

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134270/FO/2022

Date registered valid: 16 September 2022

Proposal: Erection of an infill extension between existing mosque and existing hall fronting onto Beresford Road, and erection of first floor extension above the existing hall, creation of a mezzanine floor within the mosque, together with re-configuration of the external areas including car parking, bin storage and cycle storage

Address: 49 Beresford Road, Manchester, M13 0GT

Ward(s): Longsight Ward

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

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

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

Recommendation: APPROVE

Date of recommendation: 28 November 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 22 September 2022 Expired: 4 October 2022

Neighbour notifications

Printed: 22 September 2022 Expired: 13 October 2022

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

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

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

The site adjoins a gated alleyway to the north and a residential property to the east. To the west and south it fronts Beresford Road and Slade Grove respectively. The site is presently surrounded by existing walls and railings, of varying heights, and a recent planning permission has also been granted for the erection of new boundary treatment around perimeter of site, comprising 1 metre high brick wall with railings above, brick plinths and gates to an overall height of 2.3 metres (132919/FO/2022 - Approved April 2022). This permission has not been implemented.

Consent is again now being sought for the erection of an infill extension between existing mosque and existing hall fronting onto Beresford Road, and erection of first floor extension above the existing hall, creation of a mezzanine floor within the mosque, together with re-configuration of the external areas including car parking, bin storage and cycle storage.

This current application is virtually identical to the scheme granted planning permission in 2018 (119368/FO/2018). It is proposed to erect an upper floor extension, above the smaller building to be used as a new library/IT centre. This extension would have a roof design, and associated features, that reflects the style of the main building, although it would be of a slightly reduced height, of approximately 8.2 metres, compared to the main existing building, which has a height of approximately 8.8 metres. In addition it is proposed to erect a single storey extension to fill the gap between the two buildings. This would be set-back by approximately 0.7 metres, from the front of the smaller building and approximately 5.7 metres, from the front of the main building. It would have a glazed frontage and would largely be of flat roof construction, but with a raised roof light, which would give the illusion of a pitched roof element, when viewed from Beresford Road. This extension would provide an area for ablutions and would provide an internal link between the two buildings. The extensions would be constructed in materials to match the existing.

The proposal also includes the reorganisation of the car parking area to provide 7 spaces, which represents an increase on the 4 spaces currently provided. The vehicular access arrangements are otherwise unaltered. A secure cycle store is also indicated on site.

The applicants state that the extensions are to improve the existing facilities and there are no plans to expand their existing timetable:

Monday to Thursday - Centre open for prayer between 1pm and 2pm - maximum 5 users

Friday - Centre open for prayer between 1pm and 2pm - maximum 20 users

Saturday - 12pm to 3pm Arabic lesson - 3 x classes with 5 students per class

3pm to 5pm Adult community classes - 2 x classes with 5 students per class

Sunday - 12pm to 3pm Religious education lesson - 3 x classes with 5 students per class.

As a maximum they consider that any increase in visitor numbers would be no more than 10% of the above figures.

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highway Services - Made the following original comments:

TRIP GENERATION AND JUNCTION CAPACITY:

A trip generation assessment has been undertaken for the site using current travel methods which has been increased proportional to the floor space. Highways are satisfied with the methodology of the assessment. It is requested however that the applicant confirm when these travel surveys were undertaken. Highways would not accept surveys that are earlier than 2021 due to changes in traffic levels since the previous application and Covid 19.

The results suggest that a maximum of 22 vehicles are anticipated on Friday between 13:00 - 14:00. Current travel methods have been presented and are as follows: o Public transport: 65% o Car: 20% o Walk: 10% o Cycle: 5% The Transport Statement suggests that a total of 4 users will travel to the development by car. Highways would request that some evidence is provided to support these claims, particularly in respect of the low private vehicle figures.

It is also requested that an updated parking survey to assess occupancy levels within the car park and the subsequent demands on-street is provided. The parking survey should be undertaken, taking into respect the following points: o Number of vehicles parked along adjacent roads (Slade Grove/Beresford Road) o Spare capacity to accommodate additional vehicular parking on Slade Grove/ Beresford Road o These results should be picked up across

a typical weekday, plus a weekend at regular intervals. o Given the peak numbers are anticipated during Friday Prayer, it should also be recorded for this period. Highways note that Slade Grove is subject to substantial on-street demands given that few properties offer in-curtilage parking and the adjacent shops on Beresford Road. Therefore, limited capacity remains to accommodate any further parking demands arising from the development.

PARKING AND ACCESS:

Vehicular access into the site is gained from the Beresford Road elevation, as currently existing, with vehicular crossing in place to facilitate vehicular movement which is accepted in principle. A total of 7 car parking spaces will be in place on-site. 5 of these spaces will be standard spaces measuring 4.8m x 2.4m and 2 will be in excess of 6m x 2.5m. Further information is requested as to the management strategy for the car park, to highlight whether spaces will be allocated for staff/visitor use.

CYCLE PARKING:

In line with MCC recommendations, secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of staff/ visitor cycles. The proposals will provide a total of 4 cycle spaces in the form of individual racks. It is requested that the cycle storage is secure and sheltered. It is also requested that the cycle store usage is monitored as part of the travel plan and when required additional cycle spaces installed.

BOUNDARY TREATMENTS:

The existing boundary treatments are understood to be retained, which is accepted in principle. However, it should be ensured that all gates are inwardly opening in order to prevent any obstruction for passing footway users.

In response, the applicant submitted a new car parking survey and car parking management plan, which demonstrated the following:

A car parking study was undertaken on the 4th and 7th of November. The survey demonstrates that there were up to 43 available parking spaces across the local highway network during Friday Prayers. The Parking and Accessibility Report confirms that there is on-street space.

A Car Park Management Plan was submitted which confirms that there will be a booking system and a priority system in place for those car sharing. The document further confirms that marshals will be in place and ensure that once the car park is full that cars park elsewhere, not congest immediate local roads or park inconsiderately. This document will continue to be reviewed and will be an evolving document that is reviewed annually.

Updated observations of method of travel were provided, The travel survey demonstrates that 24% of the attendees travel to the site as a car driver and 24% travel to the site as a car passenger.

Highways considered these details to be generally acceptable, subject to the following comments:

- It is requested that on-street and on-site car parking is monitored as part of the Car Park Management Plan and Travel Plan.
- It is requested that the applicant ensures that the Travel Plan is enforced at the site and there is a push for more sustainable forms of travel.

Strategic Area and Citywide Support Manager - Recommends that a condition is attached, to any permission, relating to the approval of the submitted waste management arrangements.

Greater Manchester Police - Have no objection to the proposed extension but make some recommendations to improve security at the site. These are included as an informative.

Greater Manchester Ecology Unit - Makes the following comments:

Bats

The development is in a very low risk location for bats, isolated from any moderate to high value habitat by more than 400m of urban development with no obvious corridors of vegetation. The development is also low risk including removal of an existing prefabricated roof and adding of a floor and a single storey extension that will not directly impact on the roof. They are therefore satisfied that the risk is very low and whilst a bat assessment could be requested, their opinion is that it would be unreasonable. They therefore recommend an informative is applied to any permission.

Nesting Birds

The risk is also very low of birds such as house sparrow and starling being present under the eaves of the building. They therefore recommend an informative is applied to any permission.

Contributing to and Enhancing the Natural Environment

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The site has negligible ecological value, with very low potential for bats and nesting birds. No mitigation is warranted. As enhancement I would recommend one house sparrow terrace on the upper elevations of the new floor. The details can be conditioned.

Issues

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

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

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

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

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

a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

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

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

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

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

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

Make a positive contribution to neighbourhoods of choice including:-

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

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

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

Policy T2 - States that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

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

Policy EN19 requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

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

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

guidance may be given within a supplementary planning document:-

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

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

Saved policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

Guide to Development in Manchester Supplementary Planning Guidance - Recognises the importance of an area's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

Principle of works - the site has a long established religious use with two buildings set in a site which has ample grounds. The proposal is also virtually identical to the development granted planning permission in 2018. The principle of extending the existing buildings is therefore considered to be acceptable.

Appearance - It is considered that the additional upper floor, to the smaller unit, gives this secondary building a design which is considered to be more in keeping, with the appearance of the main building on site, than the existing hall building. At the same time, it would be of a slightly lower height and be set-back, so it maintains the impression of being subservient to the main building. In relation to the 'link' extension the works are considered to be quite minimal and well related to the adjoining buildings. Overall it is not considered that the proposed works would have a harmful visual impact upon the locality.

Car parking - Car parking provision has been increased on site from 4 to 7 spaces. The applicant maintains that the works are needed to provide additional facilities on site, and it is not intended that they would lead to additional visitors being attracted to the site. In addition the new upper floor space is intended to provide a library/IT room rather than additional worship space. Nevertheless the proposal has been assessed with regards to the potential intensification of activity at the site and Highway Services have sought clarification on the operation of the mosque (existing and proposed) with the applicants.

From the information provided by the applicant it is noted that there is no proposed increase in visitor/ staff numbers nor to the operational strategy for the unit and, as such, no change to the level of trips is anticipated.

A Parking and Travel Survey has also been undertaken by the applicant. The parking survey demonstrates that there were up to 43 available parking spaces across the local highway network during Friday Prayers. The submitted Parking and Accessibility Report therefore confirms that there is on-street space.

The submitted Car Park Management Plan confirms that there will be a booking system and a priority system in place for those car sharing. The document further confirms that marshals will

be in place and ensure that, once the car park is full, cars park elsewhere, and not congest immediate local roads or park inconsiderately. The travel survey demonstrates that 24% of the attendees travel to the site as a car driver and 24% travel to the site as a car passenger.

Highways have sought assurances on monitoring and enforcing the measures indicated and appropriately worded travel plan and car parking management conditions are therefore proposed. Generally though, Highways are satisfied that the applicant has demonstrated that there is adequate capacity within the car park to cater for vehicular demands, supplemented by some availability on-street. Given the results of the travel survey, Highways Services accept that there is sufficient capacity to accommodate vehicles within the mosque site. It is also accepted that there is no further land availability to increase on-site car parking and whilst the surrounding residential roads are well-used for street parking, the impact of the development is considered to be unlikely to be significant.

The applicants have therefore satisfied Highway Services that a small proportion of the congregation visit the site by car and that the site, and surrounding streets has the capacity to meet the requirements of the mosque. Whilst there will inevitably be situations, such as Eid, when there will be a more intensive use of the site, this occurs already, and given the scale of works involved, and the fact that 3 additional spaces are to be provided, it is not considered that the proposed additional floorspace would significantly aggravate any existing traffic problems in the locality.

Residential amenity - The site currently operates as a mosque and there are no restrictions in terms of the hours that the premises may operate. Whilst there is the potential for an intensification of activity at the site, it is considered that there would be minimal impact upon local residents, given the times that the premises operate. At major events there is the potential for additional activity, and possible disturbance to residents, but this is no different to what currently take place on the site. It is not therefore considered that these works would lead to any significant changes, in how the site operates or significantly increase any potential disturbance to residents.

Privacy - The proposal involves new windows being introduced into the development. On the ground floor a new WC window is proposed in the rear elevation of the link extension, with a kitchen and office window proposed in the rear elevation of the smaller hall building. There are residential properties at the rear of the site, although there is also a high wall along the rear boundary, which is approximately 2.4 metres in height, and it is not therefore considered that these new windows would lead to any loss of privacy for adjoining occupiers.

On the upper floor, of the hall building, new windows are proposed in the side elevation, to the new library/IT centre. These would be approximately 22 metres from the nearest residential property, and it is not therefore considered that there would be any loss of privacy, to adjoining residents, as a result of any of the new windows.

Boundary treatment - No changes are proposed, as part of this application, but some future changes are proposed, which have the benefit of planning permission, as indicated above.

Waste - The applicant has indicated waste storage arrangements which are acceptable to Environmental Health.

Cycle parking - Cycle parking is provided on site by way of a rack of 4 spaces. Highways are satisfied with this amount of provision, but they require that it is provided in a secure cycle shelter. An appropriate condition is therefore proposed.

Ecology - No significant concerns were raised by GMEU. Informatives and a condition are proposed, in relation to their comments.

Conclusion - The proposal would lead to an increased level of accommodation at the site, although the applicant maintains that this would not necessarily lead to an increased level of activity/visits to the site. Regard has to be given to the fact that there is a recent permission on site, for a virtually identical development, that it represents a floorspace increase of just 40 square metres and that car parking, and car parking management arrangements, are being improved at the site. Consequently it is considered that the application can be supported.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In particular additional information was requested in relation to travel and parking arrangements to ensure that the site could accommodate the additional works without intensifying any on-street parking difficulties in the area.

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:

Drawings indicating the 'proposed front elevation' and the 'proposed rear elevation', the 'proposed side elevation(s)', the proposed ground floor drawing, the 'proposed section AA' and the proposed section BB', all dated 15/06/2022

The proposed first floor drawing dated 22/06/2022

All stamped as received by the City Council, as Local Planning Authority, on 5 July 2022.

Letter from Adewale Hassan, dated 19 July 2022, which confirms the average attendance, at various events, at the premises

Drawing number BBJ 06 rev A, and the Waste Management Strategy, stamped as received by the City Council, as Local Planning Authority, on 25 July 2022.

Transport Statement dated 24 August 2022, stamped as received by the City Council, as Local Planning Authority, on 9 September 2022.

Site location plan, stamped as received by the City Council, as Local Planning Authority, on 16 September 2022.

Parking and Accessibility Report, Addendum to Transport Statement and Carpark Management Plan, all dated 8 November 2022 and stamped as received by the City Council, as Local Planning Authority, on 15 November 2022

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

3) The materials to be used in the construction of the external surfaces of the extension hereby approved shall match the existing property, in terms of colour, type, and method of coursing and pointing.

Reason - In the interests of the character and appearance of the property and surrounding area, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) The development shall be carried out in accordance with drawing number BBJ 06 rev A, and the Waste Management Strategy, stamped as received by the City Council, as Local Planning Authority, on 25 July 2022. 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 policies DM1 and SP1 of Manchester's Core Strategy.

5) Notwithstanding the details shown on the approved plans no above ground construction works shall commence until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of bin store and cycle store to be located on site. The bin and cycle store shall be implemented, in accordance with these approved details, as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in order to comply with policies SP1 and DM1 of the Manchester Core Strategy.

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:

- 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 and visitors 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 and timeframe 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
- vi) A travel plan budget and resources for the implementation and day to day management of travel plan measures;
- vii) Handover arrangements for the travel plan or its components when the developer's responsibility ceases; and

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 the car parking management details indicated in the Carpark Management Plan, all dated 8 November 2022 and stamped as received by the City Council, as Local Planning Authority, on 15 November 2022. On-street and on-site car parking should be monitored as part of the Car Park Management Plan and, if at a future time, these car parking facilities no longer meet the needs of the development, or a written request is made by the City Council, to review the car parking arrangements, within one month of such an occurrence, revised arrangements, including any required highways mitigation measures, shall be submitted to and approved in writing by the City Council as Local Planning Authority, and be made available within a timescale to be agreed with the City Council, as Local Planning Authority, and shall thereafter be retained.

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) The car parking spaces indicated on drawing numbered BBJ 06 rev A, and the Waste Management Strategy, stamped as received by the City Council, as Local Planning Authority, on 25 July 2022. shall be demarcated and made available for use prior to first use of the extensions hereby approved. The car parking spaces shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies DM1 and T2 of the Manchester Core Strategy.

9) The bollards to the rear of parking space 7, indicated on drawing number BBJ 06 rev A, and the Waste Management Strategy, stamped as received by the City Council, as Local Planning

Authority, on 25 July 2022, shall be installed prior to first use of the extensions hereby approved. The bollards shall then be retained at all times whilst the site is occupied.

Reason - In the interests of pedestrian safety, pursuant to policy DM1 of the Manchester Core Strategy.

10) Prior to the proposed first floor IT room/library coming into operation, a schedule of hours of operation shall be submitted to and approved in writing by the City Council as Local Planning Authority. The first floor IT room/library shall not be open outside the hours which would thereby be agreed with the City Council, as Local Planning Authority.

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 Manchester Core Strategy.

11) Prior to the occupation of the development hereby approved, a permanent bird box/sparrow terrace shall be installed at the site in accordance with a scheme that shall be submitted to, and approved in writing by the City Council, as Local Planning Authority. The bird box/sparrow terrace shall be thereafter retained whilst the development is occupied.

Reason - To provide bird boxes to comply with policy EN15 of the Manchester Core Strategy.

Informatives

1) Any new external fittings (i.e. shutters, windows or doors, cycle storage) should be certified to Secured by Design standards.

All aspects of the proposed change of use, particularly doorways should be illuminated with dusk til dawn lighting.

Coverage for any CCTV systems and alarms will need to be reviewed to check all areas of the development are covered.

2) Whilst the development 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). Natural England should also be informed.

3) 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).

4) 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 (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Greater Manchester Ecology Unit
Environmental Health
Highway Services
Greater Manchester Ecology Unit
Greater Manchester Police

Nasirulahi Walifathu Islamic Centre, Beresford Road, Manchester, M13 0GT
30F Beresford Road, Manchester, M13 0WP
30E Beresford Road, Manchester, M13 0WP
30B Beresford Road, Manchester, M13 0WP
30A Beresford Road, Manchester, M13 0WP
78 Slade Grove, Manchester, M13 0SJ
44 Beresford Road, Manchester, M13 0QT
49C Beresford Road, Manchester, M13 0GT
49D Beresford Road, Manchester, M13 0GT
49A Beresford Road, Manchester, M13 0GT
Flat Above, 49 Beresford Road, Manchester, M13 0GT
Flat Above, 53 Beresford Road, Manchester, M13 0GT
Flat Above, 51 Beresford Road, Manchester, M13 0GT
53 Beresford Road, Manchester, M13 0GT
Ground Floor, 51 Beresford Road, Manchester, M13 0GT
Ground Floor, 53 Beresford Road, Manchester, M13 0GT
32A Beresford Road, Manchester, M13 0QT
Flat 14, Stamford Court, Stamford Road, Manchester, M13 0SN
Flat 11, Stamford Court, Stamford Road, Manchester, M13 0SN
Flat 9, Stamford Court, Stamford Road, Manchester, M13 0SN
Flat 6, Stamford Court, Stamford Road, Manchester, M13 0SN
Flat 4, Stamford Court, Stamford Road, Manchester, M13 0SN
Flat 1, Stamford Court, Stamford Road, Manchester, M13 0SN
46 Beresford Road, Manchester, M13 0QT
40 Beresford Road, Manchester, M13 0QT
34 Beresford Road, Manchester, M13 0QT
85 Stamford Road, Manchester, M13 0SW
79 Stamford Road, Manchester, M13 0SW
81 Slade Grove, Manchester, M13 0SJ
Stamford Court, Stamford Road, Manchester, M13 0SN
30D Beresford Road, Manchester, M13 0WP
30C Beresford Road, Manchester, M13 0WP
Flat 15, Stamford Court, Stamford Road, Manchester, M13 0SN
Flat 13, Stamford Court, Stamford Road, Manchester, M13 0SN
Flat 12, Stamford Court, Stamford Road, Manchester, M13 0SN
Flat 10, Stamford Court, Stamford Road, Manchester, M13 0SN
Flat 8, Stamford Court, Stamford Road, Manchester, M13 0SN
Flat 7, Stamford Court, Stamford Road, Manchester, M13 0SN
Flat 5, Stamford Court, Stamford Road, Manchester, M13 0SN
Flat 3, Stamford Court, Stamford Road, Manchester, M13 0SN
Flat 2, Stamford Court, Stamford Road, Manchester, M13 0SN
48 Beresford Road, Manchester, M13 0QT
42 Beresford Road, Manchester, M13 0QT

38 Beresford Road, Manchester, M13 0QT
36 Beresford Road, Manchester, M13 0QT
32 Beresford Road, Manchester, M13 0QT
45 Beresford Road, Manchester, M13 0GT
87 Stamford Road, Manchester, M13 0SW
83 Stamford Road, Manchester, M13 0SW
81 Stamford Road, Manchester, M13 0SW
95 Stamford Road, Manchester, M13 0SP
82 Slade Grove, Manchester, M13 0SJ
80 Slade Grove, Manchester, M13 0SJ
79 Slade Grove, Manchester, M13 0SJ
77 Slade Grove, Manchester, M13 0SJ

Appendix 2 – Planning constraints

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