

10/00907/FUL: CONSTRUCTION OF MULTI PURPOSE HALL, CONFERENCE AREA(S), LIBRARY, ICT ROOMS, STORE ROOM, OTHER ASSOCIATED FACILITIES AND ADDITIONAL CAR PARKING SPACES TO BE USED IN ASSOCIATION WITH THE EXISTING MOSQUE AT BURTON STREET MOSQUE, BURTON STREET, EASTGATE, PETERBOROUGH, PE1 5HD

VALID: 6 DECEMBER 2010

APPLICANT: MKSI COMMUNITY OF PETERBOROUGH

AGENT: B M DESIGN CONSULTANCY

REFERRED BY: HEAD OF PLANNING, TRANSPORT & ENGINEERING SERVICES

REASON: IN WIDER PUBLIC INTEREST

DEPARTURE: NO

CASE OFFICER: AMANDA MCSHERRY

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1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The main considerations are:

- The proposed design and layout
- The impact on neighbouring sites
- Highway Impacts and car parking

The Head of Planning, Transport and Engineering Services recommends that the application is APPROVED.

2 PLANNING POLICY

In order to comply with section 38(6) of the Planning and Compulsory Purchase Act 2004 decisions must be taken in accordance with the development plan policies set out below, unless material considerations indicate otherwise.

Development Plan Policies

Relevant policies are listed below with the key policies highlighted.

Peterborough Core Strategy Development Plan Document

Policy CS16 Urban design and the public realm

Policy CS14 Transport

Material Planning Considerations

Decisions can be influenced by material planning considerations. Relevant material considerations are set out below, with the key areas highlighted:

PPS1 Delivering Sustainable Development, sets out the planning policies for the delivery of sustainable development.

PPG13 Transport, seeks to integrate planning and transport and promote more sustainable transport choices.

3 DESCRIPTION OF PROPOSAL

Planning permission is sought for a two storey extension to the existing mosque, to provide a multi purpose hall, conference areas, library, ICT rooms, store rooms and other associated facilities for the mosque, providing approximately 1150 sqm of additional floor space. The existing mosque has 995 sqm of floorspace provided over two floors.

There are currently 34 car parking spaces on site and a new car park area of 10 car parking spaces is proposed to the front of the existing mosque building, accessed from Burton Street, and 3 disabled car parking spaces in front of the new extension, which would be accessed from Star Mews.

4 DESCRIPTION OF SITE AND SURROUNDINGS

The mosque site is located within a predominately residential area of two storey high residential housing. There is a tyre fitting business and Indoor bowls centre in Burton Street. The two storey mosque building is currently accessed from Burton Street, with car parking available on site at the front of the mosque building. There are buildings accessed from Star Mews which are currently for commercial/industrial purposes, these buildings will be demolished as part of this proposed development.

5 PLANNING HISTORY

Application Number	Description	Date	Decision
10/01710/FUL	Installation of a new platform lift for disability access	25.01.2011	Approved
10/00007/FUL	Change of use of part industrial/ office building to extend ladies prayer hall - retrospective	30.03.2010	Approved
09/00056/FUL	Two storey front extension for platform lift, and new window in Ladies Hall	14.04.2009	Approved
04/01574/FUL	Installation of new lift at side and two new windows	30.11.2004	Approved

6 CONSULTATIONS/REPRESENTATIONS

INTERNAL

Highways – Comments awaited

Pollution Control – No objection but comments given in respect of contamination, noise, cooking odours, and lighting.

EXTERNAL

Police Architectural Liaison Officer – There is concern in relation to parking issues outside of the Mosque, particularly in Burton Street. These concerns have been adopted as a Police and Local Partnership, Priority Action Plan for the Ward. The existing parking problems are particularly serious during Friday Prayers, Weddings, Funerals and special religious services. Discussions are taking place with the applicant and any further comments received with provided to Members at Committee.

NEIGHBOURS

9 Letters of objection have been received from local residents in respect of the initial submission raising the following issues:

- Building would be too high, above the height of the surrounding buildings, therefore not in keeping with the area
- Inadequate car parking provision. There is already insufficient car parking for the mosque, extending the building will make current parking problems in the area worse.
- The road junctions of Star Mews and Star Road, and Wellington Street and Star Road need widening to improve traffic flow.
- On street car parking needs limiting by double yellow lines, and residents only car parking areas to resolve parking problems for residents

- There are already difficulty for residents parking in the area and this will make things worse
- Increase in traffic flow, congestion and car parking
- With the proposed hall having amongst other things a youth club, it could generate late night noise and disturbance for residents
- Coaches, refuse collection lorries and Fire Service vehicles have experienced difficulties reaching the Bowls centre in Burton Street because of parked cars.

23 letters of support/no objection have been received.

COUNCILLORS

No comments received

7 REASONING

a) The proposed design and layout

Planning permission was initially sought for a large extension to the existing mosque measuring approximately 29m x 23m, (providing a total footprint over the two floors of 1200 sqm) x 8.6m and 9.2m to top of parapet walls that screen the roof and 12m to the top of the minaret dome. This more than doubles the footprint of the existing mosque building, which contains 995 sqm of floorspace. The large space required is partly due to the cultural and religious reasons for a degree of separation, which gives rise to the need for some duplication of entrances, corridors and facilities etc.

The height, scale and mass of the proposed extension was considered to be excessive in relation to the existing mosque building and it is considered that the proposed extension would appear unduly dominant and visually out of scale with the proportions of the existing building.

Amended plans were therefore received, which reduced the width of the first floor accommodation, by setting the side first floor accommodation further off the side boundaries, and reducing the height of the side parapet walls by 1m. The accommodation proposed was reduced by 50sqm.

It is considered these amendments have improved the visual relationship between the two buildings to that of an acceptable level and that the development can now be considered acceptable in accordance with the requirements of Policy CS16 of the Peterborough Core Strategy.

b) The impact on neighbouring sites

It was considered that each of the proposed original two storey side elevations of the extension measuring approximately 19m and 25.5m in length and extending to a height of 8.6m would have an unacceptable overbearing impact on the adjacent residential properties of Keyham Court and Star Road.

To overcome these concerns the height of the side parapet walls was reduced by 1m and the first floor accommodation adjacent to the properties in Star Road was set back 2.9m from the side boundary, and an additional 2m giving a total of 7m off the side boundary with the properties in Keyham Court.

It is considered that the amendments made have improved the relationship of the proposed building with the adjacent residential properties. It is no longer considered that the side elevations of the buildings would unacceptable overbear these neighbouring residents.

In both the side elevations numerous first floor windows are proposed that would unacceptably reduce the privacy of the neighbouring sites if clear glazing was used. This is not the intention of the applicant, and a condition is recommended to secure glazed bricks or glazed to prevent unacceptable overlooking of neighbouring sites.

c) Highway Impacts and car parking

The applicant has given a breakdown on the current usage of the mosque and the general times and numbers of cars that currently visit the site. They so not anticipate that the current ongoing pattern use

will change significantly as a result of the extension. Their aim particularly in respect of their younger generation, is for the community to fulfil the need for academic classes and a wider choice of activities.

They estimate on an average week the busiest time is Friday lunchtime prayers, when they have approximately 45 cars, and then on Thursday evenings they have about 38 cars attending. There are 34 car parking spaces existing on site, with 10 additional spaces proposed therefore the applicant considers the proposed level of car parking sufficient for the existing and proposed car parking needs of the mosque.

Some residents have raised objection as there is an existing lack of car parking in the area, and when the mosque is busy they have inadequate on site car parking and have to park in the surrounding streets which causes problems for residents. There is concern that reducing the available space on site for car parking by building the extension and by providing new and improved mosque facilities will generate more visitors and cars and so lead to increased car parking problems and traffic congestion in the surrounding residential area. The Police have also raised concerns that when there are large events, e.g. funerals, weddings etc the site currently has insufficient parking and it does lead to visitors parking inconsiderately in the vicinity causing traffic flow problems and leading to them issuing fixed penalty notices.

Planning and Highway Officers have observed the parking situation during Friday prayers generally the busiest time of the mosques typical week. Whilst there were a large number of cars which attended they arrived over a 30 minute period, many had more than one occupant and they all parked on site. There was no conflict with other vehicles leaving or entering the site, and no-one parked on the adjacent road even although there were available spaces.

This leads Officers to conclude that the current parking problems, result only when there are large gatherings e.g. weddings, funerals and in these instances any religious establishment would find it difficult to accommodate all attending cars. The mosque have explained that the extension is to provide improved facilities for existing members and is not to provide for additional spaces to accommodate increased membership. It is therefore considered that the parking provision proposed would be acceptable to accommodate members attending the mosque in a typical week.

It is therefore considered that the proposed development would be acceptable in accordance with the requirements of Policy CS13 of the Peterborough Core Strategy.

8 CONCLUSIONS

It is considered the height, scale and mass of the extension would form an acceptable relationship with the existing mosque building and would not appear unacceptably dominate or visually harm the character of the area.

It is considered the siting, height, scale and mass of the proposed extension would not have an unacceptable overbearing impact on adjacent residential sites and first floor windows not fixed and obscure glazed unacceptably reduce their privacy.

It is therefore considered that the proposed development would be in accordance with Policies CS16 and CS13 of the Core Strategy.

9 RECOMMENDATION

The Head of Planning, Transport and Engineering Services recommends that this application is APPROVED subject to the following conditions:

C1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- C2 No development shall take place until samples of the materials to be used in the construction of the external surfaces of the dwellings; hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.**

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policy DA2 of the Peterborough Local Plan (First Replacement).

- C3 Temporary facilities shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction. These facilities shall be in accordance with details which have been approved in writing by the Local Planning Authority.**

Reason: In the interests of Highway safety, in accordance with Policy T1 of the Peterborough Local Plan (First Replacement).

- C4 If, during development, contamination not previously considered is identified, then the LPA shall be notified immediately and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing with the LPA. The development shall thereafter not be carried out except in complete accordance with the approved scheme.**

Reason: To ensure all contamination within the site is dealt with in accordance with PPS23 Planning and Pollution Control.

- C5 Prior to the first occupation of the extension the area shown for the purposes of parking/turning on plan 01B shall be drained and surfaced in accordance with the approved details. That area shall thereafter be retained for the purpose of the parking/turning of vehicles in connection with mosque in perpetuity.**

Reason: In the interest of Highway safety, in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD and T10 of the Peterborough Local Plan (First Replacement).

- C6 Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re enacting that Order with or without modification), no windows shall be inserted into any side elevation of the permitted extension other than those expressly authorised by this permission or those expressly authorised by any future planning permission.**

Reason: In order protect the amenity of the adjoining occupiers or the visual amenity of the area, in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD.

- C7 No.106 Star Mews shall not be occupied or used at any time other than for purposes associated with the mosque and shall not be occupied, leased or rented as a separate independent dwelling.**

Reason: The mosque extension could unacceptably impact on the residential amenity of future occupiers therefore this development is only acceptable as ancillary accommodation in accordance with Policy CS16 of the adopted Peterborough Core Strategy.

- C8 Before the development hereby permitted is first occupied, the proposed window(s) on the first floor of the side elevations shall be obscure glazed or obscure glazed bricks, and non opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and shall subsequently be retained as such.**

Reason: In order to protect and safeguard the amenities of the adjoining occupiers, in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD.

Copy to Councillors Collins, Goldspink, and Todd