

Application Number	Date of Appln	Committee Date	Ward
121897/FO/2018	28th Nov 2018	03 June 2021	Moss Side Ward

Proposal Erection of second-floor extension and infill extensions to courtyard to provide prayer hall and classrooms

Location Unity House , 42 Great Southern Street, Manchester, M14 4EZ

Applicant Mr Abdullah , Manchester Somali Islamic Cultural Trust, 42 Great Southern Street, Manchester, M14 4EZ,

Agent Mohamed Muse, Muse Architects, 14 Gerry Wheale Square, Manchester, M14 4UY

Executive Summary

The application proposal relates to a three storey former mill/warehouse building bounded by Greater Southern Street, Crofton Street and Rutherford Avenue in a residential area of Moss Side.

21 nearby properties were notified of the proposal and objections have been received from 7 residents and 2 from local residents groups relating to: impact on residential amenity including noise and disturbance from additional visitors to the centre, overlooking and loss of light from the second floor extension, the development would exacerbate existing car parking and traffic issues in the area. Full consideration of these matters raised is set out with the detailed report.

The applicant has responded to issues raised by neighbours and provided additional documentation regarding the highway impacts of the scheme.

The proposal would assist in providing a prayer hall/youth centre and additional classrooms to an established community hub and place of worship.

A full report is attached for Members consideration.

Application site

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

The Centre acts as a community hub and place of worship for the local community and has been in operation since 1997. The Centre currently employs 2 full time members of staff and 3 part-time members.

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

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



Photograph 1 View of the Site from the South West on the corner of Great Southern Street and Crofton Street



Photograph 2 View of the site looking North West from the corner of Crofton Street and Great Western Street



Photograph 3 View of the site looking South West from Great Southern Street

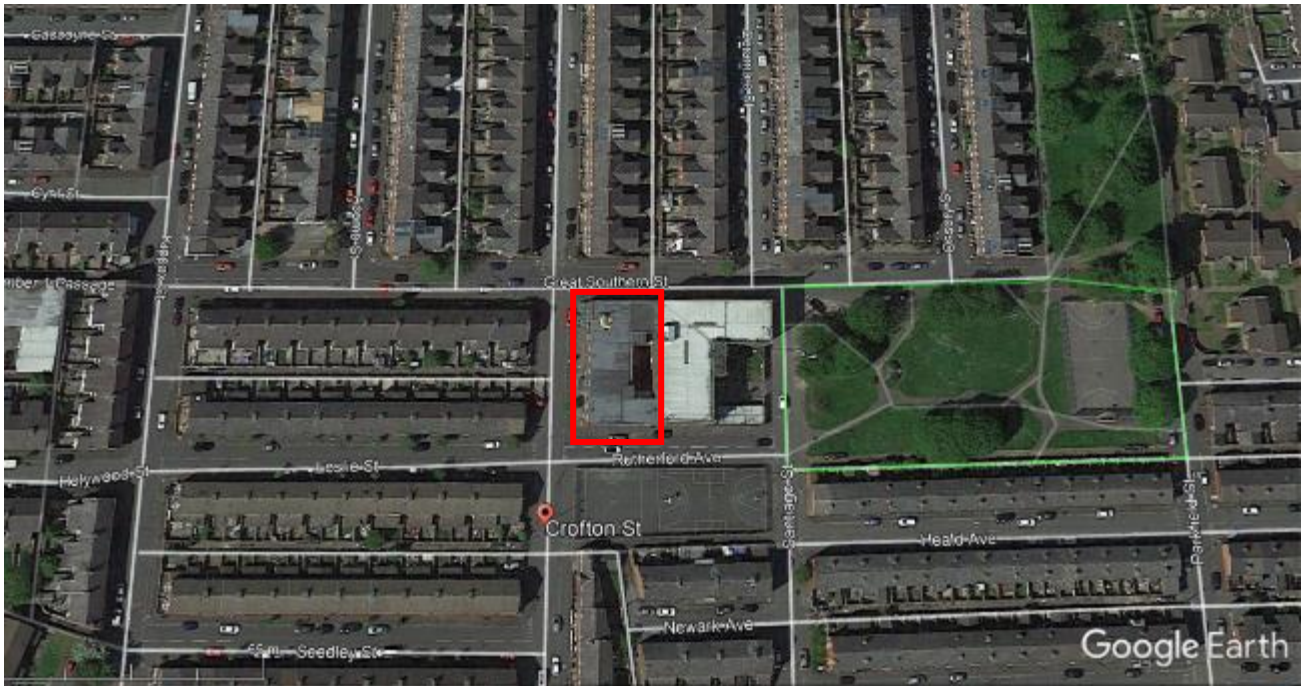


Image 1 Application site marked in red.

Planning History

There has only been one previous application on this site and that was in 2011 for a single storey extension on Crofton Street elevation to provide a means of escape under planning reference: 096010/FO/2011/S1 and was approved In July 2011.

Description of proposed development

The applicant is seeking improvements to the centre to provide services and facilities for the youth, women and engaging modern after school education facilities to support children with their education. In addition, the centre seeks to improve access for elderly and disabled by modernising and improving the building.

The applicant seeks to achieve this by erecting a roof extension and a two storey infill extension to the courtyard to provide additional floor space for the users identified above. This extra floor space would allow for the provision of a prayer hall/youth centre which would be connected to the existing prayer hall on the ground floor by 3 interconnecting doors.

At first floor the additional floor space could be subdivided with bi-folding doors which would allow the floor to be either 1 large classroom or 4 smaller classrooms.

The proposed roof extension would provide an additional floor that would allow 6 classrooms, male and female toilets, an office and a small kitchen area with a break area.

Consultations

Local Residents – A total of seven representations were received from local residents objecting to the application, a summary of their comments are as follows:

- There is no car parking provided at the mosque;
- Whilst the role of the Al Furqan centre plays in the local community is recognised the proposal would lead to an increase in on street car parking making it difficult for residents to park near their homes
- The proposal would increase traffic congestion and highway obstructions;
- The additional floor would be overbearing removing natural light and it is out of character compared to the existing building;
- The proposed opening hours and additional people attending the mosque would have a detrimental impact on mental health and wellbeing;
- An increase in activity and users would lead to increased noise and disturbances as a result of car doors opening and closing, vehicle movements and talking particularly later at night;
- Also concerned about the possibility of increased litter associated with the proposed increase in number of visitors.
- One representation expressed concern that the notification catchment was not wide enough to notify all that would be affected by the works.

Platt Claremont Residents Association – Object to the planning application and have also provided photographs of the car parking on neighbouring streets.

- Prior to the application submission the resident's association had received a number of complaints from local residents (Crofton Street, Great Southern Street and Santiago Street) regarding the number of cars blocking pavements and parking close to the mosque especially on Fridays,

- The proposal would significantly increase footfall and the use of the mosque and would exacerbate this problem further.
- Concerned that there is sufficient number of refuse provision from the Mosque which also caters for large events such as meals at Ramadhan.
- There is a disparity between the planning statement and the opening and closing times.
- It is unclear how many existing people visit the mosque and it is unclear how many additional people will be able to attend as a result of the works.
- The proposal will allow for an increase number of visitors for key festival times;

Rusholme & Fallowfield Civic Society – Object to the application.

- Highlight that there are differences between the opening hours on the application form and those provided in the planning statement. Later opening hours would result in far more disturbance to local residents.
- Drawing AF14 is titled incorrectly and none of the plans show the orientation which would have been helpful.
- Not all rooms are labelled on the proposed roof plan drawing AF08. This room would provide views into peoples back yards and there is a potential for noise break out from this room.
- It is unclear how many classes will be per day and the number of attendees per class.
- Proposed numbers are stated of people who will be attending, however there is no indication of existing numbers attending.
- The Society also raised concerns that the notification catchment was not wide enough to notify all that would be affected by the proposal.
- There is pressure on local parking when the mosque meets too.
- There have been three separate car accidents on Crofton Street and near to the Great Southern Street junction and indicates that street is unsuitable for larger influxes of people arriving all at once on several occasions throughout the day.
- The surrounding streets already experience on street car parking problems due to commuters and pressures from car ownership from Houses in Multiple Occupation (HMOs).
- The proposal would have a detrimental effect on the nearby houses due to the increased noise and activity from the building. The Society highlights that singing could be hear clearly from Ossory Street and a more intensive use would leave to unacceptable levels of noise that will affect residential amenity.
- Not aware of any current restrictions on opening hours and the number of people who will be able to attend.
- Question the adequacy of the waste provision.

Highway Services – The following comments have been received.

The adopted highway extends to the back of the footway and there is no kerbside restrictions in the vicinity of the site. A 20mph speed restriction is in place on all roads surrounding the proposed development site.

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

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

Highways have also recommended that the applicant provide cycle parking.

Highways are satisfied with the waste collection arrangements.

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

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

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

Both conditions will require a verification and post completion report to ensure that the works meet the standards required.

Policy

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

Manchester Core Strategy

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

Policy T1 - Sustainable transport

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

Policy EN1 - Design Principles and Strategic Character Areas

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

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

Policy DM1 - Development Management

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

Appropriate siting, layout, scale, form, massing, materials and detail.

Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

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

Community safety and crime prevention.

Design for health.

Adequacy of internal accommodation and external amenity space.

Refuse storage and collection.

Vehicular access and car parking.

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

Green Infrastructure including open space, both public and private.

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

Flood risk and drainage.

Existing or proposed hazardous installations.

Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms

of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:

Year 2010 - Code Level 3;

Year 2013 - Code Level 4;

Year 2016 - Code Level 6; and

(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.

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

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

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

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

The National Planning Policy Framework (February 2019)

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

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Section 14 (paragraphs 148 to 169) of the NPPF is titled 'Meeting the challenge of climate change, flooding and coastal change'. It emphasises the role of the planning system in support the transition to a low carbon future. It should help shape places to reduce greenhouse gas emissions, minimise vulnerability and improve resilience. In addition, the Chapter sets out that development in areas of at risk of flooding should be avoided.

Other legislative requirements

Section 149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protected characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Principle – The applicant seeks to provide additional prayer hall/youth centre and classrooms in connection with the existing use of the site as an Islamic Centre. The consideration of the impacts of the proposals in relation to these matters is set out and considered in more detail below.

Scale, Design and Appearance – The submitted application proposes to erect a roof top extension and infill extensions to courtyard to provide prayer hall and classrooms and a kitchen area.

The proposed roof extension would be the same height as the current tallest part of the building at 10.86 metres (photograph 1) and leave a minimum gap of 1.74 metres to the adjoining 3 storey factory building at 44 Great Southern Street.

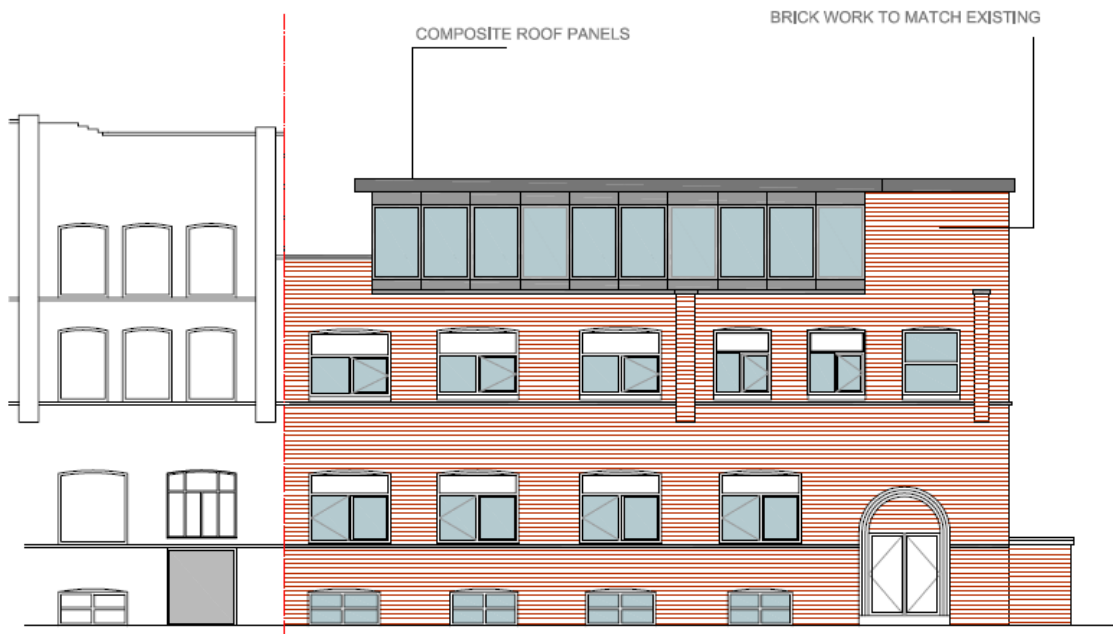


Figure 1 Proposed Elevation as viewed from Great Southern Street

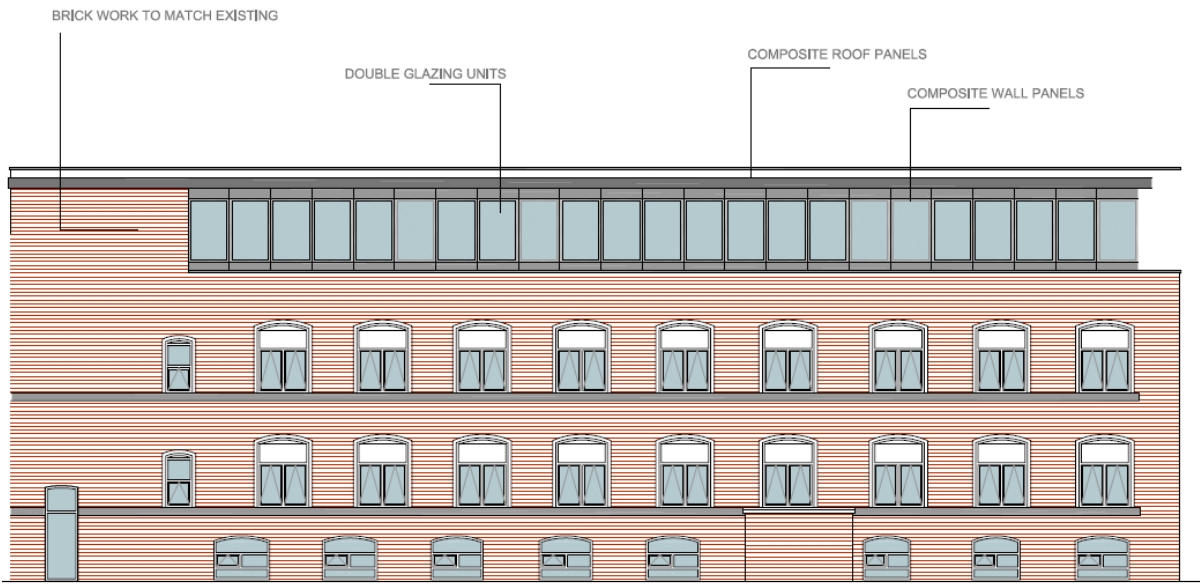


Figure 2 Proposed Elevation as viewed from Crofton Street

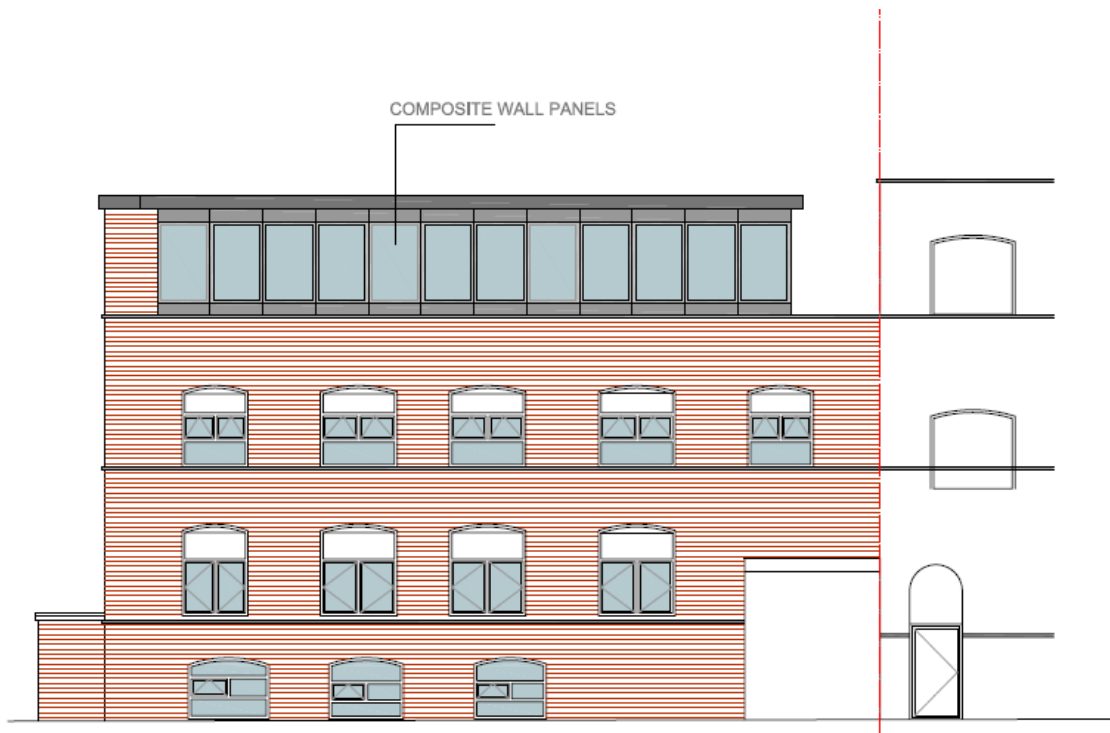


Figure 3 Proposed Elevation as viewed from Rutherford Avenue

As shown in figures 1 and 3 the proposal would be lower in height than the adjoining building No.44 Great Southern Street. The extension to the roof would be set back by 1 metre from the edge of the building which will help to ensure that the extension on roof appears subservient to the host building. The nearest residential properties are to the North and West of the Centre separated by approximately 14 and 16 metres as shown on figure 4.

The properties to the north are no.37 Crofton Street (photographs 4 and 5) and no 38 Deramore Street. As seen in the photographs no.37 Crofton Street presents its gable end to Great Southern Street and there are no windows in this elevation, the first floor side window in the rear outrigger is obscurely glazed and appears to be a bathroom window, at the ground floor there is a door and a large window to what appears to be a kitchen area. Therefore no habitable rooms would be impacted upon should the application approve and together with the separation distances and scale/mass of the extension as described above it is considered that there would not be an undue loss of amenity or light to the current and future occupiers of the property.

The impact on No.38 Deramore Street is large mitigated by the obtuse angle towards the application site and the scale/mass of the development together with the distance would ensure that there would not be an undue loss of amenity or light to the current and future occupiers of the property.



Photograph 4 and 5 No. 37 Crofton Street and No. 38 Deramore Street as viewed from the application site



Photograph 6 and 7 40 Great Southern Street and 44 Crofton Street

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

Although there would be a greater mass than the existing building, the proposal would be similar to the taller elements on the existing roof of the building and adjacent factory. Furthermore an adequate distance would be maintained between the proposed roof extension and the houses to the north and west of the Centre, and it is not considered that the proposal would have an unacceptable overbearing and unduly detrimental visual impact upon the occupiers of these properties on Great Southern Street and Crofton Road.

The roof extension is of simple contemporary design and is proposed to be constructed of a metal frame with linear composite panels which would contrast with the red brick of the building but would present a modern and light weight addition to the former factory/warehouse building. As shown in figure 1, the proposed extension would still be lower than the height of the adjoining building and with the setback from the edge of the building, therefore would reduce the massing on the streetscene.

The overall design and scale of the building is therefore considered to be appropriate in this location and when viewed in the context of the street scene the proposal would have a similar visual impact. Final materials would be dealt with by means of a condition to ensure that they are appropriate for the building.

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

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

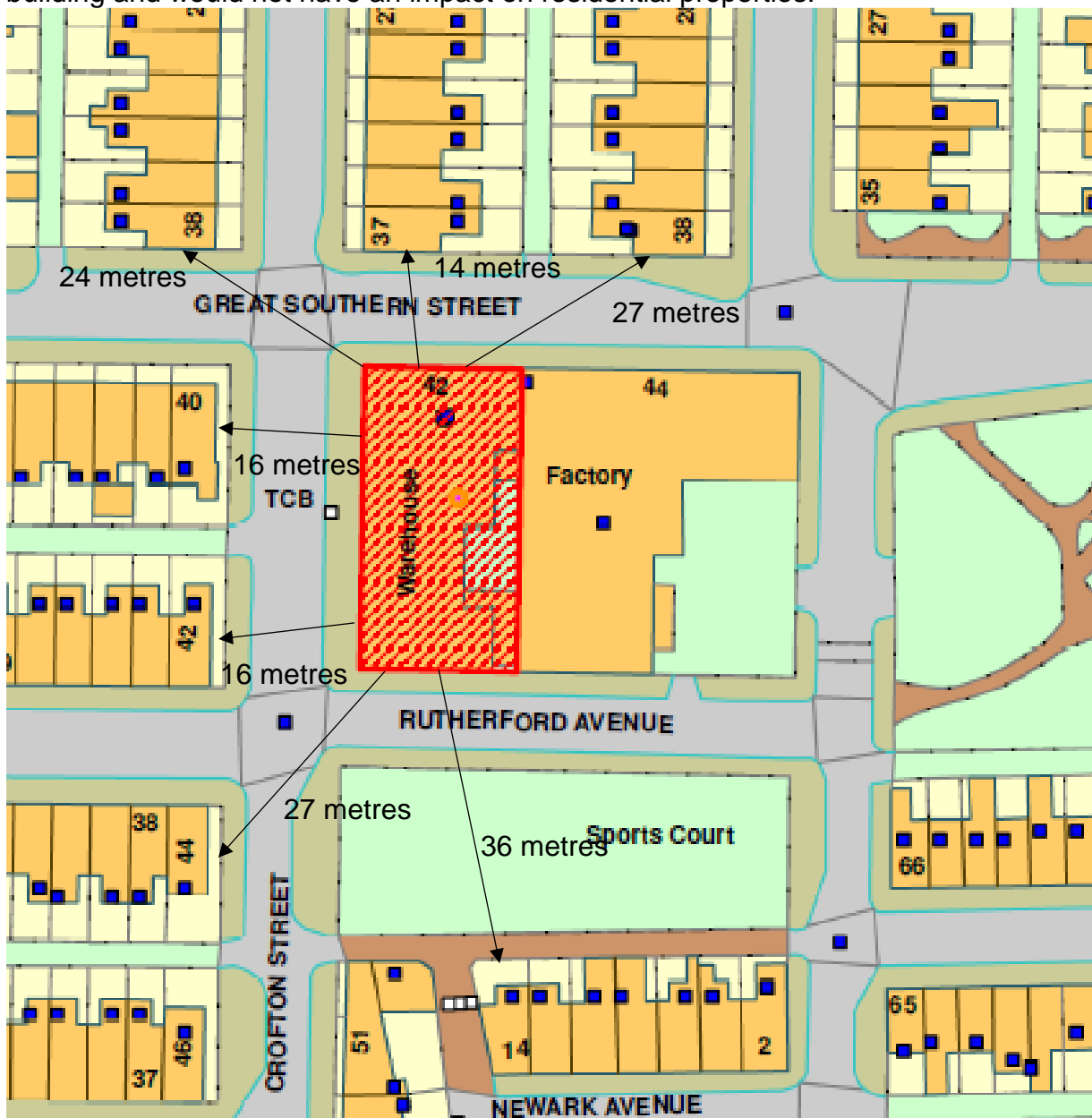


Figure 4 Distance (approximate) to the nearest residential properties

Residential Amenity – From the representations received it is clear that the use of the building does have some impact upon the residential amenity of the nearby

residential occupiers, in particular as a result of car parking and traffic which in addition to the commuter parking does result in associated disturbance to the nearby residents. Concerns have also been raised regarding noise emanating from the building and the potential for overlooking from the roof extension.

The proposed roof extension (figure 5) contains windows within the elevations especially to Great Southern Street and Crofton Street and as they would be an elevated position, despite the separation distances discussed in the section above, there is the potential for overlooking, the applicant has agreed to obscurely glaze the roof extension windows which would ensure that there is no overlooking to the nearby residential properties which would protect and safeguard the amenity of residents.

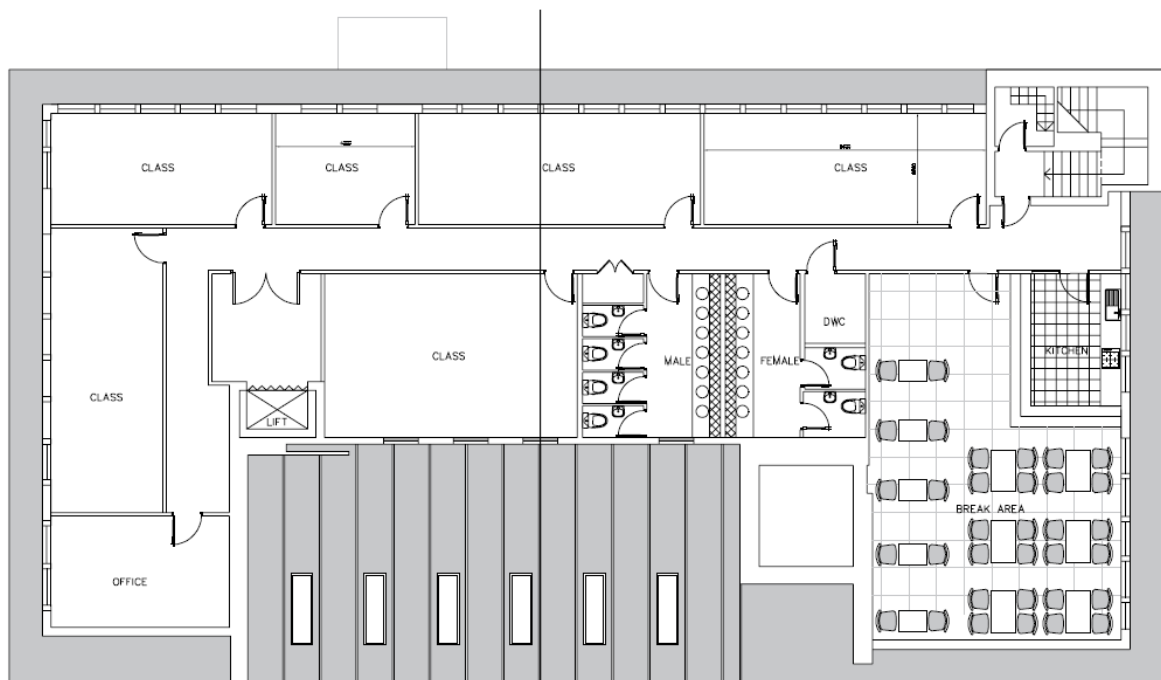


Figure 5 Proposed roof extension floor plan

Environmental Health have recommended conditions to minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site have also been inserted.

Conditions requiring a travel plan and a car parking management strategy would help to minimise the existing and future impacts from car parking problems. These will be discussed in more detail in the section below.

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

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

Traffic Impacts/Car Parking – Residents are concerned that an increase, in the size of the building, would naturally lead to an increase in the demand for car parking on the surrounding streets together with associated noise, disturbance from people and cars and controlling this element of the development is considered to be key in determining whether the proposed development can co-exist with the existing adjoining residential properties.

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

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

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

- Friday Jummah Prayer – 550 worshippers, an increase of 140 on present numbers;
- Daily prayer – 150-200 worshipers, an increase of 30-80 on present numbers; and;
- A total of 150 students across the week, an increase of 45-80 on present numbers.

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

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

car parking management strategy including use of wardens and a travel plan any potential impact upon residents can be minimised.

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

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

The attached travel plan condition would require that within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to a commitment to surveying the travel patterns of visitors during the first three months of use of the development and thereafter from time to time. The accompanying travel statement indicates that the travel plan would be update every 3 years thereafter, this will allow the Centre to adapt to any changes in visitors numbers.

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

Additional cycle parking should be provided to provide alternatives means of transport to the centre and a suitable condition has been attached to the end of the report.

Accessibility – The entrance on Rutherford Avenue would be retained as the main access into the building is via a ramp that is accessed from the internal courtyard. The building has an existing lift that allows access to all floors and the roof extension, the applicant has confirmed that the lift would be improved to accommodate and allow for disabled access.

Sustainability – The proposed extensions would allow for the adaptation and continued use of the building, rather than demolition and new build. The applicant has confirmed that materials for construction would be sustainably sourced and that they will be seeking further improvement in the future such as solar panels following an environmental assessment to seek how the centre can improve its performance and efficiency in terms of energy, waste and water usage.

Lastly, the travel plan would also encourage sustainable travel to the centre as discussed above.

Waste Management – There have been concerns raised regarding waste and whether they're sufficient for the proposal, however the drawings clearly show that the bins would be stored within the site with access to a dedicated bin store from Rutherford Avenue.

Highway Services and Environmental Health have not raised any concerns with refuse storage at the site.

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

Notification – Two representations raised concerns regarding the notification, however as shown by the map at the end of this report all adjoining neighbours were notified of the application as prescribed by the Town and Country Planning (Development Management Procedure) (England) Order 2015.

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

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 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 of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation Approve

Article 35 Declaration

The application has been considered in a positive and proactive manner as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015 and any problems and/or issues arising in relation to dealing with the application have been communicated to the applicant.

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:

AF05, AF06, AF07, AF12, AF13 and AF14 stamped as received by the City Council as Local Planning Authority, on the 20.11.2018

AF08 B stamped as received by the City Council as Local Planning Authority, on the 06.03.2021

Waste Management Strategy stamped as received by the City Council as Local Planning Authority, on the 22.11.2018

Transport Statement VN201784 stamped as received by the City Council as Local Planning Authority, on the 09.12.2020

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

3) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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

4) No development that is hereby approved shall commence unless and until the extensions hereby approved are acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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

5) Before first occupation of the development the building, together with 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.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

6) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of visitors during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

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

Reason

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

8) Before first occupation the roof extension windows in the Great Southern Street and Crofton Street elevations 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.

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

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

10) Prior to the commencement of development a Construction Management Plan shall be submitted and approved in writing by the City Council as local planning authority. The Construction Management Plan shall include:

- Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
- Details of the location and arrangements for contractor parking;
- Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete.

The development shall be carried out in accordance with the agreed details.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy Development Plan Document.

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: 121897/FO/2018 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
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:

Highway Services
Environmental Health

Relevant Contact Officer :	Robert Tyrer
Telephone number :	0161 234 4068
Email :	robert.tyrer@manchester.gov.uk

