

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141603/FO/2024

Date registered valid: 5 March 2025

Proposal: Erection of single storey front and two storey side extension to provide additional classroom space, the addition of a minaret, conversion and extension of the loft space, landscaping to the forecourt, and provision of bicycle storage and a bin store with side access.

Address: Darus Salam Mosque & Islamic Centre, 41 - 47 Slade Lane, Manchester, M13 0QJ

Ward(s): Longsight Ward

Applicant: Mr Hasan Ahmed, Darus Salam Mosque & Islamic Centre

Agent (if any): Mr Mohammed Afaq, 1618 Architects

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 9 December 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 3 April 2025

Standard consultations:

Printed: 12 March 2025 Expired: 2 April 2025

Neighbour notifications

Printed: 12 March 2025 Expired: 2 April 2025

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, which 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 No. 39 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

Description of development

The development involves the expansion of floorspace through the formation of extensions contained within the maximum height parameters of the existing building.

The amended proposal has amended the massing of the additions to the application property and secure a more appropriate relationship to the neighbouring building at 39 Slade Lane. The proposal now involves:

1. Principal elevation
 - i. The formation of a pair of hipped pitched roof extensions that marginally project above the existing eaves line. Each roof addition would have a width of 6.1 metres line but positioned below the ridge line of the main roof.
 - ii. The forward elevation of each roof extension would incorporate windows with a vertical emphasis.
 - iii. Further verticality would be incorporated into the principal elevation through the formation of ground to eaves level glazing (incorporating secondary doors). The framing the extensively glazed main entrance with vertical windows above.
2. Side elevation
 - i. The intersection of the principal and side elevations would incorporate a 14.8 metre high two section minaret feature.

- ii. A two storey flat roof extension would be formed with a length of 15.5 metres allowing the new window of the gable elevation serving the proposed roof space accommodation to be seen from the street.
- iii. The ground elevation would be extended by a further 3.58 metres to facilitate the formation of an adjoining flat roof addition.
- iv. A two storey rear extension with a hipped pitched roof would be formed and visible from Crowcroft Road.
- v. The horizontal emphasis of the side elevation would be contrasted by the verticality and glazing to new window openings and the use of contrasting brickwork and brick detailing.
- vi. A separate entrance for female attendees would be formed to the side elevation with associated detailing.



Fig. 2 – Revised proposed elevation to Slade Lane

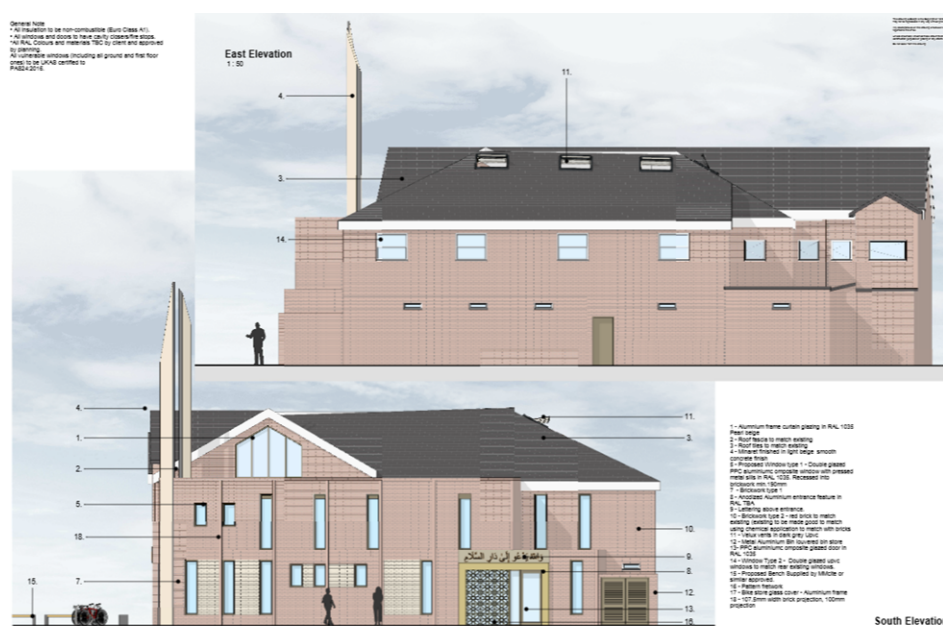


Fig. 3 – Revised proposed east and south elevation

3. Rear elevation

- i. The proposed rear extension would project up to the site boundary. The main two storey part of the extension would incorporate a hipped pitched roof punctuated with high level windows at ground floor level. Windows of a more standard size would be positioned at first floor level. The adjoining single storey extension would incorporate a flat roof.

The elevations, with the exception of contrasting brick detailing, would be formed in matching brick and roof tiles.

The internal layout would comprise of:

- i. Basement – Men’s Wudu and storage areas.
- ii. Ground floor – Main prayer hall, main entrance, accessible WC, men’s wudu and entrance to ladies prayer hall.
- iii. First floor – Classrooms, ladies prayer hall and wudu, kitchen, WCs and storage
- iv. Second floor (roof space) – Training / meeting rooms, offices and library.
- v. Forecourt - Paved forecourt area with planters and cycle storage areas.

The floors within the building would be access via stairs and a lift.



Fig.4 – Proposed layout (Basement, ground, first and second floors)

Site history

- i. 138438/FO/2023 – Approved – 22 August 2024
41-47 Slade Lane Manchester M13 0QJ
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 elevation
- ii. 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

iii. 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

iv. 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.

v. 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

vi. 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

vii. 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

viii. 059578/FO/NORTH2/00 - Approved - 22.08.2000

43 Slade Lane Levenshulme

Single storey rear extension to form additional storage space

ix. 054353/FO/CENTL2/98 - Approved - 01.07.1998

45 Slade Lane Longsight,

Single storey rear extension to form food preparation area

x. 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 and businesses – On email of objection has been received. It states that the existing use attracts large numbers of people. There is concern that the development would increase the number of visitors and generated additional demand for car parking in a location that experiences significant traffic congestion.

Highway Services – The following comments have been received:

- i. It is understood that the proposed extension will improve facilities at the site and will not result in an increased congregation. The numbers of daily visitors are not expected to rise.
- ii. The Transport Statement notes that the sites busiest period is Friday lunchtime prayer with an expected attendance of 200 congregation and 10 staff.
- iii. It is noted that the level of trips generated is not anticipated to be dissimilar from existing.
- iv. Highways safety records have been reviewed for the most recent five-year period and one accident has been recorded at the junction of Slade Lane and Crowcroft Road, with a 'slight' severity. On this basis, Highways have no concerns about highway safety issues in the vicinity of the site.
- v. The site is well accessed by sustainable modes and regular bus services and railway services are available within walking distance of the site.
- vi. The existing area of forecourt at the front of the site will be reconfigured into an area of planting removing its potential use for car parking. This is acceptable in principle as Highways had concerns in previous planning applications regarding car parking on the forecourt due to the potential impact of vehicular movement on the existing signalised junction and the safety, cyclists and other road users. Additionally, there is no dropped kerb in this location, and TROs are in place to prevent car parking.
- vii. It is recommended that the development is related to a travel plan with monitoring relating to the adoption of sustainable transportation options.
- viii. Pedestrian access points are acceptable in principle.
- ix. 12 parking cycle storage spaces are proposed. Whilst its provision is supported, it is recommended that a secure and sheltered cycle store is provided, and its use is monitored as par to the travel plan.
- x. It is understood that the refuse and servicing arrangement under application 130538/FO/2021 will be retained.
- xi. The development should be related to a traffic / event management plan condition that includes:
 - Continual monitoring of parking demands is recommended in order to ensure no adverse impact is generated from the development when fully operational.
 - A Traffic Management / Event Management Strategy detailing crowd management, travel routes and the roles and responsibilities of volunteers. It is understood that this Strategy will remain in place as part of the proposals.
- xii. The development should be related to a construction management plan condition.
- xiii. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements should be agreed with the Council as local highways authority.

Environmental Health – The following comments have been received:

- i. A condition has been requested to prohibit the uses of external speakers and broadcast of amplified sound. Theis is required to safeguard residential amenity.
- ii. Concern was expressed regard reference to banqueting facilities as part of the development. [This aspect of the proposal has been omitted.]

- iii. Further details are required with regard to proposed bin capacities of the expanded operation of the site.
- iv. Consideration should be given to restrictions operating hours relating to the undertaking of events.

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 most recently in December 2024. It represents key up to date national policy and is an important material consideration in determining 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'. The purpose of the planning system is to achieve sustainable development. The NPPF states that, to achieve this, the following three overarching objectives need to be pursued mutually:

- i. The economic objective – Development should contribute to sustainable development by building a strong, responsive and competitive economy that ensures sufficient and appropriate development and supports growth.
- ii. The social objective - Development should o support strong, vibrant and healthy communities. It should foster 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.
- iii. The environmental objective – Development should protect and enhance the 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 (paragraph 8).

Section 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible, and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 96). 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 Section 8.

Section 9: Promoting sustainable transport – Paragraph 115 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, Section 9 would be accorded with positively.

Section 11: Making effective use of land – Paragraph 124 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. Section 11 would be positively responded to by securing the sustained use of an existing building with the incorporation of appropriate layouts.

Section 12: Achieving well-designed places - States that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities Paragraph 131 states that the development would involve appropriate elevational alterations that would secure a coherent design and improvements to the appearance of the building whilst maintaining an appropriate scale. The proposed minaret is considered to be appropriately related to the host building. Section 12 would thereby be accorded with.

Section 14: Meeting the challenge of climate change, flooding and coastal change. The development would respond positively to Section 14, through the incorporation of design techniques that would reduce the potential for carbon emissions. An informative has been included encouraging the introduction of measures to encourage sustainable drainage. Section 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. Health and well-being;
- 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 and would be appropriately responded to:

- i. JP-P3 - Cultural Facilities
- ii. JP-P6 - Health
- iii. JP- S1- Sustainable development
- iv. JP- S2 - Carbon and energy
- v. JP- S4 - Flood risk and the water environment
- vi. JP- S5 – Clean air.

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 due to the characteristic use of immediately neighbouring buildings for non-residential purposes. 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, 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. The proposal is considered to be acceptable following the submission of revised details.

Principle of the development - The development is intended to provide improved accommodation that would allow the coherent arrangement and management of spaces to benefit existing attendees. This would be achieved through the configuration of new built form within the parameters of the site. The applicant has included a schedule of events to be undertaken at the application site, excluding Friday prayer and worship. It indicates that activity would generally take place in the daytime period between 9.00 and 18.30. The event would be generally staggered reduce to the number of attendees at any one time. Larger events, attended by up to 100 people, would generally take place on Friday between 1830 and 2130, i.e., outside the main periods for Friday prayer. As development would support the existing congregation, the number of attendees of Friday prayer would be maintained at around 200 people. Whilst the numbers of visits to the building may increase, this would be distributed over seven days. Where attendance is more significant this would be generally reflective of the existing circumstances and the period of attendance on site would be to a limited period. It is therefore considered that the development would be appropriate.

Use of 41 Slade Lane – Planning permission Ref: 138438/FO/2023 permitted the change of use of No 41 to allow the extended operation of the application property as a place of worship. The authorised elevational alterations to the Slade Lane frontage (between Nos 41 and 47) have not been completed. However, the window treatment to No 41 matches the detail of the windows to Nos. 43 to 47 (as shown in Fig.5). The use of No 41 (in connection with the use of Nos 43 to 47) therefore appears to have commenced and the development approved under Ref: 138438/FO/2023 has therefore been partially implemented. As the proposed development seeks to substantially change the appearance of the application building, it would be unreasonable to require the full implementation of the elevational alterations approved under planning permission Ref: 138438/FO/2023.



Fig.5 – Window treatment to 41 to 47 Slade Lane

Operation of the development - Previously granted planning permission ref: 138438/FO/2023 was subject to discharged conditions relating to the operation of the development. These conditions have been re-attached to ensure that the previously agreed arrangements are appropriately related to the enlarged building and expanded floorspace.

Use - A condition has been included to 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. Commercial uses are located to the east of the site with an operational railway line. Retail units with residential use above are located to the south of the site and are separated by Crowcroft Road. It is considered that the attached operational conditions would ensure the appropriate management of the site and provide safeguards to residential amenity.

Scale and massing – The proposed additions to the building and its roof have been appropriately related to the scale and height of existing built form. Articulation to the principal and side elevations has been secured through the verticality of glazing details balanced against the solidity of the main body of the building. The massing of the side elevations would be reduced by the formation of a flat roof. This arrangement would allow this addition to be read in conjunction with the cohesive arrangement of the extended roof relating to the rear extension. Given the nature of neighbouring commercial uses to the rear of the site and the related arrangement of built form, it is considered that the development would be appropriately related to its surrounding context.

Siting – The amended proposal would be appropriately related to the building line formed by existing buildings between 39 and 47 Slade Lane. Extension to the side elevation of 45A and 47 Slade Lane have established form with the boundary Crowcroft Road. The development would be related to these characteristics and would allow the formation of a landmark feature at the junction of Slade Lane and Crowcroft Road. This arrangement is considered to be appropriate given the quality of the proposed design. The formation of a single rear storey extension, the principle of a built form up to the eastern boundary has been established. Given the extent of site coverage relating to 45A Slade Lane, it is not considered that the formation of additional built form to the side and rear of the application property would not substantially impact on the street scene. On balance, the overall siting of the proposed development would be acceptable.

Design – The units comprising the application property have limited architectural quality, and the development would introduce a quality of design that would positively contribute to the appearance of the streetscene. The mix of flat and pitched roofs would provide visual interest and articulation to the building and would allow its proportions to be discerned. The cohesive arrangement of windows would relieve the solidity of the elevational treatment. Further articulation and contrast to the linear configuration of the building would be secured by the introduced verticality of columns in the principal elevation and the formation of the landmark minaret feature. The uses of contrasting brickwork would be acceptable. The final details of materials would be approved via condition. The proposed design is acceptable.

Noise - The applicant has previously agreed and discharged a condition relating to noise insulation of the building. 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 therefore have been included 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, tannoy, 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 – As with previous proposals relating to the application site dedicated car parking would not provide due to concerns associated with vehicles crossing the forecourt in close proximity to the light controlled junction. The formation of planters and position of cycle storage would prevent the future informal use of the forecourt for car parking. Conditions related to the development would ensure that these features are maintained. 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 for existing attendees. It is not anticipated that the number of vehicular trips would increase, and the locality is capable of supporting changes to sustainable transport options (which would be further supported by the conditioned travel plan). As there has been no demonstrable change to the existing circumstances, it is not considered that the development would unduly impact upon the local highways network.

Travel plan – To aid the future management of traffic generation and encourage the adoption of sustainable transport options, a travel plan condition has been included.

Cycle storage - The applicant has identified a cycle storage area within the forecourt (with a 12 cycle capacity). This provision would aid the delivery of the travel plan objectives. The comments of Highways relating to provision of sheltered cycle storage have been considered. However, it is considered that the provision of shelters would create visual clutter in the forecourt and detract from the architectural quality of the development. The cycle storage to the details referenced in the submitted design and access statement are acceptable and related to the development by condition.

Access – The delivery of a coherent design response would allow the formation of level thresholds to the street entrances. The inclusion of a lift would secure access to the respective floors. These features represent significant improvement to inclusive access.

Events management plan - An events management plan was approved in relation to the existing operation of 43-47 Slade Lane for Class F1 purposes. It provided details of on-site traffic stewardship and measures to ensure that worshippers do not use the adjacent forecourt. A condition has been attached to ensure that previously approved arrangements are expanded upon to reflect changes to the scope of activities to be undertaken and to safeguard the amenities of the area. Appropriate site management would also be secured.

The specified measures include:

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

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 and recycling management - A waste management scheme has been submitted indicating the incorporation of a bin store into the southern elevation with suitable screening from the street and collection from Crowcroft Road. Whilst these arrangements are potentially acceptable, it has not been demonstrated that an appropriate number of bins would be provided to support the development. A condition has been included to address this issue.

Construction Management Plan – A condition has been included to ensure approval of related details.

Landscaping – A condition has been included to ensure the approval and implementation of appropriate hard and soft landscaping.

Overlooking – To avoid overlooking of the neighbouring rear yard (39 Slade Lane) a condition has been included requiring that windows to the first floor of the rear extension are obscure glazed and so maintained thereafter.

Flood risk and drainage – The site is in Flood Zone 1 and is in a location affected by potential risk of surfacing water flooding. It is noted that there is an extant planning permission (Ref: 138438/FO/2023) that was approved without a requirement for supplementary drainage. Given the scale of the development a requirement for additional drainage would be an onerous requirement. An informative encourage the introduction of improved drainage has been included.

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 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. The proposal is considered to be acceptable following the submission of revised drawings.

Condition(s) 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: 5 March 2024, 26 November 2024, 22 October 2025 and 8 December 2025:

Planning application forms

Existing site location plan Ref: E106

Proposed ground floor Ref: P101 Rev H

Proposed first floor Ref: P102 Rev I

Proposed second floor Ref: P103 Rev G

Proposed basement floor plan Ref: P105 Rev D

Proposed North and West elevation Ref: P106 Rev G

Proposed East and South elevation Ref: P107 Rev G

Proposed site plan Ref: P108 Rev H

Darus Salam Mosque & Islamic Centre 41-47 Slade Lane Longsight Manchester Design & Access Statement Rev B April 2025 Issue by 1618 Architects (as amended by the approved drawings).

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) No above ground construction works shall take place until details/samples of the materials to be used in the construction of the external surfaces of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details/samples.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and the requirements of the National Planning Policy Framework.

4) Upon implementation of the development, the property at 41 – 47 Slade Lane shall only be used for Class F1 (Learning and non -residential institution) purposes, including as a place of worship, 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) Prior to the occupation of the development hereby approved, either a scheme that demonstrates that any required external plant and equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, or a scheme showing a method to acoustically treat/insulate the equipment s to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority.

b) Prior to the first operation of the equipment, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the local planning authority to validate that the equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before operation of the equipment can commence.

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, saved policy DC26 of the Unitary Development Plan and policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone.

6) Before its installation, any equipment relating to the extraction of fumes and vapours required in support of the development shall be related to a scheme to be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to the operation of the equipment and maintained in situ thereafter.

Reason - In order to ensure the efficient dispersal of cooking odours from the premises in the interests of the amenity of neighbouring occupiers and to ensure that any ventilation flues/ducting can be accommodated without detriment to character and appearance of the host building and the surrounding area in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester, policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone and the National Planning Policy Framework.

7) There shall be no external transmission of music or operation and / or use of loudspeakers, bells, tannoy, 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) The development shall be implemented in accordance with document referenced Proposed Extension – 41-47 Slade Lane, Longsight, Manchester Transport Statement Darus Salam Mosque Ref: 240347 dated February 2025 by SCP received by the City Council as local planning authority on 21 February 2025.

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 the development, a traffic and events management plan shall be submitted to and approved by the City Council as local planning authority and shall include details of:

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

The approved details shall be implemented upon occupation of the development and maintained in situ thereafter.

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.

10) Before the occupation of the development, 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.

11) Upon occupation of the development, the arrangement for the provision of Sheffield style cycle hoops (with a capacity for 12 cycles) shall be implemented in accordance with details of document referenced Darus Salam Mosque & Islamic Centre 41-47 Slade Lane Longsight Manchester Design & Access Statement Rev B April 2025 Issue (2.4 Proposed bin and bike store) by 1618 Architects as amended by drawings Ref: Proposed site plan Ref: P108 Rev H. The implemented measures shall 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.

12) Before the occupation of the development, 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 development. The approved scheme shall be implemented upon occupation of the development 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.

13) Before the commencement of development, a demolition/construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum:

- i. Measures to control noise and vibration;
- ii. Dust suppression measures;
- iii. Compound locations where relevant;
- iv. Details of an emergency contact telephone number;
- v. A community consultation plan; and
- vi. Sheeting of construction vehicles.

The development shall only be carried out in accordance with the approved management plan.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy for the City of Manchester.

14) Before the occupation of the development, a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall include details of planter containers and surfacing materials shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any shrub or its replacement is removed, uprooted, destroyed or dies, another shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy for the City of Manchester.

16) Before occupation of the development, the windows in the first floor windows in the northern elevation relating to the kitchen and eastern elevation relating to a store room, classrooms and ladies prayer hall shall be obscure 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 for the City of Manchester.

Informatives

1) Guidance for developer can be accessed via:

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

2) Noise attenuation - 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.

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

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.

5) It is recommended that the applicant designs and constructs drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN14 and EN17 of the Core Strategy for the City of Manchester.

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

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
1 Mentor Street, Manchester, M13 0QW
7 Hector Road, Manchester, M13 0QN
3 Hector Road, Manchester, M13 0QN
49 Slade Lane, Manchester, M13 0GW
66 Slade Lane, Manchester, M13 0GN
52 Slade Lane, Manchester, M13 0GL
25 Crowcroft Road, Manchester, M12 4DF
Authentic City Church, Crowcroft Road, Manchester, M12 4QD
Top Flat, 57 Slade Lane, Manchester, M13 0GW
4 Meller Road, Manchester, M13 0GP
72 Slade Lane, Manchester, M13 0GN
54 Slade Lane, Manchester, M13 0GL
76 Slade Lane, Manchester, M13 0GN
74 Slade Lane, Manchester, M13 0GN
64 Slade Lane, Manchester, M13 0GN
58 Slade Lane, Manchester, M13 0GL
8 Mentor Street, Manchester, M13 0QW
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
5 Mentor Street, Manchester, M13 0QW
3 Mentor Street, Manchester, M13 0QW
53 Slade Lane, Manchester, M13 0GW
62 Slade Lane, Manchester, M13 0GN
60 Slade Lane, Manchester, M13 0GL
56 Slade Lane, Manchester, M13 0GL
4 Mentor Street, Manchester, M13 0QW
2 Mentor Street, Manchester, M13 0QW
10 Mentor Street, Manchester, M13 0QW
9 Hector Road, Manchester, M13 0QN
1 Hector Road, Manchester, M13 0QN
6 Meller Road, Manchester, M13 0GP
2 Meller Road, Manchester, M13 0GP
7 Mentor Street, Manchester, M13 0QW
5 Hector Road, Manchester, M13 0QN
Winifred Meadows, 6 Mentor Street, Manchester, M13 0QW
31 Crowcroft Road, Manchester, M12 4DF

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
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