

Ward: Prestwich - Sedgley

Item 02

Applicant: on behalf of Prestwich Muslim Welfare Trust

Location: 52 Bury Old Road, Prestwich, Manchester, M25 0ER

Proposal: Demolition of the Existing Mosque and Community Facility and the Erection of a Replacement Mosque and Community Facility (F1 (f)).

Application Ref: 71422/Full

Target Date: 11/04/2025

Recommendation: Minded to Approve

The application is subject to a s106 Agreement to secure a contribution towards additional parking enforcement officers.

Description

The application relates to an existing single storey building which serves as a mosque and teaching facility for the local Muslim community. The building sits within a rectangular shaped plot, circa 1350 sq m in size and is set back from the frontage by approx 19m, running linear and adjacent to the north western boundary. Due to the gradual rise in levels through the site, the building sits at a higher level to Bury Old Road.

There is a private car park in front of the building for 17 cars and a sperate public car park to the south east which shares the access off Bury Old Road. The site is bounded by a 1.5m wall along the Bury Old Road frontage behind which is a timber fence with a wall and fence bounding the rear of the site

To the north east are houses on Woodthorpe Grange, behind the site boundary are houses on Woodthorpe Court to the north east and to the south west across Bury Old Road is a row of shops designated as a Local shopping centre which are served by a separate access road and lay-by for parking. There are houses which continue along the frontage of Bury Old Road to the south.

The building has been extended in an ad hoc manner over a period of years and the building had deteriorated in its state. The applicant states that it provides limited facilities for the Mosque community and is no longer viable or feasible to continue to add to the existing building.

This application seeks to demolish the existing building and provide a new place of worship, teaching and community facilities.

The footprint of the proposed building would be sited approximately 6.5m from the back edge of the pavement on Bury Old Road and would project towards the rear of the site by 27m. It would run linear to the boundary with Nos 2 and 4 Woodthorpe Grange and would be 16.5m wide. A landscape buffer and paved area would be provided from the front entrance to Bury New Road and a paved pathway would continue round the perimeter of the building for access purposes.

Twenty parking spaces in total would be provided, 11 (including 2 accessible spaces) would located in a row along the south eastern elevation and a further 9 spaces at the back of the site along the northern boundary where there would also be an area for a drop-offs and a

cycle stand for 18 bikes and bin store.

The existing shared site access would continue to be used and there would be no loss of parking provided within the public car park as a result of the development

On the matter of design and appearance, the building would be 3 storey in height comprising a lower ground floor, ground floor and first floor which would be set back from the main front elevation by 5m. Due to the gradient of the site and difference in levels, part of the site would be excavated and the building would be located at a lower ground level.

The design of the building would be bespoke, and the building designed to be identifiable for a particular religious community. The build would comprise sandstone elevations with ashlar stone surrounds and detailing with full height glazed openings along the front and side elevation facing the car park. The north western elevation would be blank and the rear elevation would have windows to part of the ground and first floors and a second access to the back of the site.

Whilst the size of the building and footprint area would increase, the intention is to provide the same but improved community facilities.

The lower ground floor would provide a youth recreation room, library and community meeting space, ablution room, storage and WC facilities. On the ground floor would be the prayer hall with 200 sqm of floorspace (the same floorspace as the existing prayer hall), mortuary, ablution room, office and storage and WC facilities.

The first floor would contain the teaching areas comprising separate male and female lecture/teaching rooms and 4 classrooms, an office and store. Access through the building would be via lift or stairs.

The main entrance would be on the front with a secondary entrance at the rear.

The applicant has provided a breakdown of the existing and proposed floor areas as follows -

Existing

Whole building - 466 sqm

Main prayer hall - 200 sqm

Office - 20 sqm

Circulation areas - 71 sqm

Classroom 70 sqm

Ablution area - 72 sqm

Proposed

Whole building - 1205 sqm

Lower ground floor level - 410 sqm (youth recreation room 134 sqm, library and community space 111 sqm, ablutions 12 sqm, office, WC's and plant room 47 sqm)

Ground floor - 410 sqm (main prayer hall - 200 sqm, mortuary 21 sqm, ablutions 24 sqm, toilets, mortuary 21 sqm, office, store, WC's and plant 43 sqm)

First floor - 385 sqm (male and female teaching lecture rooms 166 sqm, 4 classrooms 67 sqm, office, store and plant 28 sqm).

It is stated that the proposal would not intensify the use at any one time to what is already provided within the existing building. The purpose being to provide better quality and more

functional spaces and facilities, with no increase in the number of people who would visit the main prayer room or number of children taught.

The size of the proposed main prayer hall would not change from what is currently provided, staying the same size at 200 sqm.

Relevant Planning History

02891/E - Demolition of existing mosque and Islamic Centre and proposal for the erection of replacement mosque/Islamic Centre (Class F1(f)) - Enquiry completed 13/05/2024

53283 - Single storey extension (retrospective) - Refused 24/01/2011

56824 - Single storey extensions to form washroom facilities and kitchen (retrospective) - Approve with Conditions 21/01/2014

60004 - Temporary Siting (for 3 years) of 1 no. Portacabin for use as a Classroom and Alterations to Car Park Layout - Approve with Conditions 27/07/2016

68057 - Extension of temporary permission of 3 years for retention of existing portacabin for use as a classroom with the addition of main entrance extension and toilet facility at rear; Alterations to car park layout - Approve with Conditions 24/06/2022

Publicity

Letters sent to 31 properties on 15/1/25.

Site notice posted 21/1/25

Press advert 23/1/25

A total of 1180 representations have been received

Objections - 164

Support - 1009 and a petition with 1630 signatures

Comments - 7

Objections (includes 3 objections from planning agents on behalf of residents)

Parking and traffic issues

- Already insufficient parking available to accommodate the mosque's users.
- During prayer times, vehicles park at corners, block residential driveways, park on pavements and create hazardous conditions for other road users. Enforcement has either not been carried out effectively or has been entirely absent, allowing the problem to worsen.
- As the responsible authority, Bury Council must take immediate and sustained action to enforce parking laws and ensure that residents are no longer subject to repeated obstruction and inconvenience.
- The current situation is not sustainable and places an unfair burden on local residents, in direct violation of the Council's statutory duties under the Highways Act 1980, the Road Traffic Regulation Act 1984, and the Traffic Management Act 2004.
- Congestion caused by uncontrolled parking is restricting access for emergency vehicles and other road users, creating a serious risk to public
- Inadequate parking capacity for the anticipated rise in visitors
- The Council owned car park is barricaded off and unusable for shoppers and marshals have not resolved any issues.
- Over 2 and a half times bigger than existing, over 3 storeys and only 3 additional parking spaces.
- Negligible net gain of parking for 3 extra spaces
- As local residents we constantly face parking issues at prayer times.
- Parking issues have been raised with local councillors on numerous occasions and no

resolutions found

- The development relies totally on the existing access to Brooklands Car Park and 2 bays will not be used during drop of classes to enable vehicles to manoeuvre
- Insufficient information to understand travel distances of the congregation.
- The applicants appear to have limited control over the access and no control of the public car park.
- Clear current worshippers do not find modes other than the car to travel to the site. No concrete strategy is offered to reduce car use.
- No formal agreement to secure off-street parking and needs a full and transparent assessment of traffic and parking impacts and a realistic mitigation strategy.
- Proposal to provide parking at Heaton Park would not be feasible. There is no evidence of formal agreement, control, or long-term viability. Lack of enforceable usage control make this proposal speculative and unfit to be relied upon in determining a major development.

Impact on residential amenity

- The proposed development is out of scale and character with the surrounding residential area
- Overbearing and overlooking to adjacent houses
- Impacts on privacy
- Noise and disturbances with the extended operational hours and increased occupancy

Environmental issues

- Increased traffic will exacerbate air pollution in an area that already struggles with clean air standards
- Additional vehicles and congestion will be worse and contrary to objectives of reducing pollution and improving sustainability.
- Tree removal with environmental impacts

Design

- Overspill of people at the front will block pavements and cause obstructions
- Imposing, dominant to the streetscene
- The architectural design is unsympathetic to the area and the features are incongruous with the existing terraces, detached houses, and shops.
- Materials of white render on images but white sandstone on plans
- Impact is compounded by the selection of white coloured materials over 3 storeys.
- Little or no space for landscaping
- Contrary to what the applicant says, an increased size of 250% will significantly intensify the use of the building and people using it.

Other issues

- Could set a precedent for further non-residential developments in this quiet residential area.
- A mortuary is now proposed - a number of funeral processions would therefore start at the mosque - intensified use
- Should find an alternative location which can accommodate the scale of building and parking needed
- Strain on local services due to increased visitors and users causing more issues for residents.
- Continuous overlapping of activities is a significant intensification of use.
- The schedule of activities was submitted late in the application process and raises questions over the true extent of the original description.
- The Schedule of Activities and Parking Addendum were both submitted after the formal consultation window closed. These documents materially alter the understanding of the proposed development's scale and impact.
- Introducing these documents at this stage undermines transparency and procedural fairness for neighbours, consultees, and members of the public.

- Request that the Council refuse the application as submitted or require a revised application that provides a complete and transparent mitigation strategy backed by secured mechanisms, and demonstrably aligned with adopted parking standards and national policy.

Support

- Keeping this mosque ensures continued contribution to education, charity, and social harmony, preserving diverse, inclusive, and thriving community for generations.
- Desperately need a new mosque and community facility. the existing building is not fit for purpose.
- There is only one in Bury South within a 6 mile radius to serve the community
- Current building cannot accommodate the worshippers at prayers times nor is it suitable for the children's classes that take place their every evening.
- A new mosque is not just about increasing physical space; it's about expanding opportunities for spiritual growth, community engagement, and collective well-being.
- The proposed extension will allow for improved facilities, educational growth, community Services
- There are several volunteers from the mosque, identifiable by their high-visibility jackets, who are on-site to assist with parking and ensure minimal disruption in the area
- The new mosque design aims to be modern and environmentally sustainable, demonstrating a commitment to reducing carbon footprint.
- The proposals has been reduced in height from the full 3 storeys
- There are no windows which would overlook neighbouring properties
- Parking, while currently a challenge during specific times of the week will be significantly improved by the proposed 20 spaces
- Arrangements have been made to rent out a nearby car park to accommodate additional vehicles.
- This development is not expected to increase footfall
- Improved toilet and ablution facilities would be provided and upgrade a poor building
- An open space at the front would minimise crowding and 2 entrances would prevent congestion.
- The mosque has the potential to strengthen inter faith relations and contribute to the social fabric of Prestwich.

Petition of support

The planning application fits in with the Bury Council's 'Inclusion Vision for Bury 2030 - and Inclusion Strategy and Objectives 2021-2025

- The mosque is an asset to the community of Bury South in terms of its numerous activities that are held and to maintain this community structure and facility which has been vastly beneficial over the years.

The proposed building would not result in an increased congregation but will allow for much needed necessary facilities

- Careful to make sure the building would fit in with the surrounding area and the height of the building would not surpass the other surrounding buildings. The additional space in the proposed building
- the additional space would be for accommodating extra facilities which would not increase the flow of traffic as they are no part of main Friday prayer facilities. In short the number of parishioners would remain the same in the new building and numbers attending Friday prayers would remain the same.

There would be 20 parking spaces excluding the 48 spaces in Maccabi and excluding bury Council car park.

- SCP (an independent organisation) carried out a parking assessment which concluded

there was capacity on street to park.

- The number attending the mosque would not increase
- Bury council's parking standards are set out as maximums and as such the proposal does not need to meet these maximum requirements. in context the site is in a highly sustainable location for walking and cycling.
- should not be refused on highway grounds, as there is sufficient evidence there will not be an impact on capacity or safety
- There should be a review of the Travel plan and marshalling plan and are open to agreeing a localised traffic plan for a residents parking scheme.

Response to objections by applicant

The applicant has provided a response to the objections and concerns raised, which are summarised as follows -

Parking and Traffic Issues

- Proactively sought to address both current and potential issues arising from the proposed development.
- Engaged transport specialists who carried out a parking survey of the area focusing on peak prayer times, particularly a Friday.
- The management has successfully implemented a traffic marshal system and which has significantly reduced congestion, leading to a proposal to continue the Traffic Marshal System on Fridays.
- Whilst the new building would have a larger footprint than the current, its function and purpose would remain unchanged.
- The prayer hall would remain the same size as the existing at 200 sqm. The classrooms would be purpose built with segregated teaching and bathroom facilities.
- The mosque serves a local community where majority of visitors reside within walking distance, typically less than a five-minute journey. The site is in a highly sustainable location, encouraging walking and cycling, with a significant Muslim population and a relatively low level of car ownership.
- The proposed development aligns with sustainable transport measures.
- The development includes cycle stands to promote alternative modes of transport.

Pollution

- The development encourages sustainable transport options and the implementation of travel plans will further mitigate any potential environmental impact.
- In respect of traffic concerns related to the nearby school, it is located 0.9 miles away from the mosque and school dismissal times do not overlap with peak periods.
- Initiatives including cycling club, walking club will encourage healthier and more environmentally friendly commuting options.

Scale and design concerns

- It is not feasible or viable for continued extensions to the building which have in the past been ad hoc and not relate well to the building or area.
- The proposed building has been scaled down and reduced in height from initial designs. It still addresses the streetscene but set back from the frontage to align better with the surrounding development pattern.
- a significant number of religious buildings are a focal point of the community and it would be uncharacteristic for them to be hidden away. They should be open, visible, available and solidify the character of a particular area.
- The build would not be much higher than the adjacent dwellings on Woodthorpe grange and only 2m taller than No 48 Bury old road. This is due to the raised levels of the neighbours properties and flat roof design of the proposed mosque.
- There is significant separation distance between the proposed building and the dwelling

- at 48 Bury Old Road (32m).
- Screen planting would also be provided between the highway and the building to soften the buildings appearance within the street.
- Given the above, the height and size would not appear out of scale or character to the detriment of the surrounding built environment. The build would make better use of the site in this sustainable location.

Impact on Residential Amenity and Privacy

- To the houses on Woodthorpe Grange/Court, there is tree planting along a sizable boundary fence and wall which greatly limits views into the site. There would be a distance of 37m from the rear of these houses to the side elevation of the building. The dwellings on Woodthorpe Court are positioned on a substantially greater land level and the build would also retain a distance of 27m to the backs of these properties.
- It is considered height above existing ground levels would not represent an overbearing or dominant feature and would meet the interface distances between properties as set out by the Council. Given the level differences and boundary, there would not be overlooking or privacy issues.
- A daylight and sunlight assessment has been carried out which concluded impacts on neighbours would be minimal.
- On-site noise monitoring concluded no adverse impact would be experienced.
- The new layout will improve vehicle flow and reduce congestion, with dedicated drop-off points and increased parking spaces.

Social and Community Impact

- This is an existing established facility which has operated from the site for more than 20 years. Generally, it has an excellent relationship with all faith groups in the surrounding area.
- The new mosque would address community needs by providing a purpose built facility catering for all ages and genders to offer better quality facilities and services.
- Would provide a long term and durable use for the future

Environmental Impact

- A detailed landscaping scheme is included as part of the development to ensure biodiversity within the site and bat and bird boxes provided within the development.
- BNG would be provided off-site to meet biodiversity objectives.
- vehicle emission would not increase to cause harm to air pollution.

Economic Impact

- The number of attendees would not increase, the building would be more fit for purpose.
- The value of properties is not a material consideration. This would be a local community project and would enhance the social and amenity benefits in the area.

Those who have made representations have been notified of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions.

Borough Engineer - Drainage Section - No comments received

Environmental Health - Contaminated Land - No objection subject to conditions

Environmental Health - Pollution Control - No objection

Waste Management - No objection

Greater Manchester Police - designforsecurity - No comments received

United Utilities (Water and waste) - Recommend a drainage condition

Greater Manchester Ecology Unit - No objection subject to conditions

Property & Technical Services - Estates Consultancy - No response received.
Prestwich Village Neighbourhood Forum - No response received.

Pre-start Conditions - Applicant/Agent has agreed with pre-start conditions

Development Plan and Policies

NPPF	National Planning Policy Framework
EN1/2	Townscape and Built Design
EN1/7	Throughroutes and Gateways
EN7/2	Noise Pollution
CF1/1	Location of New Community Facilities
HT2/4	Car Parking and New Development
SPD11	Parking Standards in Bury
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-P1	Sustainable Places
JP-P3	Cultural Facilities
JP-S1	Sustainable Development
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment
SPD11	Parking Standards in Bury

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF), the adopted Places for Everyone Joint Development Plan Document (PfE) and the saved policies within the adopted Bury Unitary Development Plan (UDP), together with other relevant material planning considerations.

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Public Sector Equality Duty

Equality Act 2010: All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:

- The elimination of discrimination, harassment and victimisation;
- The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;
- The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

Religion or belief is a protected characteristic under the 2010 Act and the main report sets out how, in considering this application, regard has been had to how any implications in relation to equality is based on objective material planning considerations.

Principle

PfE Policy JP-P3 - Cultural Facilities - Seeks to protect existing cultural and community venues, facilities and uses and supports the development of new cultural venues in town centres and places with good public transport connectivity. The policy also seeks to promote new, or enhancing existing, locally-distinct clusters of cultural facilities, especially where they can provide an anchor for local regeneration and town centre renewal.

UDP Policy CF1/1 - Location of New Community Facilities takes into account the following factors -

- impact on residential amenity and the local environment;
- traffic generation and car parking provision;
- the scale and size of the development;
- where applicable, access to shops and other services;
- if the use is intended to serve a local community or catchment area, the suitability of the chosen location in relation to that community or catchment area;
- accessibility by private and public transport;
- the needs and requirements of the disabled.

The site and building has an established use as a place for public worship and teaching and the principle of the redevelopment of the site for the same purpose in land use terms would be acceptable.

The main issues relate to the scale, design and appearance of the building, access and parking and impacts on the surrounding area. arising from the constraints of the existing building's size and state of dilapidation.

These issues are covered in the report below.

Layout and siting

The layout and siting of the building have been largely informed by factors including the need to provide a more functional, accessible, and safer facility to serve the needs of the community, balanced with providing parking whilst being sensitive to the surrounding residential properties and the relationship of the building within the streetscene.

Having investigated various options, it is proposed to set the building back from the pedestrian footway on Bury Old Road by approximately 6.5m. This would result in the frontage positioned halfway between No 2 Woodthorpe Grange to the north (set close to the main road)) and No 50 Bury Old Road to the south (which is set further back) and as such it is considered the building would integrate appropriately between the existing built development and assimilate within the streetscene.

There would be a paved area and landscape buffer which would provide a safe area away from the pavement and highway for people to meet before entering the building. Planting along the frontage would also soften the front of the site.

The building would extend 27m towards the rear of the site and would cover a footprint area of approximately 460 sqm. Around the perimeter of the building, a paved pathway would be provided which would facilitate the safe movement of pedestrians away from the car parks and facilitate access to the rear of the building and the secondary entrance.

The proposed parking would now be moved to the side and rear of the building to provide a total of 20 parking. There would be 11 spaces (including 2 accessible spaces) located in a row along the south eastern elevation and 9 spaces along the rear boundary. Moving the parking away from the frontage would remove the sense of parking at the front

and allow the building to address the streetscene in a positive way.

The rear of the site would provide a bin store and cycle parking for 18 bikes.

The development would continue to use the existing access which is shared with the adjacent public car park and which ramps upwards into the site from Bury Old Road.

Whilst the proposed re-development of the site would result in changes to the current layout, including size and position of the building's footprint, location of the parking which is now proposed to the side and rear of the building and servicing and store area, the usability of the site would be bettered for pedestrians by creating a safer and route to and from the area and around the building and would maximise the parking potential. The set back of the building from the highway and planting and paved area to the frontage would also provide a relief within the street scene.

The proposed development would deliver a practical and functional facility for the community as opposed to the existing building which has past served its purpose.

It is therefore considered the proposed development would be acceptable and comply with policies EN1/2, CF1/1 and JP-P3.

Scale, design and appearance

The final design of the building has been influenced by a number of factors. Providing a usable and modern building with segregated facilities for children including welfare facilities, accessible and safe for all was a critical consideration for the applicant in terms of the how the building could serve the community now and into the future, whilst being aware of the surrounding development and sensitive receptors.

Having scaled back the building from initial design stages, where a 3 storey build set close to the front of Bury Old road was proposed, and whilst in parts the build would still be 3 storeys, the second floor would be set back from the ground and first floors by 5m and the footprint moved back 6.5m from the road frontage and as such this would aide in reducing the massing and scale within the streetscene.

Comparative to the surrounding properties, which are residential in both character and scale, the building would not be dissimilar in height and this is due to the topography of the site where houses on Bur Old Road to the south east are set back from the road and in a higher position, the elevated houses on Woodthorpe Court to the north east.

Land levels within the site would also be reduced and the flat roof design of the building would aide in the integration of the building within the streetscape and therefore not overly dominant or overbearing within the context of the surrounding area.

In terms of the actual design and elevations, the building form derives from a specific religious community and this is acknowledged in the design features which have been incorporated, including ornamental infill patterns, feature arches and domes and main entrance arch above which would be the name of the place of worship. Aluminium curtain wall glazing would also feature primarily on the south east elevation facing the car park and on the front elevation. The primary material would be a sandstone build with ashlar surrounds and detailing and the final palette of materials would be secured by condition.

As a building to serve a specific need and community group, the building has a role to play comparative to the surrounding existing development and as such it is accepted that the design approach reasonably identifies the intended form and function.

It is therefore considered that the scale, design and appearance would be acceptable within the streetscene and in this location and as such considered to be acceptable and comply with policies CF1/1, EN1/2, JP-P3 and the principles of the NPPF.

Impact on residential amenity

There are residential properties to three boundaries of the site.

Woodthorpe Grange

To the north west are houses on Woodthorpe Grange. The building would be set 1.5m away from the shared boundary with Nos 2 and 4 and would run linear to this shared boundary.

The applicant has carried out a daylight and sunlight assessment to these properties given they are the closest and likely be the most affected.

The study shows that to the windows at Nos 2 and 4 Woodthorpe Grange, the loss of vertical sky would equate to no more than 1.8% and loss of sunlight during both the summer and winter months would be no more than 2% as a result of the development.

There would be some overshadowing to the gardens of these houses but it would be at the far end of the gardens and affect a thin strip of land to the western side of the garden only.

The building would be approximately 37m from the rear elevations of the houses and whilst visible from these dwellings and gardens, there are substantial trees along the rear boundary which would screen the new building to some degree.

It is therefore considered that there would not be a significantly adverse impact on these neighbours in terms of overshadowing, loss of light or overbearing relationship.

Woodthorpe Court

To the rear of the site are houses on Woodthorpe Court which are set at a higher level to the site. The proposed site section plan shows that apart from the projecting structures on the roof of the proposed building, given the levels differences and that the lower ground floor would be excavated into the land, the top of the main roof would be no higher than the dwellings on Woodthorpe Grange and the relationship similar to that of a 2 storey building. There would be a separation distance of 26m.

Given the level of separation and difference in levels it is considered the proposed development would be acceptable and there would not be a detrimental impact on occupiers of Woodthorpe Court.

Bury Old Road

To the south of the site are houses which front Bury Old Road. No 50 is located next to the boundary with the public car park and there would be a distance of more than 28m from the side elevation of the dwelling to the new building.

Given the distance away and the intervening car park and that windows on the side elevation of this dwelling appear to be to non-habitable rooms it is considered that impacts on occupiers would be limited.

Whilst the development would result in a larger sized building in terms of both its footprint and height on the site, with the separation distances and level differences to the adjacent houses, impacts on privacy, outlook and sunlight are considered not to be adverse or detrimental to impact neighbours to any significant degree.

It is therefore considered that the proposed development would be acceptable and comply with policies CF1/1 and EN1/2.

Highway issues

PfE Policy JP-C8 - Transport Requirement of New Developments - requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. Appropriate provision for deliveries and servicing should be provided.

UDP Policy HT2/4 - Car Parking and New Development requires development to make adequate provision for parking and servicing requirement.

SPD 11 - Parking Standards in Bury provides further detail and specifies that for a place of worship, 1 parking space per 10 sqm of public floorspace would need to be provided and 1 cycle space per 200 sqm.

Parking overview

The main parking problems arise reflecting the Friday prayer time, from 12pm to 3pm, which is the time the building is most intensely used and visited. Attendance numbers are generally in the region of between 100 and 150 people.

Residents who live nearby and local businesses have objected on the matter of parking, with local streets heavily parked, fly parking on the footways of Bury Old Road, cars blocking driveways and complaints of not being able to park on the adjacent public car park adjoining the site.

This has been a problem for a period of time and continues to be a problem.

The existing mosque car park provides 17 spaces and this gets full early on at main Friday prayers. Similarly the adjacent public car park is heavily parked at this time. Under an informal agreement which has been in place for a few years, additional parking at the Maccabi sports centre 170m to the north is used as an 'overflow' car park for those attending Friday prayers although there is no formalised agreement and it cannot be relied on should the sports club decide to no longer make this available to the mosque.

This application proposes to provide 20 spaces which would be located along the side elevation next to the public car park and at the rear of the building.

Whilst the building itself would have a combined floor area of circa 2 and 1/2 times that of the existing over 3 floors, it is important to note that the size of the proposed main prayer hall at 200 sqm would be the same as currently provided in the existing building and would serve only the existing congregation.

However, as there is an existing problem and potential for increased capacity of the building, the proposed new development should seek to improve current conditions.

The Highway Authority have maintained concerns about the increased floor area and scale of the proposed development, with limited proposed on site parking and the existing problem of on street parking without any contingencies or additional parking formally secured off-site

To summarise the issues -

- There would be an increase in floor space in the new building comparative to the existing building (from 466 sqm to 1205 sqm) and therefore the potential for a worsened parking situation should some or all of the uses be available at one time, particularly if the uses occur at the main Friday prayer time
- Only 3 additional parking spaces (20 in total) for the increased floorspace.

- Existing and unacceptable pressure on street parking in the area during main Friday prayer times
- Lack of any formal and long term agreement to provide additional parking in the vicinity.

Applicant's proposals for parking and alternative travel

The applicant has carried out a travel survey to understand how attendees travel to the mosque. Of those who responded to the survey, 70% travelled to the mosque as a one-off journey with 30% on their way to or from another location.

A significant proportion, 55% chose to travel by car, 31% travelled on foot, 8% car shared, 5% cycled and 1% arrived by public transport. There is clearly scope for a change in behaviour about the way some attendees travel to the site.

In finding a way forward, a number of initiatives have been secured to address the obvious parking problems which occur at the Friday prayer time.

Contribution to additional parking enforcement

In discussion with the Highway Authority, the applicant has agreed to make a financial contribution of £6,000 which would be secured by a s106 legal agreement to fund additional parking enforcement officers. This contribution would initially cover a 12 month period and would be reviewed annually with periodical monitoring to identify how many tickets have been issued to those visiting the mosque and when the tickets were issued.

Should unlawful parking on the streets cease, or noticeably decline at the main Friday prayer times, then a revised contribution could be negotiated and agreed with the applicant. Annual reviews however would remain in place should the parking problems arise again in the future.

The applicant has also agreed to a condition to restrict the use of the mosque so that during the Friday prayer times, no other programmed activity, teaching session of any other facility be provided or available, or that any other part of the mosque be hired out for use whilst Friday prayers take place.

During the week and evenings, there appears to be a much lesser problem with parking. That said, the building's footprint would significantly increase comparative to what is there now and the building could offer a combination of facilities at any one time.

Building utilisation - combined uses and times

In terms of the different uses and the times they would be held, the applicant has provided a breakdown of each use and the times they would take place.

Prayer Hall - upper ground floor

Prayers - 5 times daily and up to 25 attendees.

Friday prayers - two afternoon gatherings between 100-150 attendees

Youth recreation space - lower ground floor

Main use at weekend for youth activities

Library and community space - lower ground floor

New facility for public use and drop-ins

4 classrooms/lecture room - first floor

Children's education classes, Monday to Friday 5-7pm, up to 50 attendees

Adult education, weekends 10am to 4pm, up to 20 people

The above breakdown shows that after the Friday prayer time, the next popular facility

would be the children's education classes where 4 classrooms would be provided. In total the classrooms would comprise 67 sqm of floor area. There is currently one classroom which is 70 sqm in area.

The proposed teaching rooms would provide better educational facilities and enable different year groups and curriculums to be taught. There would not be an increase in floor area or the number of children attending the classes.

Adult education would be at the weekends, limited to approximately 20 people. The youth recreation room would mainly be used at weekends with expected limited activities.

In terms of the other uses, there would be less demand for parking than for the Friday prayer time.

This notwithstanding, there is the opportunity for services and facilities to expand and for more people to use and visit the mosque at other times of the week. It is this 'unknown' which still gives rise to concerns that parking problems could occur on the local highway. This being the case, the S106 contribution would cover additional enforcement officers during the week for a period of time. Again, this would be monitored and if enforcement officers are no longer needed or if no problem arises, the scope would be reviewed.

The legal agreement and contribution would necessarily need to be fluid and flexible and be so designed to ensure controls are in place in the event future parking issues arise but also be reasonable and rationale for the applicant.

Other parking initiatives

The applicant has also secured parking spaces off site at Heaton Park (accessed from Sheepfoot Lane). The agreement with the park would secure 25 permits which could be used 24 hours a day 7 days a week, to be renewed on an annual basis. The permits would be allocated those who regularly drive to the mosque who would then park up and either walk to the mosque or catch a pre-arranged minibus for the Friday prayer times. Should the agreement cease, the applicant would need to secure off-site parking elsewhere. This is written into a Travel Plan which would be conditioned.

The Travel Plan also sets out a number of objectives and targets to reduce the reliance on the car and promote alternative modes of travel. Measures proposed are as follows -

- Travel awareness - provide a travel information pack for all attendees, to include maps of the local area highlighting public transport routes and local cycle and walking routes, taxi contact details.
- Promote walking initiatives
- Promote cycling including provision of cycle stands and storage (9 cycle stands proposed which would comply with SPD11).
- Promote car sharing
- The Travel Plan would be monitored and reviewed annually and it is hoped the secured off-site parking and these initiatives would see a reduction in car users.

The applicant has confirmed they are agreeable to the condition for the Travel Plan to be adhered to.

The informal agreement with Maccabi would also continue.

Conclusion

There are a number of factors to consider -

- The current building operates lawfully with a prayer room floorspace of 200 sqm and this proposal would offer the exact same floor area for the prayer room.
- A condition would be included to restrict any other facility or activity at the mosque during Friday peak prayer time.
- Agreed contribution towards funding additional parking enforcement officers
- Off-site parking at Heaton Park which would be secured by conditioning the travel plan.
- Informal arrangement with Maccabi sports club
- Fallback position that the existing building could continue to operate at the same capacity during Friday prayer times without any additional benefits.
- The site is also in a highly sustainable and accessible area. PfE Policy JP-C1: An Integrated Network seeks to deliver an accessible, low carbon Greater Manchester by delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes and by locating and designing development to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport. The applicant is committed to promoting sustainable modes of travel to and from the mosque which are detailed in the Travel Plan (to be conditioned).

It is therefore considered that given the above, in view of the contribution to fund additional parking enforcement, controls which would be put in place and the applicant's commitment to working with the Council, the proposals seek to minimise adverse highway impacts which would otherwise warrant refusal of the application on highway grounds.

The proposed development is therefore considered acceptable and would comply with policies CF1/1, EN1/2, HT2/4, JP-P3, JP-C1, JP-C5 and JP-C6.

Drainage

United Utilities (UU) have been notified of the application.

Following review of the revised Drainage Strategy, UU have confirmed there is no objection in principle and recommend a condition that the development be carried out in accordance with the submitted strategy.

Ecology

Summary

Ecological Issues include nesting birds, wall cotoneaster and biodiversity net gain.

Bats

An updated bat assessment has been provided. As previously the building was assessed as having negligible bat roosting potential. GMEU have no reason to doubt the findings of the report. No further information or measures are required.

Nesting Birds

Bramble scrub will be lost, potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. GMEU recommend a condition be applied to any permission to restrict the removal of vegetation.

Wall Cotoneaster

This species is listed under schedule 9 part 2 of the Wildlife & Countryside Act 1981 (as amended). It is an offence to introduce or cause to grow wild any plant listed under this schedule. Only one specimen was however recorded, the site would not be regarded as wild and this species is primarily an issue in calcareous areas. GMEU are therefore

satisfied that the risk of an offence is very low and that all that is required is an informative to advise the applicant of their responsibilities under the Wildlife & Countryside Act 1981.

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain (BNG)

Section 180 of the NPPF 2023 states that the planning policies and decisions should contribute to and enhance the natural and local environment. 10% BNG is mandatory under Schedule 7A of the Town & Country Planning Act 1990 (as inserted by schedule 14 of the Environment Act 2021). The development will result in the loss of an area of bramble scrub and associated bird nesting habitat. The consultant has also taken in to account previously cleared vegetation along the frontage in line with government guidance. This included a line of likely leylandii and two trees facing on to Bury Old Road. Wildlife issues are restricted to loss of bird nesting opportunities. New soft landscaping is proposed along the road frontage.

The development is subject to the general biodiversity gain condition. A BNG assessment and metric have been provided. These indicate that off-site compensation will be required for area based habitats, to cover a shortfall of 0.28 units. There is a net gain of linear units in excess of 10%. The loss is small and therefore off-site compensation should not result in an obstacle to the discharge of the general biodiversity gain condition.

The consultant has correctly identified the line of tree and trees along the frontage and taken a precautionary approach.

There is however potentially evidence that the two trees on the frontage could be assessed otherwise, based on historical streetview imagery, which show both the trees lost to be sycamore. They also appear not to have reached maturity or to have any ecological niches. Second, it is also arguable that they form part of a hedge with trees.

GMEU are therefore willing to accept an amendment to the baseline for this habitat.

GMEU have responded in terms of BNG, the on-site measures include urban tree and section of hedge.

Both are medium distinctiveness habitats but the units generated very small.

Therefore whilst defined as distinctive under defra guidance, control by legal agreement would be unreasonable. GMEU therefore recommend the mitigations are retained for 30 years via a simplified HMMP condition. The statutory general gain condition will also apply with regards both the on and off-site measures

GMEU recommend provision of a bird box on one of the mature trees adjacent to the site and there is the potential for the inclusion of swift bricks within the development. The details can be provided via condition.

The proposed development would therefore be acceptable and comply with policies JP-G8 and the principles of the NPPF.

Air quality

Environmental Health Officers have been consulted on the proposals. The site is not located within an Air Quality Management Area. Due to the scale of the development, it is considered very unlikely that the development would not create an increase of more than 500 AADT (annual average daily traffic). Therefore, in line with the EPUK Guidance, an air quality assessment will not be required.

The proposed development will have off-street parking. Bury Council has been identified by

DEFRA as an area requiring to significantly improve air quality. The required measures to do this are currently under discussion. Due to this requirement, and the requirements of the Building Regulations (The Building Regulations 2010, Approved Document S, Infrastructure for the charging of electric vehicles), the team recommends a condition to be placed on any grant of permission for a minimum of 1 no. electric vehicle (EV) charging point (minimum 7kW*) and at least one in every five remaining parking spaces must be provided with cable routes.

PfE Policy JP-S2 - Carbon and Energy

Sets out the steps required to achieve net zero carbon emissions and development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy.

The applicant states that energy efficient measures and renewable energy technologies would be integral to the building's design and specification and passive design measures have also been included to prevent overheating and subsequently reduce carbon emissions.

Compliance with Building Regulations will be achieved through high levels of thermal insulation and efficient heating systems and the development would provide EV charge points in line with Part S of Building Regulations.

It is therefore considered the development would comply with Policy JP-S2.

PfE Policy JP-C2 - Digital Connectivity

Requires new development to have full fibre to premises connections unless technically infeasible and/or unviable.

The applicant states they would ensure the new development would have future ready digital infrastructure including full fibre connections and multiple provider capacity and would encourage local community involvement to identify specific needs and shape digital connectivity.

Response to objections

Procedural matters

- The submitted schedule of activities does not introduce any new information which is not already contained in the Planning Statement and the Design and Access Statement. The schedule of activities provides a more readable comparison of the proposed facilities and when they would be used. The proposed floor plans have not changed which also show the full extent of the proposed uses. There is no requirement for re-notification of neighbours if further information is subsequently submitted and in this case, the information was supplemental to the original application.
- In terms of the use of the building, Places of Worship are often used for other community uses such as education and training which are in the same use class. Any other facility/use within the building would be considered to be ancillary to the main use.
- All other issues have been covered in the above report.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental

conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Minded to Approve

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.

2. This decision relates to drawings

Location plan LU281-P01C
Existing site plan LU281-P02A
Existing section LU281-P03
Existing floor plans and elevations LU281-P04
Proposed site plan LU281-P05H
Proposed floor plans LU281-P06D
Proposed site section LU281-P07E
Proposed elevations LU281-P08A
Swept path analysis 360-22-4

Revised drainage plan by Redford dated 18th February 2025
Acoustic Survey and Assessment by martin Environmental Solutions Feb 2024
report no. 2663-1
Carbon and energy statement Nov 2024
Digital connectivity statement April 2025
Travel Plan by SCP ref 240049 August 2024
Addendum to Travel Plan dated May 2025

Biodiversity Net Gain Assessment by Pennine ecological November 2024
Preliminary ecological Appraisal by Pennine ecological November 2024
Arboricultural Impact assessment

and the development shall not be carried out except in accordance with the drawings hereby approved.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan and Places for Everyone Joint Development Plan listed.

3. The development hereby approved within any approved phase shall not be brought into use until written confirmation is provided to the Local Planning Authority that unexpected or previously unidentified contamination was not encountered during the course of development works.

If, during development, unexpected contamination is found to be present on the site, no further works shall be carried out at the affected location until the following are submitted to the Local Planning Authority for approval:

- I. Risk Assessment (GQRA or DQRA);
- II. Remediation Strategy & Verification Plan;

If remediation is required, it shall be carried out in accordance with the approved Remediation Strategy. Upon completion of remediation works, a Verification Report shall be submitted for approval. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any unexpected contamination.

Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

4. Prior to occupation the applicant shall provide:

- A minimum of 1 no. electric vehicle (EV) charging point (minimum 7kW*) and at least one in every five remaining parking spaces must be provided with cable routes.

Certification and photographic evidence of the installation of the agreed electric vehicle charge points shall be submitted to Local Planning Authority for approval prior to the development being brought into use. The infrastructure shall be maintained and operational in perpetuity.

*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2019 to be used. Further information regarding minimum standards can be found at <https://www.gov.uk/transport/low-emission-and-electric-vehicles>.

Reason. To encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable and to safeguard residential amenity, public health and quality of life with respect to Local Air Quality, in accordance with paragraphs 112e, 117e, 187e and 199 of the National Planning Policy Framework (December 2024) and Places for Everyone Policy JP-S5 (Clean Air).

5. The (Biodiversity Gain Plan and) Habitat management and monitoring plan shall be prepared in accordance with on-site habitat creation proposals within the Biodiversity Net Gain Assessment dated November 2024 and prepared by Pennine Ecological. The HMMP shall include:

1. the roles and responsibilities of the people or organisation(s) delivering the HMMP;
2. the management measures to implement and maintain the proposed tree and species rich native hedge for a period of 30 years from the completion of development; and
3. the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to and agreed by the local planning authority

Reason. To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Places for Everyone Joint Development Plan Policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity.

6. No scrub removal shall occur between the 1st March and 31st August in any year

unless a precautionary working method statement for nesting birds by a suitably experienced ecologist has been supplied to and agreed in writing by the LPA.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

7. The landscaping shown on the approved site plan LU281-P05H shall be implemented prior to the first occupation/use of the development hereby approved. The development shall also provide a bird box on a mature tree adjacent to the site which shall thereafter be maintained. Any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies EN1/2 - Townscape and Built Design, EN6/3 - Features of Ecological Value and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

8. The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing Proposed Drainage Layout , Dated 18/02/2025 which was prepared by REFORD. For the avoidance of doubt surface water must drain at the restricted rate of 8.9 l/s. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason. To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding pursuant to PFE policy JP-S4 and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

9. Details/Samples of the materials to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials shall be used for the construction of the development.

Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/2 - Townscape and Built Design

10. Other than Friday prayers, no other facility or activity in the mosque shall take place or be available on a Friday between midday and 3pm.

Reason. To control and manage the occupation and use of the building to limit trips and activity to the site and the surrounding area in the interests of highway safety and to protect the amenity of nearby occupiers pursuant to policies EN1/2, CF1/1 and JP-P1.

11. The development hereby approved shall be carried out in accordance with the approved Travel Plan and 'Addendum to the Travel Plan' dated May 2025 which shall be implemented on first use of the building hereby approved. The Travel Measures shall thereafter be retained.

Reason. To promote alternative sustainable modes of travel and secure off-site parking to support the development in the interests of residential amenity and the

amenity of the users of the development pursuant to policies EN1/2, HT2/4, JP-P1 and JP-C8 and the principles of the NPPF.

12. Notwithstanding the details indicated on the approved plans, no development shall commence unless and until full details of the following have been submitted on a topographical survey of the site and adjacent adopted highways/shared site access to the Local Planning Authority:

- (1) Formation of the proposed vehicular and pedestrian access alterations and improvements to a scope and specification to be agreed, incorporating the reconstruction of the Bury Old Road footway abutting the site, replacement of the tactile paved crossing point at the shared Brooklands public car park/site access, demarcation of the limits of the adopted highway, and all associated highway and highway drainage remedial works.
- (2) Formation of the proposed 'Paved Area' abutting Bury Old Road, to a level, scope and specification to be agreed, incorporating the demarcation of the limits of the adopted highway, measures to prevent the discharge of surface water onto the adopted highway, measures to prevent vehicle encroachment of/access to the pedestrianised area from both Bury Old Road and the adjacent car parking areas, demarcation of the limits of the adopted and all associated highway and highway drainage remedial works.
- (3) Provision of visibility splays on land within the applicant's control at the junction of the site access with Bury New Road in accordance with the standards in Manual for Streets for a design speed of 30mph, with no obstructions with the splays above the height of 0.6m.
- (4) Scheme of carriageway resurfacing works on the shared access between Bury Old Road and the new car park access to the rear of the building, to a scope and specification to be agreed.
- (5) Measures to demarcate the proposed 'Public Access'/pedestrian route to the north of the shared access between Bury Old Road and the new car park access to the rear of the building, to a scope and specification to be agreed.
- (6) Provision of new give-way markings at the junction with Bury Old Road and all required alterations to refreshing of existing road markings/waiting restrictions abutting the site.
- (7) Swept path analysis of the proposed refuse collection arrangements/access to the proposed bin store at the rear of the building on land within the applicant's control and in a vehicle size to be agreed, incorporating, if required, alterations to the proposed servicing and car parking arrangements.

The details subsequently approved shall be implemented to an agreed programme prior to the development hereby approved being brought into use.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design, ensure the intervisibility of the users of the site and the adjacent highways and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to policies HT2/4, JP-C5, JP-C6 and JP-C8.

13. No development shall take place until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP shall include:

- (1) Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are

required following demolition works, construction of the development and as a result of statutory undertakers connections to the site.

(2) Access route for all demolition/construction vehicles to the site from the Key Route Network.

(3) Access point/arrangements for demolition/construction traffic, taking into consideration the need to maintain safe pedestrian/vehicular access to adjacent Brooklands public car park and all temporary works required to facilitate access for demolition/construction vehicles.

(4) Hours of work for site preparation, delivery of materials and demolition/construction works and number of vehicle movements.

(5) Arrangements for the parking of vehicles for site operatives and visitors on land within the applicant's control, together with storage on site or on land within the applicant's control of demolition/construction materials.

(6) Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres including details of areas designated for the loading, unloading and storage of plant and materials.

(7) Details of the siting, height and maintenance of any required security hoarding clear of adequate visibility splays onto Bury Old Road.

(8) The provision, where necessary, of temporary pedestrian facilities/protection measures on the adopted and unadopted highways and Public Right of Way that crosses the site.

(9) A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access.

(10) Arrangements for the provision of wheel washing facilities for vehicles accessing the site.

(11) Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways or shared car park access as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to control the emission of noise, dust and dirt during construction.

(12) A scheme for recycling/disposing of waste resulting from construction works.

(13) A strategy to inform neighbouring occupiers (which as a minimum, shall include those adjoining the site boundaries) of the timing and duration of any piling operations, and contact details for the site operator during this period.

The approved plan shall be adhered to throughout the demolition and construction periods and the measures shall be retained and facilities used for the intended purpose for the duration of the both periods.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Policies EN1/2 and JP-C8.

14. The turning facilities indicated on the approved plans, including at 'Bay 7 and 8 to be kept clear during class times to aid manoeuvring within rear car park area', shall be provided before the areas of the development to which they relate are brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times/times specified.

Reason. To minimise the standing and turning movements of vehicles on the

highway in the interests of road safety pursuant to policies HT2/4 and JP-C8.

15. The car and cycle parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the development hereby approved being brought into use and thereafter maintained at all times.

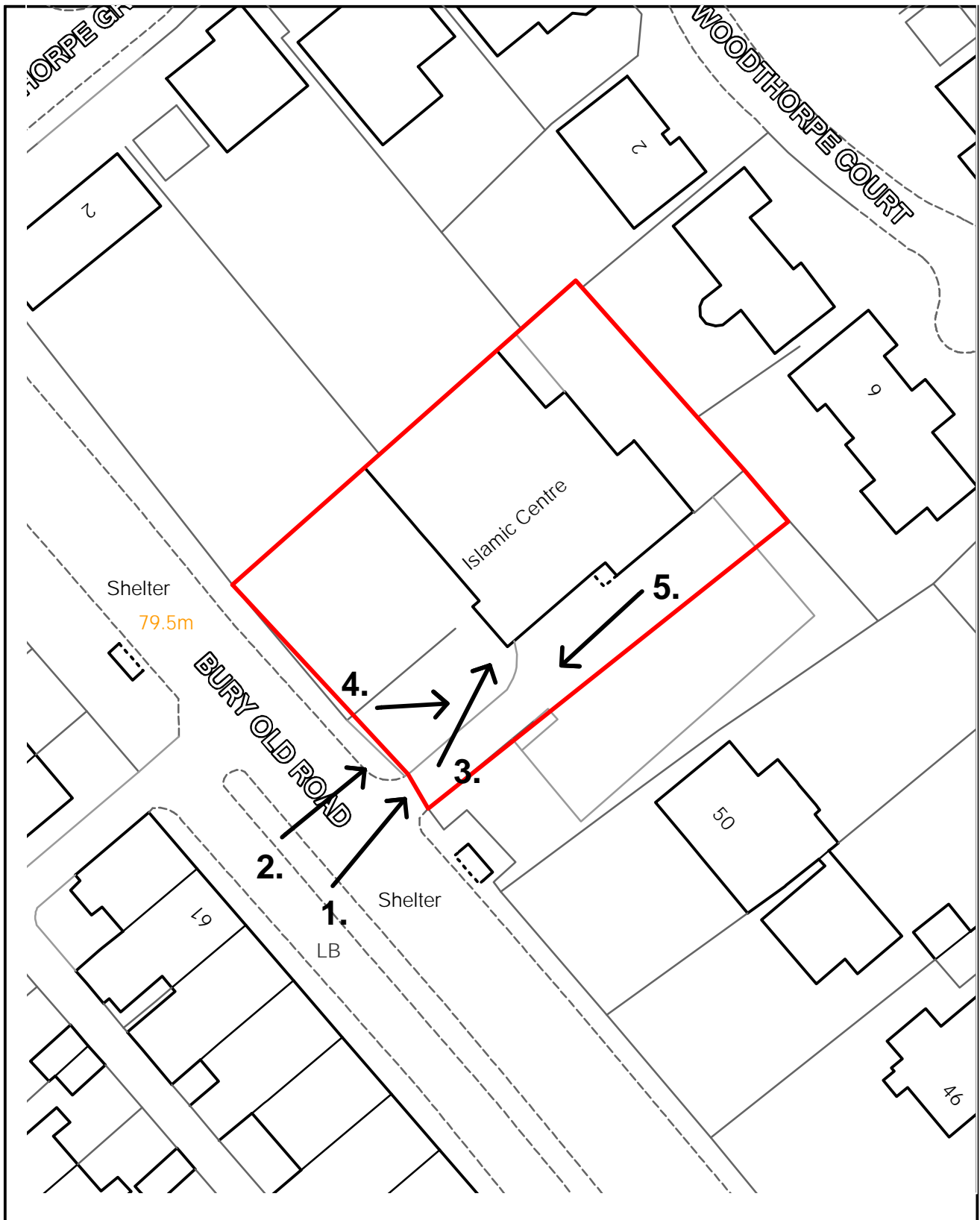
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

16. The refuse storage and access arrangements to be provided within the curtilage of the site shall be made available for use prior to the development hereby approved being brought into use and thereafter maintained at all times.

Reason. To ensure that adequate bin storage arrangements are provided within the curtilage of each dwelling pursuant to policy JP-C8.

For further information on the application please contact **Jennie Townsend** on **0161 253-5320**

Viewpoints



ADDRESS: 52 Bury Old Road, Prestwich,
Manchester, M25 0ER



Bury
Council

Planning, Environmental and Regulatory Services

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71422

Photo 1



Photo 2



71422

Photo 3



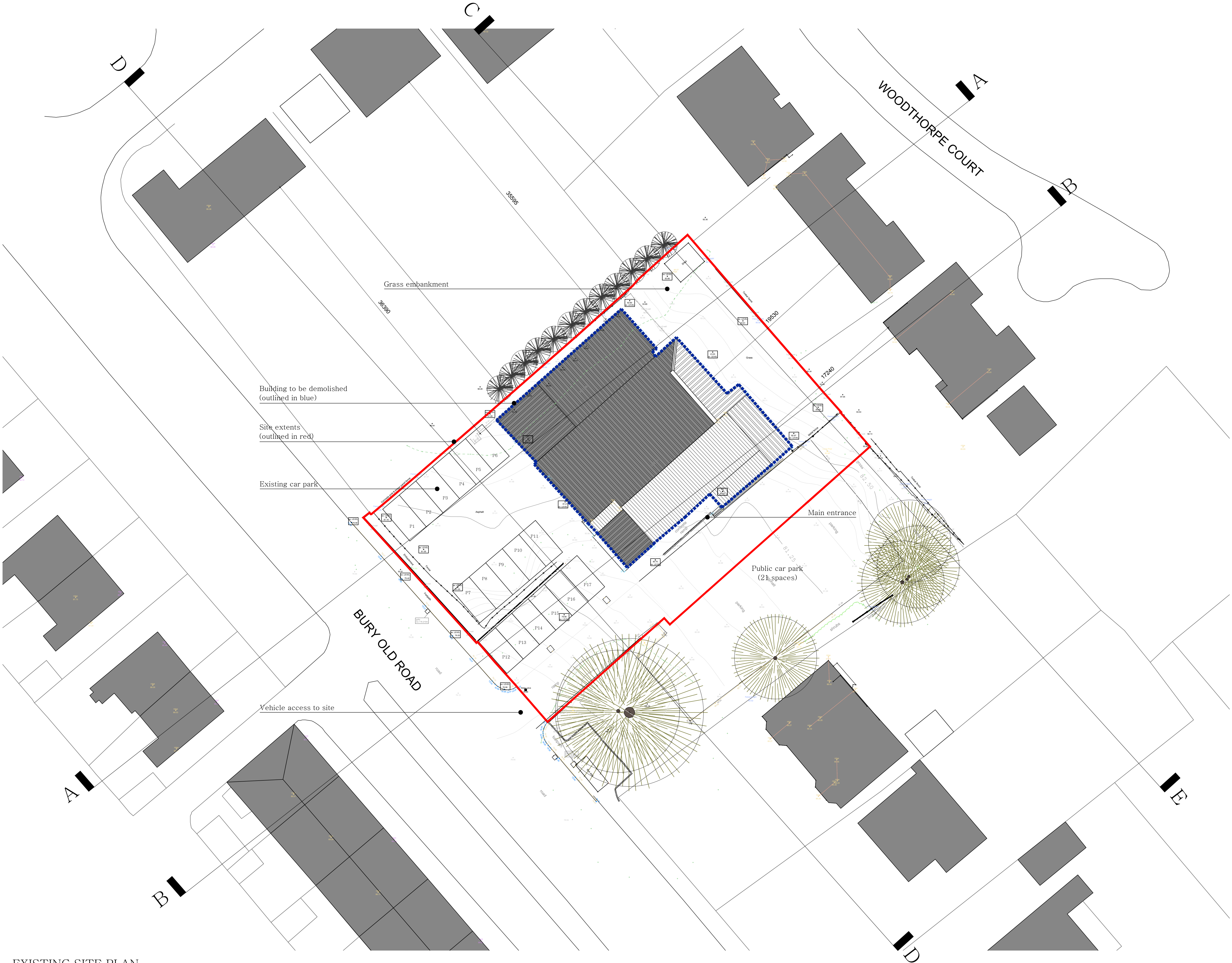
Photo 4



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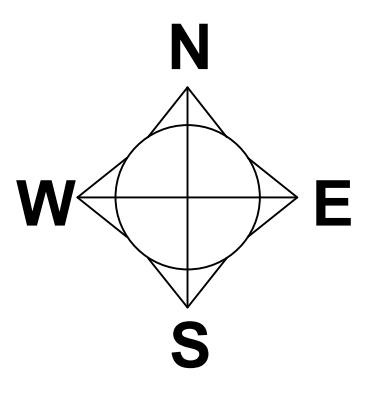
Photo 5





EXISTING SITE PLAN
1:200

Revisions		
revision	date	comments
A	22.11.23	Red line amended



Job Title
Demolition of existing Al-Bilal Mosque and erection of new purpose built Islamic Community Centre

Site Address
Al Bilal Islamic Centre
52 Bury Old Rd
Prestwich
M25 0ER

Drawing Title
Existing Site Plan

Scale
1:200 @ A1

Date
07.10.22

Drawn
uf

A. 275a Upper Brook St
Manchester
M13 0HR
T. 07894401574
E. info@lumitekton.com



PROPOSED SITE PLAN
1:200

LUM

LUMITEKTON

LU281-P05H

Revisions

revision	date	comments
A	22.07.23	Building repositioned Parking amended Exit lane removed Adjacent levels shown
B	17.08.23	Levels amended
C	22.11.23	Red line amended
D	24.11.23	Further detail clarified
E	22.12.23	Building moved back and tiered
F	22.03.24	Top tier moved further back
G	18.11.24	Retaining wall removed. Dis spaces added, bollards added, EV points
H	18.11.24	Cycle store relocated path made continuous

N

W

E

S

Job Title

Demolition of existing Al-Bilal Mosque and erection of new purpose built Islamic Community Centre

Site Address

Al Bilal Islamic Centre
52 Bury Old Rd
Prestwich
M25 0ER

Drawing Title

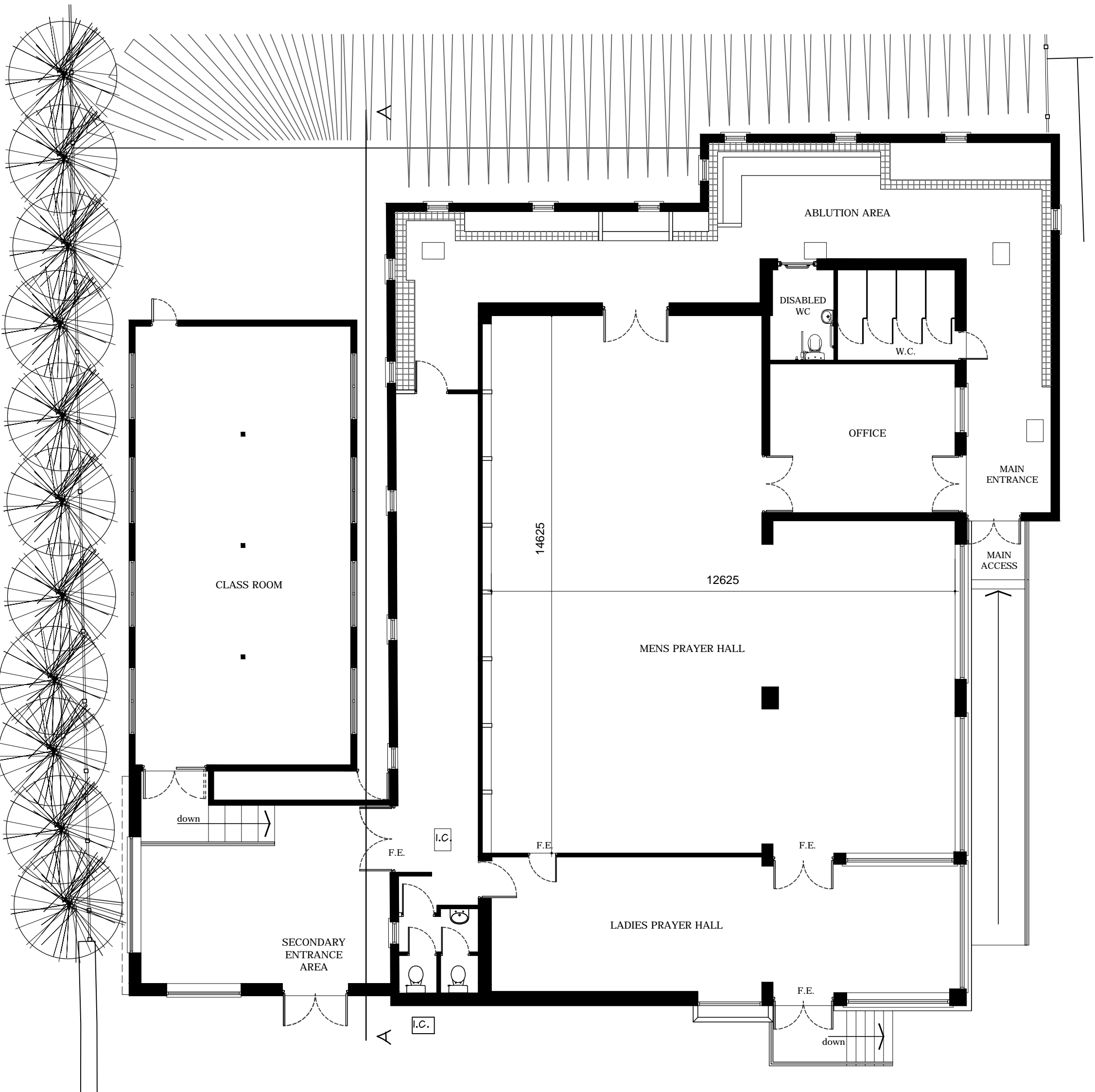
Proposed Site Plan

Scale
1:200 @ A1

Date
07.10.22

Drawn
uf

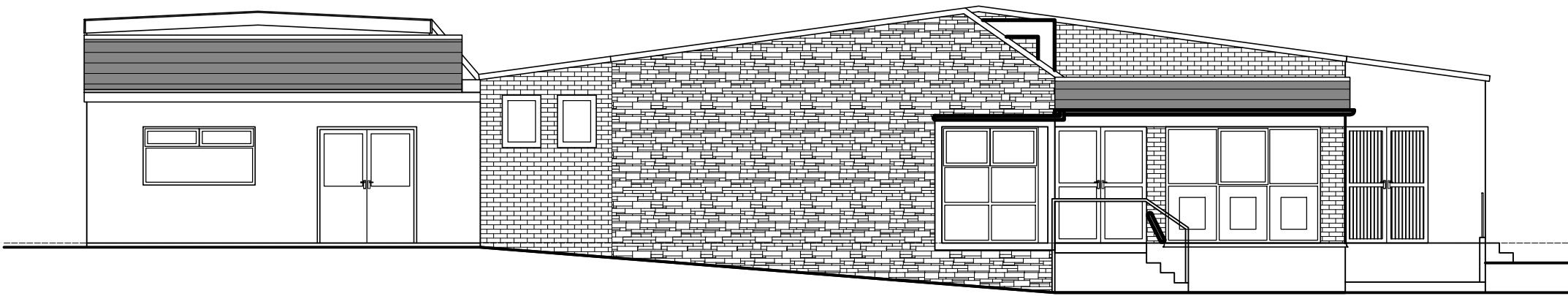
A. 275a Upper Brook St
Manchester
M13 9HR
T. 07894401574
E. info@lumitekton.com



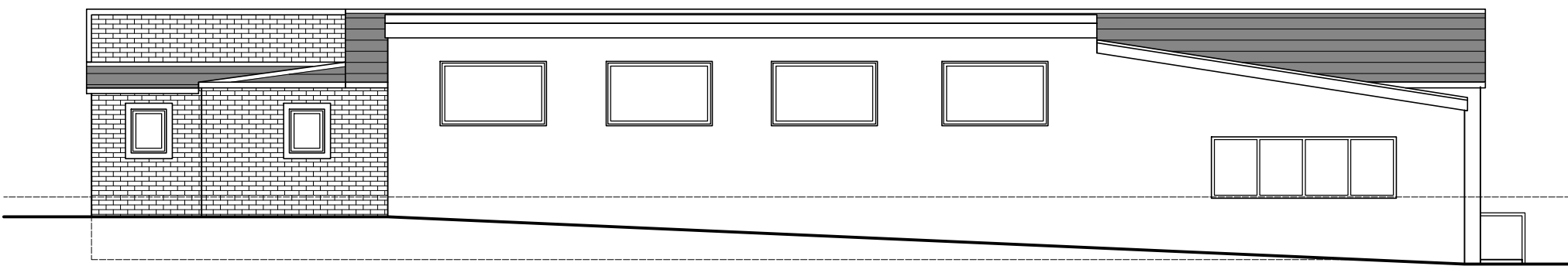
EXISTING GROUND FLOOR PLAN
1:100

EXISTING FLOOR AREA

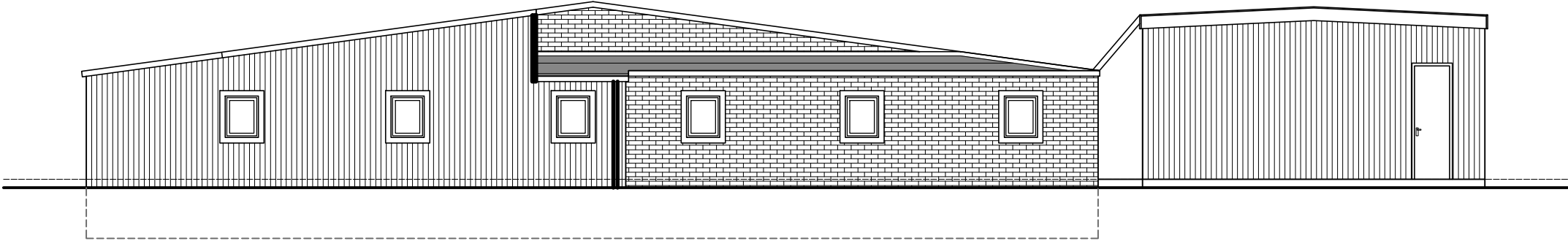
WHOLE BUILDING	466m2
MENS PRAYER HALL	155m2
WOMENS PRAYER HALL	45m2
OFFICE	20m2
CIRCULATION AREAS	71m2
CLASSROOM	70m2
ABLUTION AREA	72m2



EXISTING FRONT ELEVATION (SW)
1:100



EXISTING SIDE ELEVATION (NW)
1:100



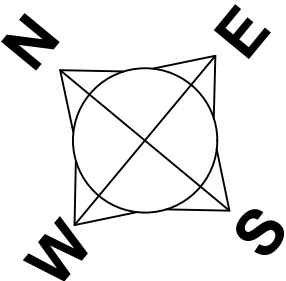
EXISTING REAR ELEVATION (NE)
1:100



EXISTING SIDE ELEVATION (SE)
1:100

Revisions

revision	date	comments
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Job Title
Demolition of existing Al- Bilal Mosque and erection of new purpose built Islamic Community Centre

Site Address
Al Bilal Islamic Centre
52 Bury Old Rd
Prestwich
M25 0ER

Drawing Title
Existing drawings

Scale
1:100 @ A1

Date
07.10.22

Drawn
uf

A. 275a Upper Brook St
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M13 0HR
T. 07894401574
E. info@lumitekton.com

EXISTING FLOOR AREAS

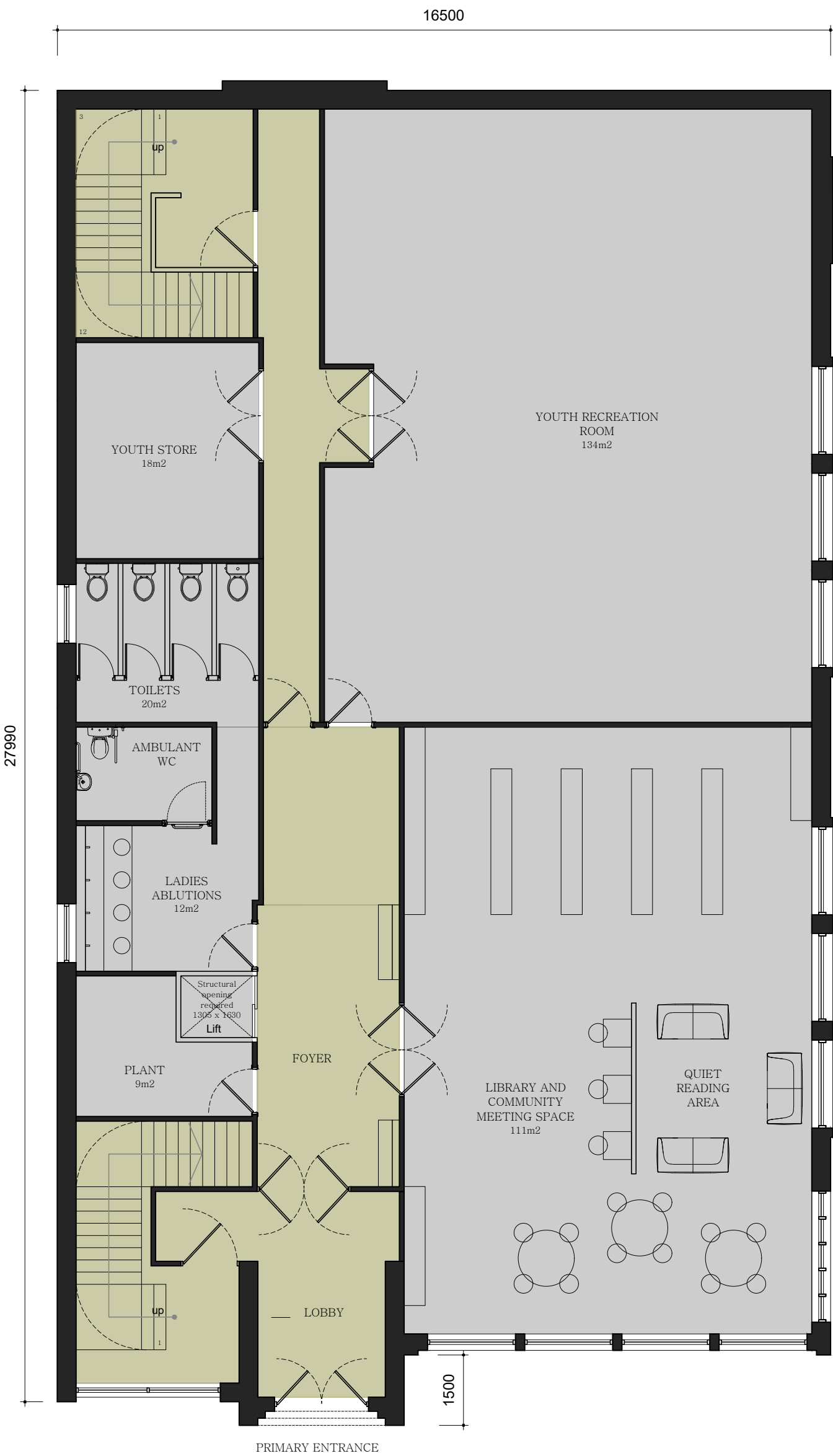
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WOMENS PRAYER HALL	45m2
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CLASSROOM	70m2
ABLUTION AREA	72m2

PROPOSED FLOOR AREAS

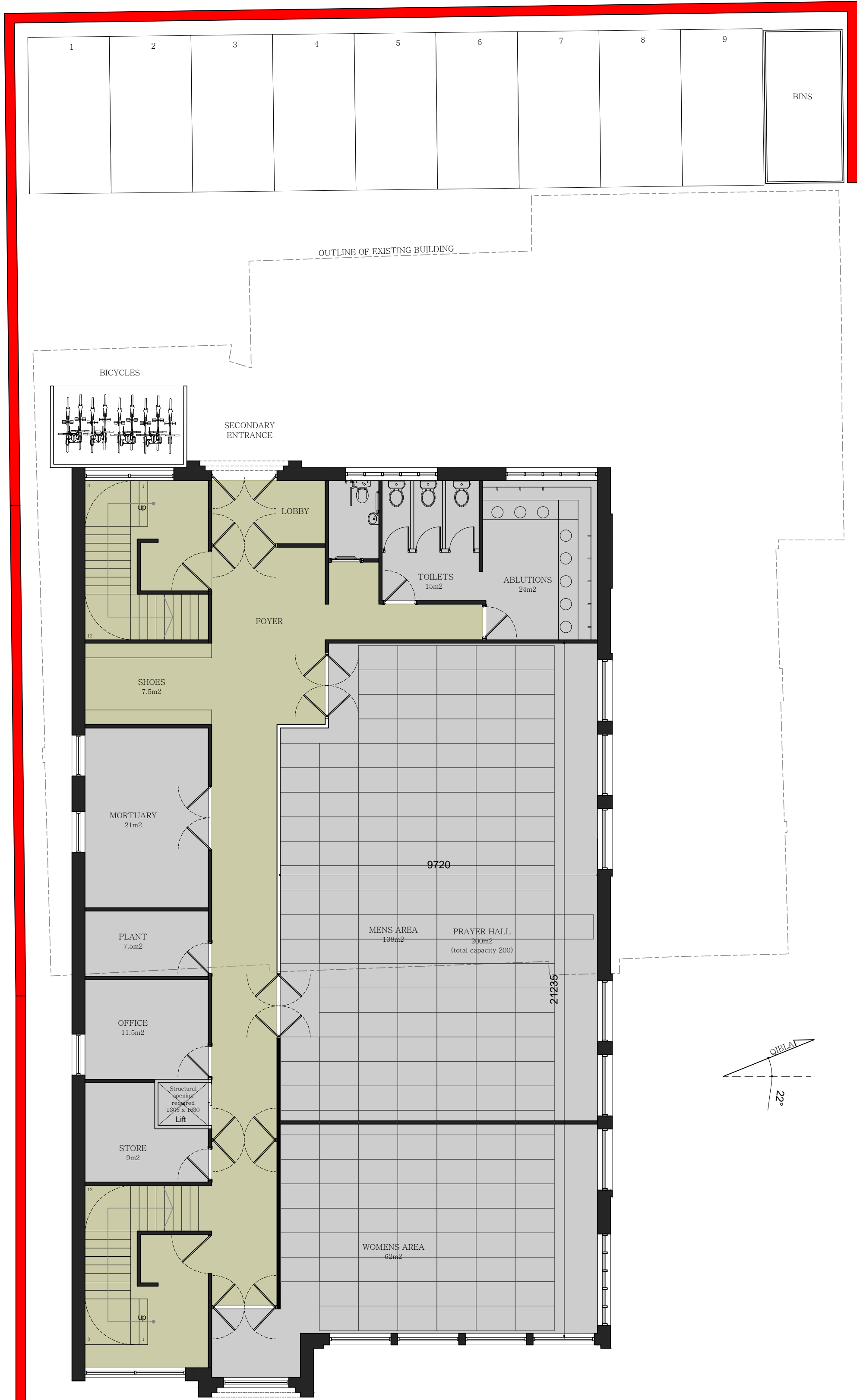
WHOLE BUILDING	1205m2
LOWER GROUND FLOOR LEVEL	410m2
UPPER GROUND FLOOR LEVEL (Prayer hall size)	410m2 200m2
FIRST FLOOR LEVEL	385m2

NOTE:

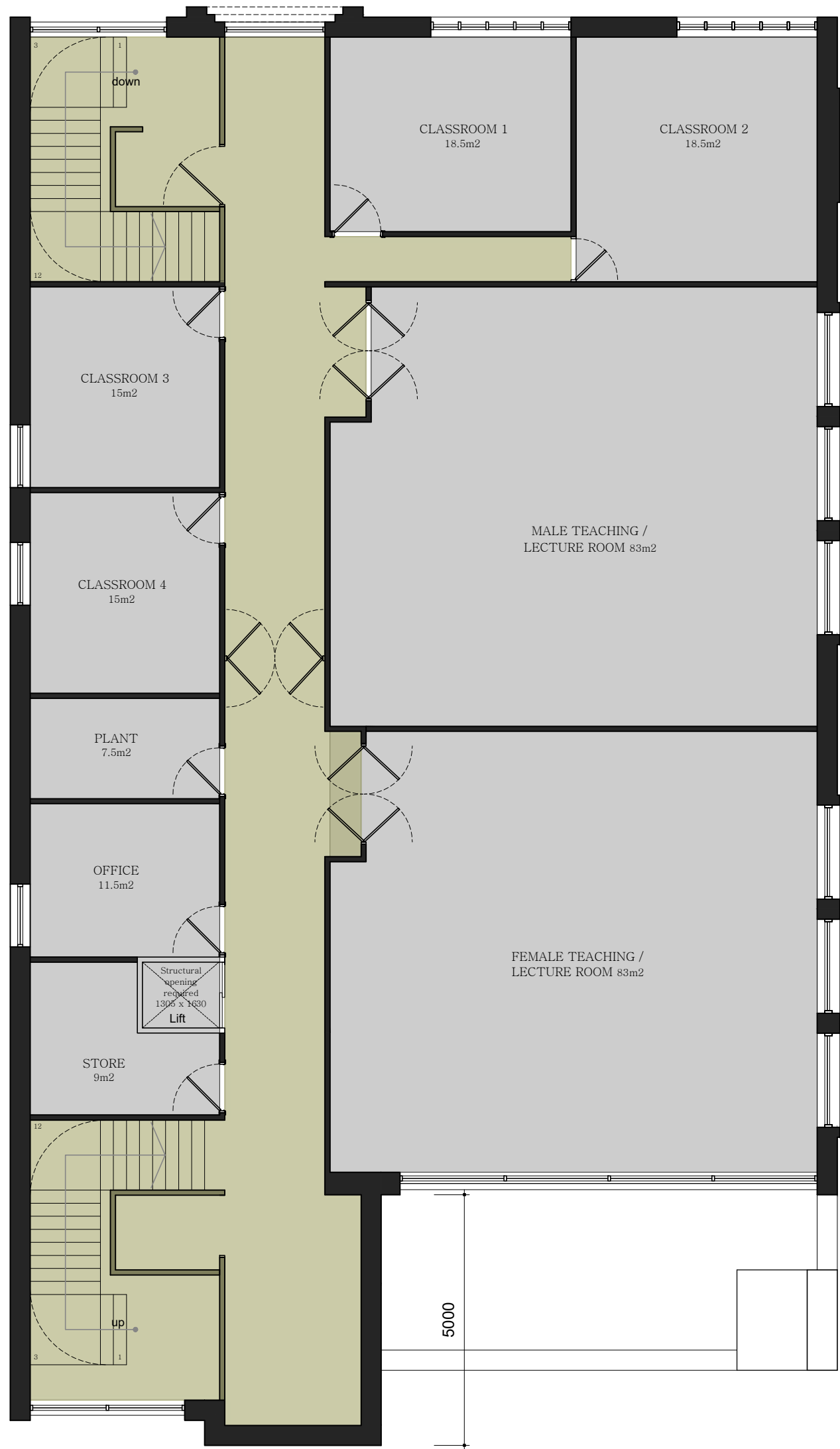
PLANS SHOWN FOR PLANNING
SUBMISSION AND MAY BE SUBJECT TO
CHANGE



PROPOSED LOWER GROUND FLOOR PLAN
1:100



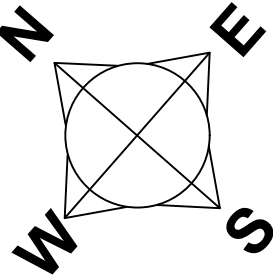
PROPOSED UPPER GROUND FLOOR PLAN
1:100



PROPOSED FIRST FLOOR PLAN
1:100

Revisions

revision	date	comments
A	28.07.23	Building moved back / left
B	22.12.23	Building set back, tier formed
C	22.03.24	Upper tier set back further
D	18.11.24	Cycle store relocated



Job Title

Demolition of existing Al-Bilal Mosque and erection of new purpose built Islamic Community Centre

Site Address

Al Bilal Islamic Centre
52 Bury Old Rd
Prestwich
M25 0ER

Drawing Title

Proposed floor plans

Scale

1:100 @ A1

Date

07.10.22

Drawn

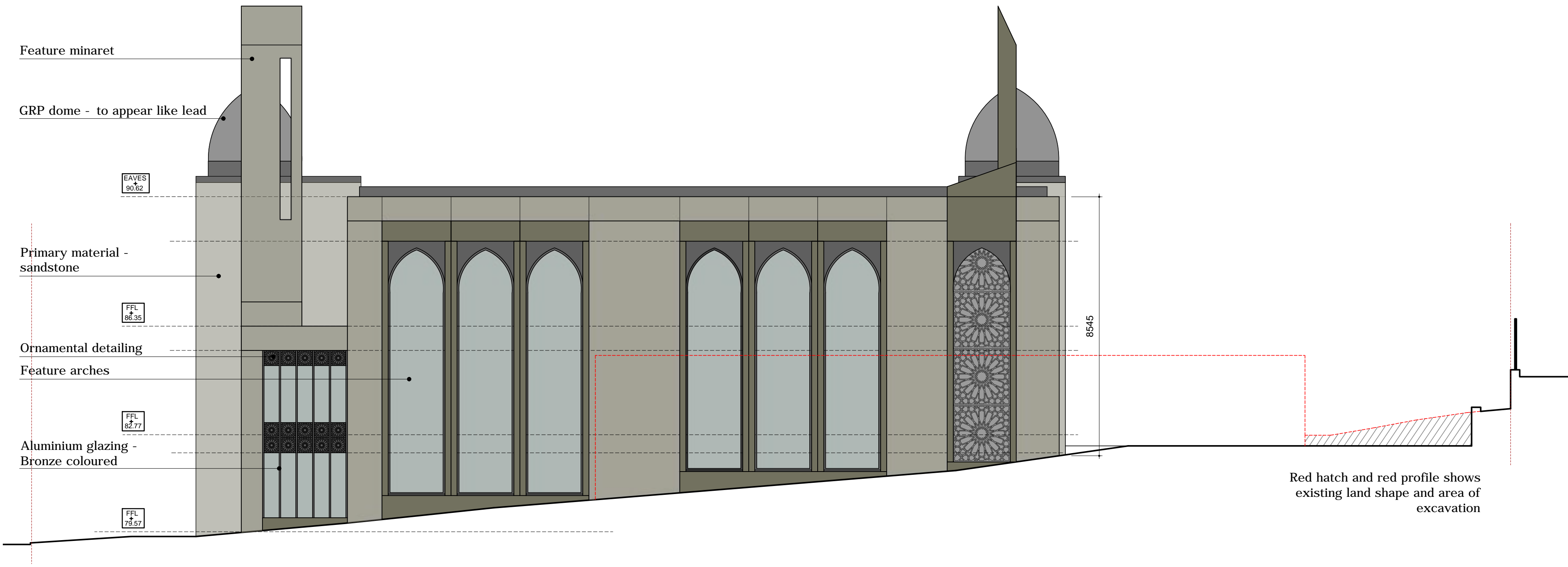
uf

A. 275a Upper Brook St
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Revisions

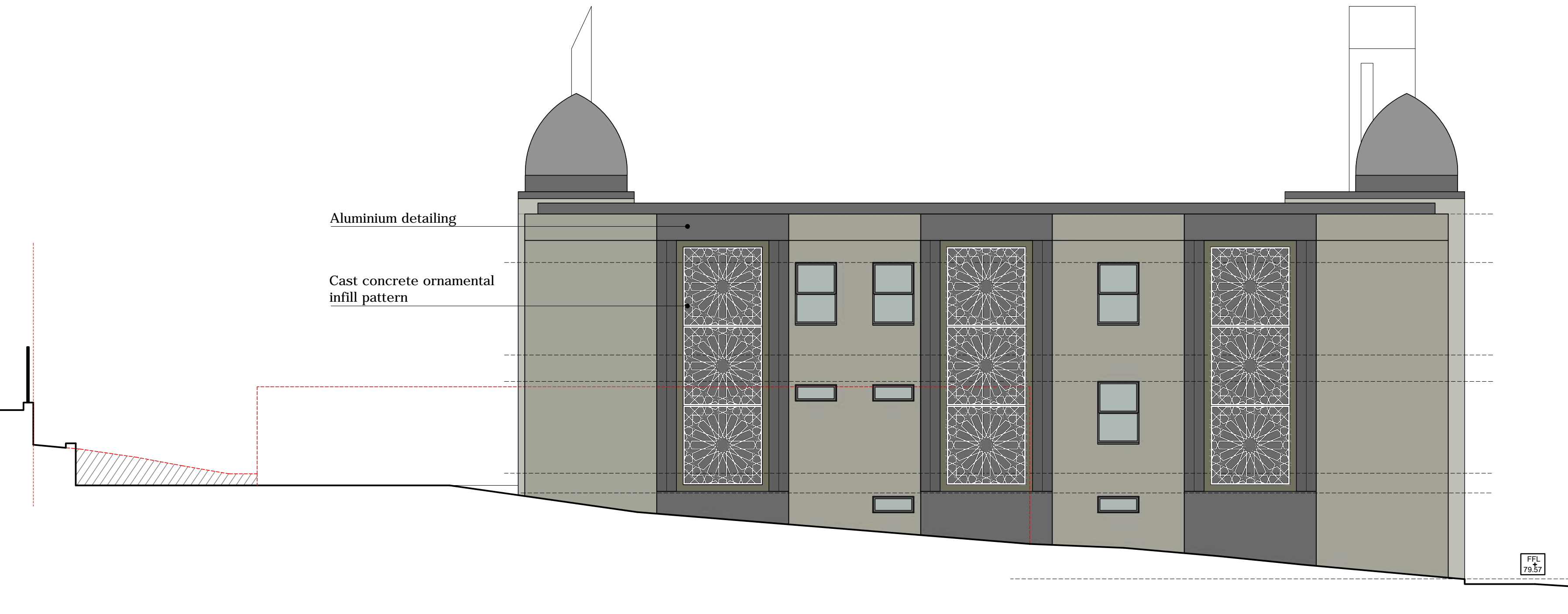
revision	date	comments
A	22.12.23	Building setback and tiered
B	22.03.24	Full details added, top tier set further back



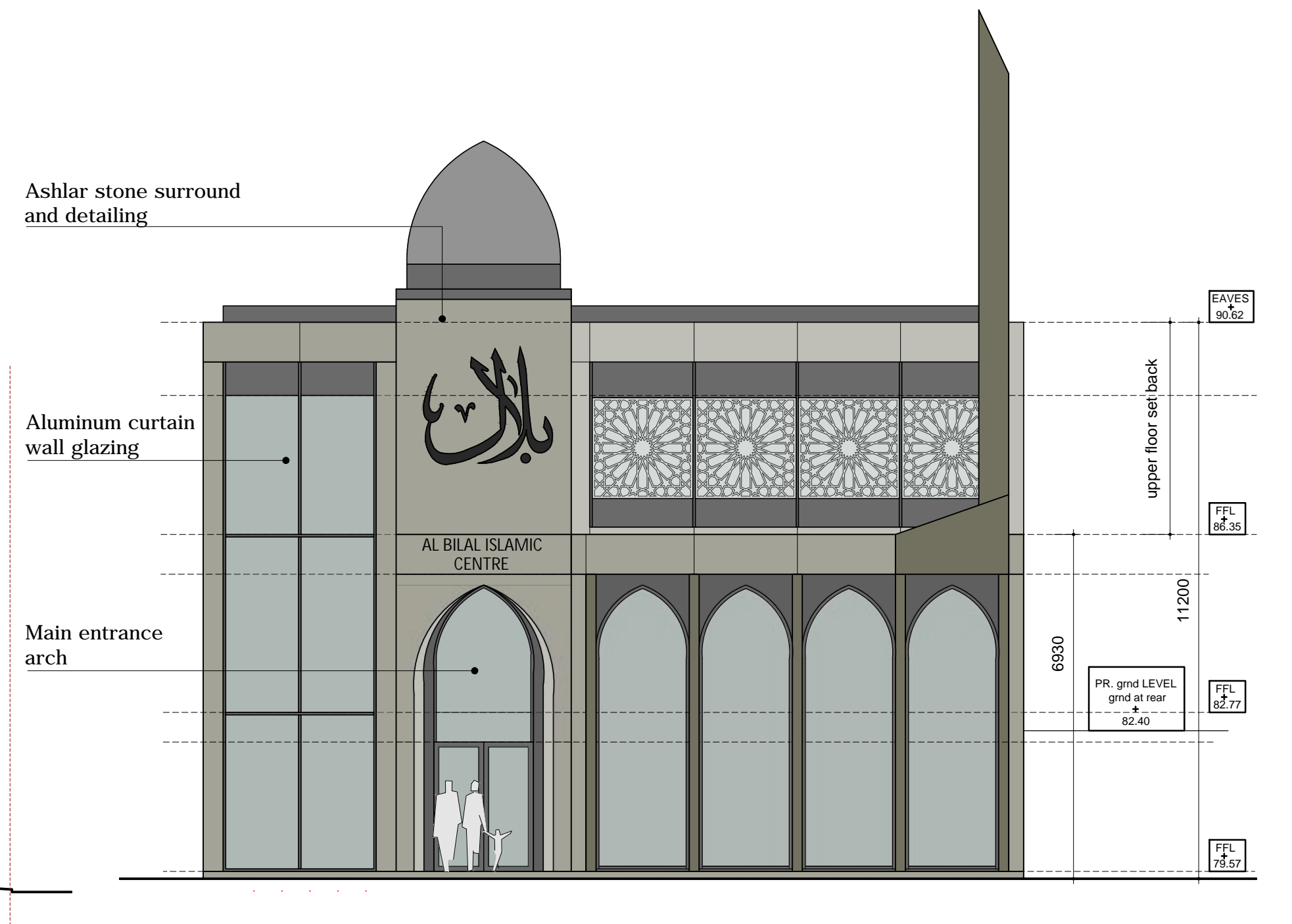
PROPOSED SIDE ELEVATION
1:100



PROPOSED REAR ELEVATION
1:100



PROPOSED SIDE ELEVATION
1:100



PROPOSED FRONT ELEVATION
1:100

Job Title

Demolition of existing Al- Bilal Mosque and erection of new purpose built Islamic Community Centre

Site Address

Al Bilal Islamic Centre
52 Bury Old Rd
Prestwich
M25 0ER

Drawing Title

Proposed Elevations

Scale

1/100/1:200 @ A1

Date

17.08.23

Drawn

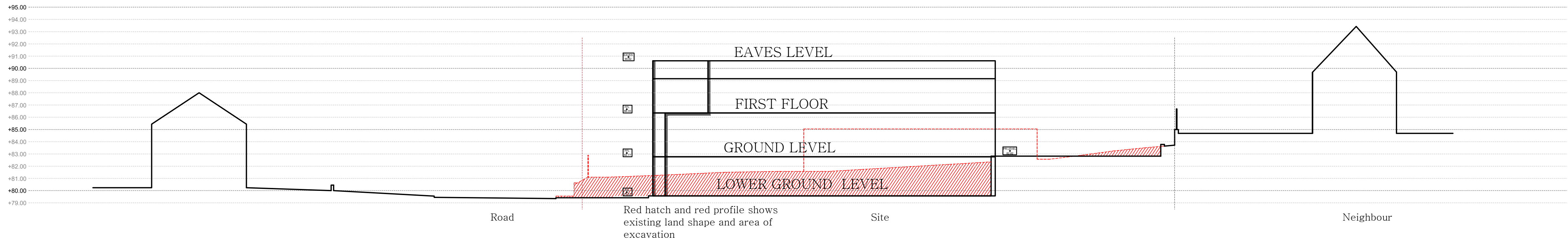
uf

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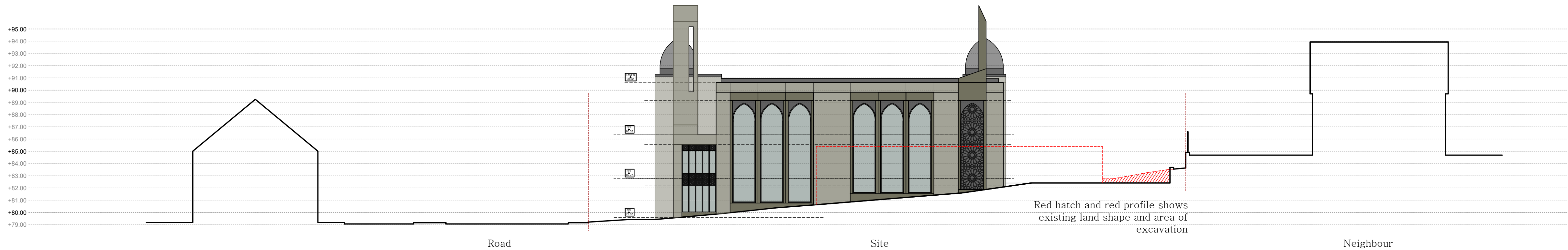
T. 07894401574
E. info@lumitekton.com

Revisions

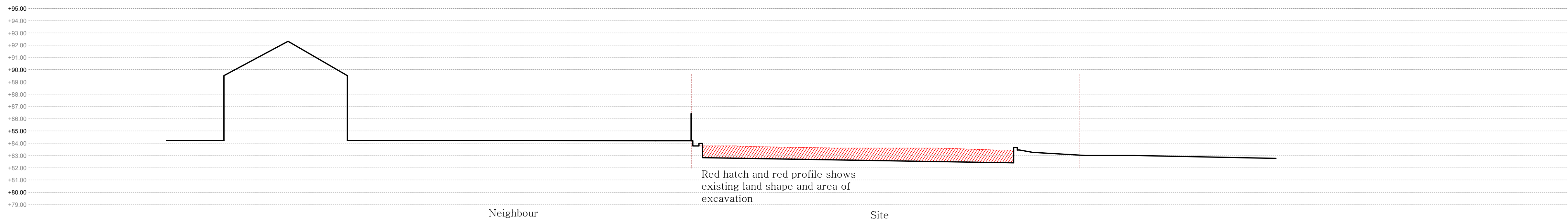
revision	date	comments
A	25.07.23	Building shown in new position
B	17.08.23	Levels updated
C	22.12.23	Building setback and tiered
D	22.03.24	Top tier set further back
E	18.11.24	All sections updated



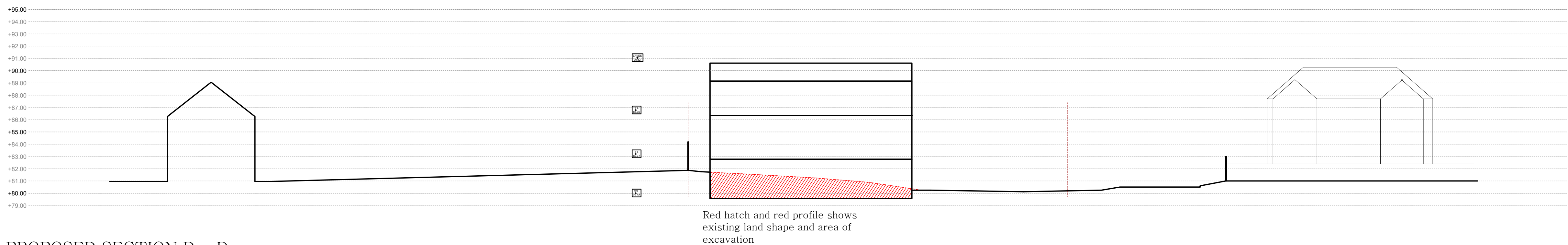
PROPOSED SECTION A - A
1:200



PROPOSED SECTION B - B
1:200



PROPOSED SECTION C - C
1:200



PROPOSED SECTION D - D
1:200

Job Title

Demolition of existing Al-Bilal Mosque and erection of new purpose built Islamic Community Centre

Site Address

Al Bilal Islamic Centre
52 Bury Old Rd
Prestwich
M25 0ER

Drawing Title

Proposed Site Sections

Scale

1:200 @ A1

Date

07.10.22

Drawn

uf

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