) Guidance for developer can be accessed via:
http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) It is recommended that new external fitting, including shutters, windows and doors, should be certified to Secured by Design standards.

3) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Oliver West (Sustainable Travel)

50 Slade Lane, Manchester, M13 0GL
35A Slade Lane, Manchester, M13 0QJ
Bakery Rear Of 45, Slade Lane, Manchester, M13 0QJ
2 Crowcroft Road, Manchester, M13 0QL
35 - 37 Slade Lane, Manchester, M13 0QJ
27 Crowcroft Road, Manchester, M12 4DF
29 Crowcroft Road, Manchester, M12 4DF
82 Slade Lane, Manchester, M13 0GN
49 Slade Lane, Manchester, M13 0GW
66 Slade Lane, Manchester, M13 0GN
52 Slade Lane, Manchester, M13 0GL
25 Crowcroft Road, Manchester, M12 4DF
84 - 86 Slade Lane, Manchester, M13 0GN
Darus Salam Mosque & Islamic Centre, 45 - 47 Slade Lane, Manchester, M13 0QJ
Yard, Cayton Street, Manchester, M12 4GB
Top Flat, 57 Slade Lane, Manchester, M13 0GW
72 Slade Lane, Manchester, M13 0GN
54 Slade Lane, Manchester, M13 0GL
65A Slade Lane, Manchester, M13 0GW
65 Slade Lane, Manchester, M13 0GW
61 Slade Lane, Manchester, M13 0GW
76 Slade Lane, Manchester, M13 0GN
74 Slade Lane, Manchester, M13 0GN
64 Slade Lane, Manchester, M13 0GN
58 Slade Lane, Manchester, M13 0GL
63A Slade Lane, Manchester, M13 0GW
63 Slade Lane, Manchester, M13 0GW
59 Slade Lane, Manchester, M13 0GW
57 Slade Lane, Manchester, M13 0GW

55 Slade Lane, Manchester, M13 0GW
3 Crowcroft Road, Manchester, M12 4QZ
39 Slade Lane, Manchester, M13 0QJ
51 Slade Lane, Manchester, M13 0GW
37A Slade Lane, Manchester, M13 0QJ
33 Slade Lane, Manchester, M13 0QJ
31 Slade Lane, Manchester, M13 0QJ
53 Slade Lane, Manchester, M13 0GW
62 Slade Lane, Manchester, M13 0GN
60 Slade Lane, Manchester, M13 0GL
56 Slade Lane, Manchester, M13 0GL
88 Slade Lane, Manchester, M13 0GN
80 Slade Lane, Manchester, M13 0GN
31 Crowcroft Road, Manchester, M12 4DF
78 Slade Lane, Manchester, M13 0GN
43 Slade Lane, Manchester, M13 0QJ

Appendix 2 – Planning constraints

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