

Application Number	Date of Appln	Committee Date	Ward
110589/OO/2015/N2	25th Nov 2015	16th Nov 2017	Longsight Ward

Proposal Outline application for the erection of building to form place of worship with ancillary education facilities (Class D1) to include access, appearance, layout and scale following demolition of existing building

Location 8 - 16 Park Grove, Levenshulme, Manchester, M19 3AQ

Applicant Al Raza Foundation , 8 - 16 Park Grove, Manchester, M19 3AQ,

Agent N Gedal, 4 Rutters Lane, Stockport, SK7 5AY

Description

This application relates to a site on Park Grove which is located off Stockport Road, a main radial route to/from Manchester City Centre, and which lies adjacent to Levenshulme District Centre.

The site is currently occupied by a single storey building in use as a place of worship which has operated at the site, by the Al Raza Foundation, since 2003, following the granting of a temporary permission in December 2002 (065178/FU/NORTH2/02). A permanent planning permission was granted in March 2004 (070528/FU/2004/N2). This permission was subject to conditions, which included limiting operating times from 10.00am to 10.00pm each day.

The applicants have indicated that there are currently 14 car parking spaces on site, although it is considered that there is sufficient space on site to accommodate additional vehicles and the original planning permission indicated 19 spaces on site.

In order to provide improved facilities for its members, it is proposed to demolish the existing single storey building and erect a new mostly two storey, and part single storey, building on site for use as a place of worship with ancillary education facilities comprising classrooms, library and administration space. At this time the applicants seek outline planning permission with approval of access, appearance, layout and scale sought at this time.

The Foundation currently has 125-150 members and the current building provides 216 square metres of floorspace with 138 square metres designated as worship space. The proposed building would have a floorspace of 758 square metres, which represents an increase of 542 square metres, compared to the existing (i.e. in floorspace terms it would be three and a half times bigger than the existing building).

The building would be positioned at the western end of the site with a car parking area, for 24 vehicles, provided at the eastern end of the site. The proposed building will have a double height entrance feature that would face into the site and onto the car parking area. There is also a separate entrance, on this frontage, which would provide an independent access to the first floor area.

To the side of the building, and adjacent to the northern boundary of the site, a single storey element is proposed to form additional storage space. Both the single storey and two storey elements would have a flat roof with a dome feature provided above the entrance.

The proposed activities are religious based and involve speeches and seminars delivered by qualified Muslim scholars to the members. These meetings predominantly take place at weekends, during the evening time of 7pm to 10pm, although these sometimes take place during the weekdays, again during the evening time of 7pm to 10pm. On rare occasions some meetings are arranged during the daytime, generally between 10am to 3pm. The frequency of the meetings revolve around the Islamic calendar, which are generally 2 to 4 a month or 10 to 12 a month in the peak religious season. There are normally no more than two peak religious months per year. The applicant has confirmed that no Friday prayers will take place at the new building.

The proposal has been advertised on site and in the press.

Consultations

Local residents/adjoining occupiers - Two rounds of neighbour notification have taken place, in relation to this application. In relation to the initial round of consultation a petition, signed by 50 local residents, was submitted, which objects to the proposal for the following reasons:

- The building was originally intended to be used as meeting rooms, and not as a place of worship, but because it has always been used as a place of worship it has created significant problems for residents.
- Parking is a constant issue. There are too many attendees for the size of the building and the small amount of parking spaces that they have on their property. Consequently cars are parked on-street creating problems such as blocking driveways and pavements. It is quite often difficult to use the road and pedestrians are forced to use the road to walk on.
- There is also a mosque on the adjacent street (Woodfold Avenue), which has virtually no parking. Activities at the application site, combined with those at the Woodfold Avenue site, often creates complete gridlock with cars parked along both sides of the pavement.
- In addition to Park Grove, Ark Street and Woodfold Avenue are similarly affected. As well as other surrounding roads with damage caused to resident's vehicles.
- Rubbish is an ongoing issue and is poorly managed by the occupants. There is a bin on site but this soon gets full and bags are left in the open. These are accessed by the local wildlife and rubbish/food is left around the site.
- At celebrations people gather in the street and rubbish is discarded into residents' gardens.
- When there are special events/festivals at the site there is a lot of noise comprising shouting/screaming and use of a microphone/tannoy. This sometimes can go on past midnight and with the added noise of people leaving and car doors slamming etc., this is disturbing to nearby residents.

- The number of attendees, quoted in the application, is misleading. The premises are meant to be local meeting rooms but people visit from far afield even though the operators know that there is insufficient space for their regular attendees. Notwithstanding what is said in the application, it is considered that the larger premises are intended to accommodate additional people, and the residents views should be noted on this as they see the numbers who actually attend.
- There is no more room, on this small road, to accommodate a larger building with more occupants and the additional activity and disturbance that this would entail.

In addition 4 letters of objection has been received, for the following reason:

- Residents are regularly blocked in their drives by the inconsiderate parking of people attending the premises.
- Traffic levels, noise and rubbish are already a problem for residents, due to two places of worship in very close proximity to each other, and these problems would be exacerbated if the premises were allowed to increase in size.
- The proposed development is not in keeping with the character of the area and would not add to the visual appearance of the area.
- The application states that no additional members are anticipated at the premises, but it is difficult to see how this can be the case when such a significant increase is proposed in the building size,
- This area has reached saturation point, in relation to the provision of community facilities and associated inadequate parking provision
- Sometimes fireworks are used at the premises, which causes disturbance to residents.

Ward Members - Two Levenshulme ward Members, Councillor Noor and Councillor Sheikh, have indicated their support for the proposal. They consider that the proposal is for the improvement of an established centre for the same number of users and the same type of activities, with the only difference being the creation of a modern aesthetically pleasing building.

Highway Services - Initial concerns were raised about the level of car parking proposed at the site and whether this would be sufficient to meet the needs of the development. It was also recommended that the car park be formally laid out, that cycle parking be provided and that a travel plan condition be attached to any permission.

In response, the applicants confirmed the following additional information:

- The centre only caters for evening prayers one a week on Thursday at 8pm where the number of expected visitors is 48 and the number of expected vehicles is 19.
- For education classes the number of expected visitors is 10 and the number of expected vehicles is 5.
- The car parking layout has been amended to provide car parking for 24 vehicles

- Parking management would be overseen by parking wardens during peak times, which would be mainly at Eid gatherings twice a year. In addition the gatherings would be staggered so people would arrive at different times of the day.
- No Friday prayers are offered at the premises and, of the 125 to 150 members, this number of people would only be likely to attend the site at Eid and the weekly figures would be much smaller.
- Arrival by public transport and walking would be encouraged.
- Cycle parking for 5 bicycles is now provided.
- They will work with two nearby mosques to have a shared car parking scheme, whereby overspill car parking could be accommodated on nearby sites and with events staggered to avoid congestion.
- The site would be vacated during the construction period which is estimated to be a 52 week period.

Highways Services consider these arrangements to be generally acceptable. Given the management plan and the availability of their on-site car park and also nearby car parks they are satisfied that the site will not have a major impact on on-street residential parking in the local area. It is considered that any planning permission should include conditions to cover the following matters:

- A travel plan, to be provided and updated with EID travel survey data annually and to include information regarding sustainable modes.
- No activities to coincide with Friday prayers
- A Car park management plan, to include marshalling.
- An Event (Eid) Management Plan to include information regarding staggering prayer times with nearby Mosques.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to acoustic insulation of the building, and any external equipment, and waste management.

Neighbourhood Services - Consider that the application offers an opportunity to deliver a much improved community facility. It is considered that it will bring footfall into the area and could have a positive impact upon local businesses. There is also the potential for local employment opportunities, at the premises, with the new facilities provided. There are, however, concerns about the impact upon traffic and pedestrian congestion around the area before and after prayer time. This is currently an issue as traffic spills out onto the adjoining streets, causing traffic jams and impacts on traffic on Stockport Road. This would become more of a problem with a facility of larger capacity and it is therefore important that the proposal includes measures to mitigate this.

Greater Manchester Police - Consider that due to the size and nature of the proposal, a Crime Impact Statement should be submitted, as part of the application. The applicants requested that this be conditioned, to be provided with any Reserved Matters application and that the proposed development would be constructed to Secured by Design standards.

Greater Manchester Ecology Unit - No comments received.

United Utilities - Recommends that conditions are attached, to any permission, in relation to site drainage.

POLICIES

National Planning Policy Framework - Sets out the Government's Planning Policies for England and how these are expected to be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that the planning system should perform:

An economic role - contributing to build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and co-ordinating development requirements, including the provision of infrastructure;

A social role - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and supports its health, social and cultural well-being; and

An environmental role - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy

Pursuing sustainable developments involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- making it easier for jobs to be created in cities, towns and villages;
- moving from a net loss of bio-diversity to achieving net gains for nature;
- replacing poor design with better design;
- improving the conditions in which people live, work, travel and take leisure, and
- widening the choice of high quality homes.

There should be a presumption in favour of sustainable development and plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 14 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless:

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or

Specific policies in this Framework indicate development should be restricted.

National Policy Framework has been related to the proposed development, with particular emphasis given to the following: These issues have been considered with reference to the core strategy policies as set out in the report.

Core planning principles in Framework - Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. In this case specific weight is given to the need to:

- i. Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- ii. Secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- iii. Take account of the different roles and character of different areas, promoting the vitality of our main urban areas;
- iv. Support the transition to a low carbon future in a changing climate, taking full account of flood risk and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources, including renewable energy; Contribute to conserving and enhancing the natural environment and reducing pollution;
- v. Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- vi. Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions;
- vii. Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- viii. Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

The following specific policies are considered to be particularly relevant to the proposed development:

- ii. Chapter 4: Promoting sustainable transport – States that in all developments that generate significant amounts of movement, decisions should take account of whether safe and suitable access to the site can be achieved for all people;
- iii. Chapter 7: Requiring good design - Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces.

- iv. Chapter 8 – Promoting Healthy Communities – States that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.

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 T1 relates to sustainable transport and states that to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, and that the Council will support proposals that improve choice by developing alternatives to the car.

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, but no stipulation is made for places of worship)

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.

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.

Unitary Development Plan (UDP) - 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.

ISSUES

Principle of development – Although this application is for outline planning permission, the only matter reserved, for future approval, is the landscaping of the site. The approval of the means of access to the site, the appearance, layout and scale of the building is sought at this time. The proposal is for a replacement facility, for an existing building/use which has been operating on site for around 15 years. The proposed development is therefore considered to be acceptable in principle, subject to assessment of the impact of the creation of a larger building on the site.

Scale/design/building footprint – The proposal represents a significant increase in the building footprint and scale of the building on site with a single storey building, with a floorspace of 216 square metres, replaced by a mostly 2 storey building with a floorspace of 758 square metres.

At present the existing single storey building is positioned approximately 6.5 metres from the Park Grove boundary of the site and is approximately 16 metres wide. The proposed two storey building would be approximately 19.5 metres wide and would be 3 metres closer to Park Grove, being approximately 3.5 metres from the site boundary. In terms of scale the building would therefore have a greater presence on Park Grove although an 18 metre gap is retained between the building and the residential properties opposite. In terms of the design of the building some glazed elements, and decorative features, will be provided on this elevation, and the overall design is considered to represent a significant improvement, compared to the existing building. Whilst the building would therefore have a greater mass, when viewed from Park Grove and the residential properties opposite, it is not considered that the building would have an adverse impact upon the street scene or the visual amenities of nearby residents.

The building would also be nearer to residential properties to the east and north. Adjoining the east boundary the width of the building would increase from 12.5

metres to 18 metres and the building would be 1 metre from the site boundary, compared to a 2 metre gap which currently exists. The adjoining property, 22 Park Grove, has a wide open garden/driveway to the side and would be situated approximately 15 metres away from the proposed building, meaning there would be open views, of this side of the property, from Park Grove. There would be obscurely glazed windows, on this elevation which also include decorative features. Again, whilst the building would therefore have a greater mass, when viewed from Park Grove and no. 22 Park Grove, it is not considered that the building would have an adverse impact upon the street scene or the visual amenities of nearby residents.

The northern boundary of the site adjoins the rear boundary of properties on Midway Street. The building here would increase in width, from 16 metres to 19.5 metres and the two storey element would be 3 metres nearer the site boundary, being 7 metres from this boundary, compared to 10 metres at present. In addition along approximately half of this elevation of the building a single storey extension is proposed, which would be approximately 1 metre from the site boundary. At the upper floor level the building would be approximately 13 metres from the nearest residential properties. From the rear gardens of these properties, particularly 19-25 Midway Street the building would therefore have a greater mass, than that which currently exists. An adequate distance is, however, maintained between the proposed building and the houses to the rear, and it is not considered that the building would have an undue visual impact upon the occupiers of these properties. In addition, the provision of obscure glazing on this elevation would ensure that there would be no loss of privacy to these occupiers.

More intricate design features are provided on the main frontage of the building, which faces onto the car park area. These features, and the provision of a dome on the roof of the building, are considered to be typical features, for a building of this nature, with the dome being no higher than the roof apex of surrounding properties and the height of the building being comparable to the eaves level of surrounding properties. Overall the design and scale of the building is therefore considered to be appropriate in this location.

Use of premises – The applicant states that the proposed development is needed to provide improved accommodation and would not necessarily lead to an increased number of visitors to the site. The existing premises is split into two multi-purpose halls whilst the new building would provide separate male and female prayer halls, classroom space, library, kitchen and dining area and meeting and storage space, thereby allowing different activities to take place at the same time. Whilst this does create the potential for an intensification of the existing use, the scale of activities, provided by the applicants, shows a relatively low level of use during a typical week.

During Eid festivals there is the potential for increased activity at the site but the size of the two proposed prayer halls are no larger than the existing two multi-purpose halls, which are currently used during Eid. It is not therefore considered that the increased size of the building would generally lead to an intensified use of the premises and that primarily it is to allow the various uses that take place at the site, to be given individual suitable accommodation in the new building.

Residential amenity - A number of residents have indicated that they currently experience disturbance from the existing premises, due to general activity, rubbish, noise, on-street parking and general comings and goings. Their concern is therefore that the increased size of the building would lead to a proportionate increase in the level of disturbance caused to them. However the applicants maintain that the new building is unlikely to see an uplift in visitors, and it is merely to provide improved facilities for existing members. No increase is sought to the allowed operating hours, Monday to Friday and there is a significant reduction in the operating hours allowed at the weekend. Currently the premises are allowed to open from 10am to 10pm each day. It is sought to retain these hours, Monday to Friday, but on Saturday only 7pm to 10pm is sought with no activity on site on Sundays.

In terms of the visual impact of the building, this is considered to be acceptable, as explained above and it is considered that modern purpose built premises, with the imposition of appropriate conditions, could represent an improvement for residents with better controls in place in relation to noise and rubbish. In relation to these factors it is not therefore considered that the proposal would significantly impact upon the amenity of surrounding residents.

Car parking - This is the element of the proposal which causes most concern to local residents. It is clear that residents have suffered in the past, due to inconsiderate parking although it is considered that this cannot all be attributed to visitors to the application site due to its location, adjacent to Levenshulme District Centre, where the majority of uses have no dedicated car parking provision. Residents are concerned that an increase, in the size of the building, would naturally lead to an increase in the demand for car parking at the site and controlling this element of the development is considered to be key in determining whether the proposed development can co-exist with the existing adjoining residential properties

Detailed negotiations have therefore taken place with the applicants and Highways Services, to agree a series of measures which would ensure that the impact of the proposed development, upon adjoining residents, in terms of on-street parking, congestion and general comings and goings at the site is minimised. It is considered that the scheme now proposed would offer the following benefits:

- A formally marked parking area. The applicants have indicated that a marked car parking area would be provided for 24 vehicles. The demarcation of the existing unmarked area allows greater efficiency of this space and shows an increased car park capacity,
- Parking management would be overseen by parking wardens during peak times, which would be mainly at Eid gatherings twice a year. The wardens would ensure that vehicles parked appropriately and responsibly, so as not to have a harmful impact upon adjoining residents.
- At Eid gatherings would be staggered so people would arrive at different times of the day.
- Five cycle spaces are now proposed, and a travel plan condition is proposed, with the aim of reducing visits to the site by cars and the use of sustainable modes of transport. In addition the travel plan would be required to be updated with EID travel survey data annually.

- The applicants have an agreement in place to share car parking facilities, with nearby mosques, whereby overspill car parking could be accommodated on nearby sites and with events staggered to avoid congestion.

In addition, it should be noted that the main prayer time, at the premises, is Thursday evening and they do not undertake Friday prayer, which is typically the busiest time for uses of this nature. On a weekly level the busiest time of the premises would not therefore coincide with that of adjoining places of worship and, for the majority of time, the car park is likely to operate at a level which is under capacity.

Subject to conditions to reflect the above requirements, Highways Services are now satisfied that the proposed development could operate without undue harm to local residents or the surrounding highway network. Indeed, subject to the conditions, required by Highways Services, being satisfactorily implemented, it is considered that this could create an improvement upon the existing situation, for residents, particularly during peak times. It is acknowledged that at particular celebrations, the demand for car parking could, on occasion, be greater than the site's capacity but Highways Services consider that, with the use of wardens, a travel plan, shared car parking arrangements and an event management plan, any potential impact upon residents can be minimised. On this basis, it is considered that the proposal would not have an unduly harmful impact upon local residents and would not exacerbate on-street parking issues or traffic difficulties in the vicinity of the site.

Landscaping/boundary treatment - This is not being considered at this time and will be subject of detailed assessment at the Reserved Matters stage. Indicative plans though show that some landscaping would be provided around the building.

Security - No specific security measures have been identified at this time. The Greater Manchester Police Design for Security Officer requests that a comprehensive Crime Impact Statement be submitted for the development, which adheres to the principles of Secured by Design. The applicant has confirmed that the development would be constructed to Secured by Design standards and this will be covered by a condition requiring these details to be submitted as part of any reserved matters application.

Conclusion – Whilst the building size is to be increased significantly, the applicants have stressed that this is not for the purpose of attracting additional visitors to the site but it is to create a purpose built modern facility for their members with individual activities having their independent space. It is accepted that, generally, in a typical week the levels of activity at the site are unlikely to be detrimental to surrounding residents. Undoubtedly there will be occasions where there is significant activity and demand for car parking at the site, particularly during celebrations such as Eid. However, it is not considered that this proposal would significantly add to the existing demand and it is considered that the conditions requested by Highways Services should ensure any impact on on-street parking, and residential amenity, would be kept to a minimum, and as such the proposal is considered to be acceptable in this location.

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 the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Head 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 approval of the application is proportionate to the wider benefits of approval 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 improvements have been secured in relation to the relationship of the building to surrounding properties and in the car parking arrangements for the site.

Reason for recommendation

Conditions to be attached to the decision

1) Applications for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2) Approval of the details of the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing before any development is commenced.

Plans and particulars of the reserved matters shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason - To ensure the satisfactory development of the site and because this application is in outline only.

3) The development hereby approved shall be carried out in accordance with the following drawings and documents:

The site location plan and drawings numbered RF 01, RF 02 and RF 03
Noise Assessment report dated 8 September 2015 (ref:20150908 7501.Long sight Mosque)
Initial Bat Survey dated 24.4.2015
Method Statement for Demolition Works at Al Raza Foundation
DTPC Framework Travel Plan dated October 2015 (ref:J617/FTP)

All stamped as received by the City Council, as Local Planning Authority, on 18 November 2015

Drawings numbered RF 04, RF 05, RF 06, RF 07, RF 08 and RF 09, stamped as received by the City Council, as Local Planning Authority, on 10 January 2016.

Al Raza Foundation - Design & Access Statement dated 15/11/2015 and stamped as received by the City Council, as Local Planning Authority, on 26 January 2016.

Al Raza Foundation Centre Management Strategy stamped as received by the City Council, as Local Planning Authority, on 9 February 2017.

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.

4) Prior to any works above ground commencing samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The approved materials shall be used in the construction of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

5) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. No occupation of the development shall take place until the completion/verification report is submitted to and approved by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy

6) Prior to first use of the building a full schedule of operating hours, including during festivals and celebrations, shall be submitted to and approved in writing by the City Council, as Local Planning Authority. Thereafter the use of the building, and other activity at the site, shall be confined to those approved operating hours

Reason

To safeguard the amenities of the occupiers of nearby residential accommodation once the development is completed, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

7) Prior to the first use of the approved development a scheme for the storage (including segregated waste recycling) and disposal of refuse shall be submitted for approval in writing to the City Council as local planning authority. The details of the approved scheme shall be implemented prior to first use 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, EN19 and SP1 of the Manchester Core Strategy.

8) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as

local planning authority, prior to first use of the development and thereafter retained and maintained.

Where entertainment noise is proposed the LAeq (entertainment noise) should be controlled to 10dB below the LA90 (without entertainment noise) 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 should be controlled so as not to exceed (in habitable rooms) 42dB and 36dB, respectively.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Manchester City Council Unitary Development Plan, policies DM1 and SP1 of the Manchester Core Strategy.

9) Any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment, prior to the first use of the building.

Externally mounted ancillary plant, equipment and servicing shall be acoustically treated in accordance with a scheme designed so as to achieve a noise level of 5dB below the existing background (LA90) in each octave band at the nearest noise sensitive location.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Manchester City Council Unitary Development Plan, policies DM1 and SP1 of the Manchester Core Strategy.

10) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that Order with or without modification) and notwithstanding the details shown on the approved plans, no development works shall take place until there has been submitted to and approved in writing by the City Council, as local planning authority, a plan indicating the positions, design, materials and type of any new boundary treatment to be erected. The boundary treatment shall be completed before the approved building is occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

11) Prior to any above ground works commencing on site an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency. The approved scheme shall be implemented as part of the development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core

Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

12) Prior to any above ground works commencing a hard and soft landscaping treatment scheme shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

13) The development shall not be occupied until details of the security measures to be incorporated into the development, which shall be to secured by design specification, have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details.

Reason

To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

14) The demolition of the existing building shall be carried out in full accordance with the submitted Method Statement for Demolition Works at Al Raza Foundation, stamped as received by the City Council, as Local Planning Authority, on 18 November 2018.

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

15) Prior to demolition works commencing on site a survey of the site and building shall be undertaken, to determine if any signs of bat roosting are found or suspected, in accordance with the recommendations of Initial Bat Survey dated 24.4.2015 and stamped as received by the City Council, as Local Planning Authority on 18 November 2015. If bats are found to inhabit this building, no development should commence until a scheme for the conservation of this species has been agreed with the City Council, as Local Planning Authority and Natural England.

Reason

To provide and ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and in order to comply with policies DM1 and SP1 of the Manchester Core Strategy.

16) Prior to above ground works commencing on site details should be submitted to and approved in writing by the City Council, as Local Planning Authority which demonstrates that foul and surface water associated with the development will be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

17) Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies DM1, EN14 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

18) Prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Parking of construction vehicles;
- Wheel washing facilities; and
- Sheeting over of construction vehicles.
- Site security

The development shall only be carried out in accordance with the approved Construction Management Plan.

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

19) Within 6 months of occupation of the new building the submitted Framework Travel Plan shall be upgraded and submitted to and agreed in writing by the City Council as Local Planning Authority. The revised travel plan shall include:

- i) 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.

In addition the travel plan would be required to be updated with EID travel survey data annually.

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).

20) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park 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 T2.6 of the Manchester Core Strategy.

21) Facilities for bicycle parking at the development shall be completed and made available in accordance with details that shall be submitted to and approved in writing by the City Council, as Local Planning Authority prior to the first use of the development hereby approved. The approved space and facilities shall then be provided prior to the use of the building commencing and shall thereafter be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

22) No external loudspeakers, amplifiers, bells, tannoys, or other similar public address systems used in association with the use of the premises, including in association with 'call to prayer'.

Reason

In the interests of the amenity of the occupiers of nearby residential properties, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

23) Car parking at the site shall only operate in accordance with the car parking management details indicated in the submitted Al Raza Foundation Centre Management Strategy stamped as received by the City Council, as Local Planning Authority, on 9 February 2017. For the avoidance of doubt this includes the staggering of gatherings and use of car park marshalls during celebrations, and the ongoing sharing of car parking facilities and staggering of events with the indicated nearby places of worship. If, at a future time, these shared car parking facilities are no longer available, revised arrangements 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.

24) The windows in the northern, eastern and southern elevations of the building (i.e. adjacent to Park Grove and the common boundaries with no. 22 Park Grove and 15-25 Midway Street) shall be fitted with obscure glazing, and fixed shut at least up to a level of 1.7 metres above floor level. The windows shall thereafter be maintained in that condition.

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 110589/OO/2015/N2 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health

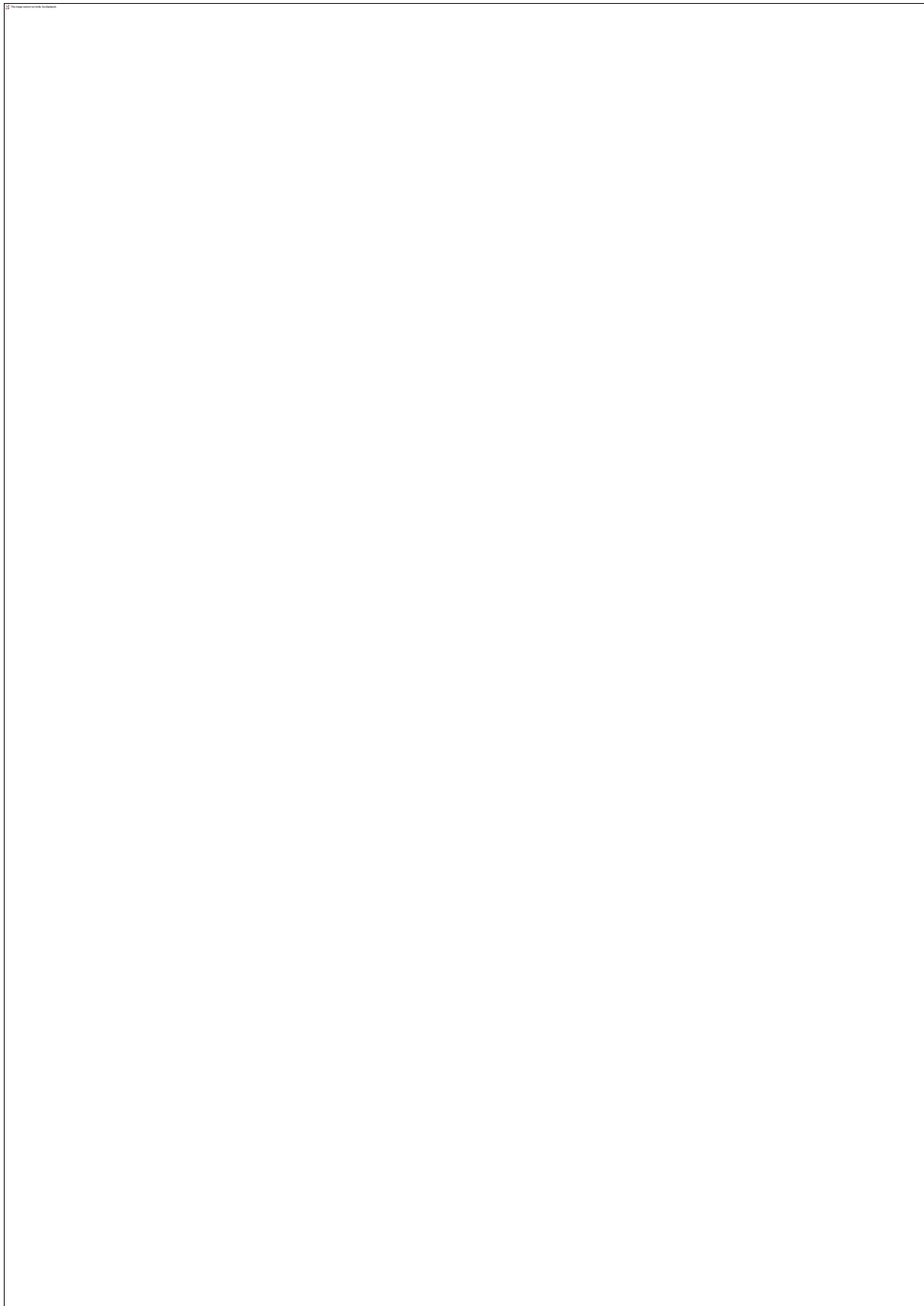
South Manchester Regeneration - Central SRF
Greater Manchester Police
Greater Manchester Ecology Unit
Environmental Health
Highway Services
South Manchester Regeneration - Central SRF
Greater Manchester Ecology Unit
Greater Manchester Police

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

28 Greening Road, Manchester, M19 3EQ

Relevant Contact Officer : Ian Jarvis
Telephone number : 0161 234 4079
Email : i.jarvis@manchester.gov.uk



 Application site boundary  Neighbour notification
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