



Planning Statement

Proposed Place of Worship

at Land at 114 Chain Road, Blackley

for World Mission Agency – Winners Chapel

November 2024

Chain Road, Blackley

Full planning application for *demolition of existing buildings and erection of Place of Worship(Use Class F.1)*, with associated landscaping, parking, and alterations to existing access

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1. INTRODUCTION

- 1.1 This Planning Statement has been prepared by Zerum on behalf of the Applicant, World Mission Agency – Winners Chapel International, in support of a full Planning Application made to Manchester City Council for demolition of existing buildings and erection of Place of Worship(Use Class F.1) , with associated landscaping, parking, and alterations to existing access.
- 1.2 Winners Chapel is a Christian faith charity which has been serving the Greater Manchester community since their Salford church was inaugurated in 2010. The congregation has grown, and they require a new space to continue to make a positive contribution to the community.
- 1.3 This Statement describes the proposals and examines the planning considerations they raise. It should be read in conjunction with the full package of plans prepared by Mojo Architecture and the technical reports that accompany the application.
- 1.4 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, determination of the planning application must be made in accordance with the development plan, unless material considerations indicate otherwise.

THE PROPOSED DEVELOPMENT

- 1.5 The proposed works comprise:

“Demolition of existing building and erection of Place of Worship(Use Class F.1) , with associated landscaping, parking, and alterations to existing access”

- 1.6 A full description of the proposed development is provided in the submitted Design and Access Statement prepared by Mojo Architecture.

PRE-APPLICATION CONSULATATION

- 1.7 The Applicant has engaged in ongoing formal pre-application discussions with the Council on the proposals, which have been enhanced through this process.

- 1.8 The Applicant has undertaken pre-application engagement with the local community. This has included a public consultation event and creation of a website promoted via a local letter drop to circa 1091 properties. Briefings have been held with immediate neighbours including the nearby schools, adjacent care home and ward councillors.

SUPPORTING DOCUMENTS

- 1.9 The proposal is supported by the following documents:

- Air Quality Assessment prepared by Miller Goodall;
- Arboricultural Impact Assessment prepared by Tyler Grange;
- Archaeological Assessment prepared by Orion Heritage;
- Bat Emergence and Re-Entry Surveys prepared by Arbtech;
- Broadband Connectivity Assessment prepared by Harley Haddow;
- Construction Environmental Management Plan prepared by Mojo;
- Crime Impact Statement prepared by Greater Manchester Police;
- Daylight & Sunlight prepared by GIA;
- Design and Access Statement prepared by Mojo Architecture;
- Drainage Strategy and Flood Risk Assessment prepared by Roscoe Engineering;
- Ecological Impact Assessment with Biodiversity Metric prepared by Tyler Grange;
- Energy Statement prepared by Harley Haddow;
- Environmental Standards Statement (including BREEAM Pre-Assessment, prepared by Harley Haddow;
- External Lighting Strategy prepared by Harley Haddow;
- Fire Strategy prepared by Jensen Hughes;
- Full package of plans prepared by Mojo Architecture;
- Full package of landscape plans prepared Land Studio;
- Landscape Design Workbook (including Blue and Green Infrastructure Statement) prepared by Land Studio;
- Local Labour Agreement, prepared by the Applicant;

- Noise Assessment prepared by Miller Goodall;
- Preliminary Environmental Appraisal prepared by Calabrian;
- Preliminary Ecological Appraisal and Preliminary Roost Assessment prepared by Arbtech;
- Planning Statement, including Economic Statement prepared by Zerum;
- Statement of Community Involvement prepared by Counter Context;
- Sustainability Statement prepared by Harley Haddow;
- Transport Assessment and Travel Plan prepared by Mosodi;
- Traffic Management Strategy prepared by Mosodi;
- Waste Proforma, prepared by MOJO Architecture; and
- Whole Life-Cycle Carbon Assessment, prepared by Harley Haddow.

STRUCTURE OF THIS STATEMENT

1.10 This statement is structured as follows:

- **Section 2** - Provides the background context to the proposals and describes the site and surroundings, alongside relevant planning history and details of pre-application consultation.
- **Section 3** - Describes the development proposals.
- **Section 4** - Outlines the planning policy framework, including the adopted development plan, national policy and technical documents and guidance.
- **Section 5** – Sets out a detailed analysis of the proposals against the relevant planning policy and other material considerations.
- **Section 6** - Concludes the Statement by summarising the key planning benefits of the proposed development.

2. SITE AND SURROUNDINGS

- 2.1 This section of the statement outlines the Applicant, provides a description of the site and its surroundings, and summaries the relevant planning history.

WINNERS CHAPEL MANCHESTER

- 2.2 Winners Chapel International Manchester is a Christian charity registered in the UK as World Mission Agency – Winners Chapel International (WMA-WCI), with its European headquarters in Dartford, Kent. The global headquarters is located in Canaan Land, Ota, Nigeria. The Manchester branch, which serves the Greater Manchester area, operates from Broughton Lane in Salford and was inaugurated in 2010. Since then, it has steadily grown to serve its members.
- 2.3 As part of their corporate social responsibility to the Greater Manchester community, Winners Chapel International has made significant investments in five core strategic areas: Food Bank and Poverty Alleviation, Tackling Homelessness, Promoting Collaboration, Inclusion and Diversity, Supporting Enterprise and Employability, and Improving Health, Safety, and the Environment. The church operates the Ark food bank, which distributes food packages to over 200 families in need across Greater Manchester every fortnight.
- 2.4 Their current church building located in Salford is no longer fit for purpose as the congregation has continued to grow over the years. Their current space no longer suits their needs. As a result, they have purchased the land at 114 Chain Road to develop their new church.

SITE AND SURROUNDINGS

- 2.5 The site is c. 2.5 hectares and historically housed the Convent of the Good Shepherd, which was interconnected with the St. Euphrasia Care Home and the new convent building to the north. Both the care home and the new building remain in use and are not part of this application.

- 2.6 The existing building is two storey, constructed of brick with an internal courtyard. The original building sat within a wider formal garden, however, this has fallen into disrepair over the years and now sits overgrown and in need of attention. . The site shares a boundary with St Euphrasia's Care Home to the north, who have access rights through the site via the existing primary private road that runs south to north.
- 2.7 A number of schools are located directly south of the site, and are known collectively as the 'Higher Blackley Education Village'. The Village includes, North Ridge High School to the south-west which is an SEN school, Our Lady's RC High School occupies the same building complex and has its own adjacent sports centre, and Meade Hill school, an SEN secondary school to the south of the site which shares a car park entrance via the existing private road that leads through the application site.
- 2.8 Beyond the Application site and the Care Home to the north, is an area leading up to the Manchester Outer Ring Road. It is characterised by open space with a network of footpaths. Beyond, the wider area to the east and south is predominantly residential, being characterised by detached and semi-detached houses of two storeys and bungalows.

SITE ACCESSIBILITY

- 2.9 The site is located within the settlement of Blackley. Vehicular access is from the south of the site along Chain Road, with two routes leading from the main Victoria Avenue either directly or via Cooper Lane.
- 2.10 There are various bus stops from Victoria Avenue, a walk of 12 minutes from the site. They provide services to Shudehill, Piccadilly Gardens and Manchester Royal Infirmary.

PLANNING HISTORY

- 2.11 According to the Council's online application database there are a number of applications that relate to the site.

- 2.12 Ref. 053745/OO/NORTH1/98 is for “*Outline permission for Residential development with appropriate access including demolition of Nos 49 & 51 Northridge Road and associated highway improvements.*” It was approved in 1998. The approved application would have involved use of the existing access road.
- 2.13 Ref. 121997/FO/2018 is for the “*Erection of two storey building to form 11 bedroom convent for small religious order (sui generis) with associated car parking*”. It was approved in 2019. This application was for a new convent building located next to the care home.
- 2.14 Ref. 126829/FO/2020 is for the “*Creation of car parking area in place of grassed area, together with associated access arrangements including an access ramp*”. The application was approved on 12 June 2020. The application sought to create a discrete area of parking for the Convent, separate to that of the care home.

HERITAGE ASSETS

- 2.15 The site is not located in the immediate vicinity of any listed buildings and is not located in or near any conservation areas.

PRE-APPLICATION CONSULTATION

- 2.16 Consistent with the Council's Adopted Statement of Community Involvement (adopted 11 June 2018), the Applicant has undertaken pre-application discussions with the local planning authority. Both the Applicant and their professional advisors have sought to adopt a ‘best practice’ approach to both design and delivery. Pre-application discussions with Manchester City Council commenced in advance of the submission of the application and have informed the proposals.
- 2.17 The Applicant has undertaken extensive pre-application discussions with the local planning authority, key stakeholders including the adjacent schools, and local residents.

- 2.18 The Applicant engaged with Manchester City Council Planning Officers in a series of meeting, where the scheme proposals were discussed. Further details are included within the DAS.
- 2.19 At the first meeting (May 2024), the Applicant team introduced the client and set out their aspirations for the site. This included a breakdown of the various component parts required by the church alongside an explanation of the site constraints. These gave rise to the proposed layout, building footprint and scale. Initial massing diagrams were tabled along with concept diagrams. It was discussed that any application should seek to consider transport movements, parking, access, air quality, cycle parking and potential noise. The Officers commended the approach of working with the existing trees on site and outlined the need for early engagement with the local community including the care home and surrounding schools.
- 2.20 Following further detailed design work, a follow up meeting was held with Senior Planning and Highways Officers in August 2024. The design team presented a greater level of detail including materials massing development including roofscape articulation and a focus on highway matters.

- 2.21 A public consultation exercise has also been undertaken as part of the Pre-Application engagement process. This included engagement with the key stakeholders and distribution of consultation postcards to local residents and businesses. The postcard provided an introduction to the proposals and invited people to engage with the consultation via the online feedback form or through email. Furthermore, a dedicated project website has been created to provide further information on the application proposals.
- 2.22 The application is accompanied by a Statement of Community Involvement produced by Counter Context. It provides a full account of the consultation which has taken place, and the way in which it has informed the evolution of the proposals.
- 2.23 Overall, 90 responses were received to the Pre-Application consultation. Of these, 85 were submitted via the online form, 1 via email, and 4 via paper feedback forms. The majority of respondents identified as local residents. Some of the consultation questionnaire responses expressed support for the proposals. Comments varied, with some showing support for the project, while others raised concerns regarding the limited land available for the chapel, the sustainability of shrubbery and green spaces, increased noise levels, and parking issues. All comments raised during the consultation have been thoroughly addressed in the planning submission, as detailed in this planning statement.
- 2.24 For further detail on the public consultation can be found in the Statement of Community Involvement.
- 2.25 The Applicant was keen to engage with St Euphrasia's Care Home, Our Lady's Roman Catholic High School, and Meade Hill School. The Applicant met with Our Lady's Roman Catholic High School on Wednesday 12 June 2024 and the Applicant also met with St Euphrasia's Care Home on Thursday 27 June 2024 and invitation was sent to Meade Hill school, but they did not respond. Details on the consultation process are included within the Statement of Community Involvement submitted as part of the application.
- 2.26 In addition to the above, there have been amendments to the proposed development following the pre-application process. Following receipt of the Crime Impact Statement the scheme was reviewed to ensure that it picked up as many of the recommendations as possible. One such change has been the introduction of gates to the car park.

- 2.27 Following pre-app discussions with Officer, an overshadowing assessment has been conducted to evaluate the impact of the development on the care home amenity space.
- 2.28 Consideration was also given to angling the windows at the rear to enhance privacy for St. Euphrasia's Care Home. However, after reviewing this option, it was determined that applying film to the windows would be the most effective solution. This approach prevents direct views into St. Euphrasia's Care and ensures privacy for both parties.
- 2.29 For further detail on the final design please refer to the Design and Access Statement submitted as part of this application.

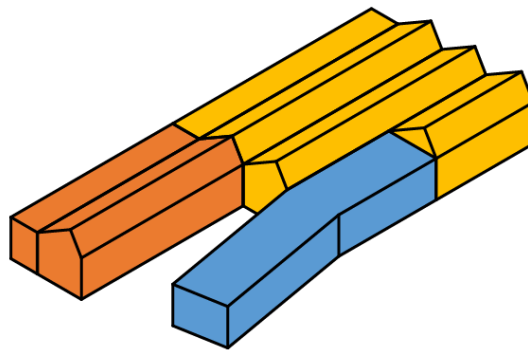
3. THE PROPOSED DEVELOPMENT

- 3.1 This Planning Statement supports a full planning application for the development of a Place of Worship (Use Class F.1), with associated landscaping, parking, and alterations to existing access. The preliminary sections of this report have already touched upon the context and content of the application. More details are provided as part of the submitted Design and Access Statement prepared by Mojo Architects.
- 3.2 The application seeks full planning consent for the demolition of existing, vacant and outdated structures and the development of a modern and sustainable church with extensive community facilities.
- 3.3 Existing structures on the site comprise a former convent, the majority of which dates to the 1960s. The buildings have been vacant for some years and have therefore been impacted by the elements, lack of maintenance and vandalism. The property was constructed for a particular purpose and is therefore comprised of many small spaces which served as modest living accommodation for its inhabitants. This proved to be extremely difficult to repurpose to the needs of the church. It was also recognised that a building of this age would be extremely challenging to adapt in order to incorporate modern accessibility and sustainability standards. As such, it was concluded that a new build project is the optimum approach.

THE CHURCH

- 3.4 Key to the Applicant was the retention and enhancement of the existing gardens that make up a significant part of the site. As such, the decision was taken early on in the design process to locate the proposed building on the same part of the site as the current building. Parking is therefore focused to the eastern side of the site, with safe access routes to the building entrance.
- 3.5 The development will be two storeys, aligning with the local scale. The ground level will include the chapel, counselling rooms, classrooms, a bookshop, wellness centre, café, and kitchen. The first floor will feature additional chapel seating, junior and senior teen mini-churches, office and management rooms, and more classrooms.

- 3.6 The Architects have designed the building massing to consist of three distinct blocks: the children's church (orange), auditorium (yellow), and administration block (blue). Each block is named according to its intended use.



- 3.7 In response to comments from Officers, the block nearest the care home has been reduced in scale to minimise overshadowing. The admin block has been designed to face outward, enhancing the central boulevard space and creating an inviting area at the front of the church.
- 3.8 The roofscape has been designed to allow for natural north light and optimum angle for photovoltaic panels.
- 3.9 It is important to note that the ancillary community uses on site, such as the café and bookshop, will be managed by the Church and will be open to the public on a managed basis. These facilities are primarily for church users, with the bookshop, for example, being a religious bookshop. However, members of the public may also access these facilities during the church's opening hours.
- 3.10 The Church will provide a versatile community hall for the congregation that is designed for diverse uses, including community meetings, cultural events, and other gatherings. In addition, the church will also provide a community café for the congregation. On Saturdays it will offer hot drinks to homeless individuals and struggling families, and also have a monthly food bank.

- 3.11 The approach to the design has taken into account the site constraints, opportunities and feedback from the Council. Section 2 of this report has considered the design evolution, and the Design and Access Statement goes into further detail.

ACCESS AND PARKING

- 3.12 The site benefits from vehicular and pedestrian access via Chain Road. Trees have been incorporated into the access strategy for the site, thereby minimising the need for trees to be lost.
- 3.13 The access road has been widened to 5.5m at several key points: at the entrance, just before the bus drop-off area, and at the main vehicle parking entrance. These modifications aim to enhance traffic flow and safety. The road has not been widened further due to the potential for impact on the adjacent trees and the low frequency of coaches/service vehicles using the site access.
- 3.14 The site will feature 189 visitor car parking spaces, of which 20 (10%) have EV charging and a further 12 (6%) are accessible spaces. 40 covered and secure cycle storage spaces are proposed and 10 motorcycle spaces. Space has also been identified to the northwest of the site where additional cycle spaces could be installed in the future if demand dictates.
- 3.15 The church runs a series of mini-buses and coaches to their existing site, many of which are electric vehicles. They are committed to maintaining this practice at the proposed site. A dedicated drop-off facility has been created for this purpose. This approach ensures easier access for groups, including children and elderly visitors, allowing them to arrive together.
- 3.16 It has been estimated that two servicing vehicles will access the site per day on average. These will utilise the drop off area.
- 3.17 In addition to the above transport proposals there is ongoing discussing with Manchester City Council to provide TROs on Chain Road around the access and relocate some parking spaces within the maintained highway. This is in order to ensure that access to the proposed site and the bus turnaround for the school is not restricted. This is subject to agreement with the Council.

APPEARANCE AND MATERIALS

- 3.18 The primary material for the church building will be buff stock brick, reflecting the predominant local architecture, including the adjacent care home. The cladding has been designed to draw inspiration from Nigerian artwork and motifs traditionally used in a pastor's robes, featuring a pattern that complements the other materials. The roof will be finished with grey/black slate, consistent with the existing roof, and the Applicant is exploring options to reuse the current roof tiles.

LANDSCAPING

- 3.19 As noted above, the Applicant is keen to retain and enhance the existing sense of open space and greenery on the site. As such, the site will benefit from a peaceful outdoor sanctuary where congregants can connect with nature, relax, and reflect. The landscaping will include a variety of plant and tree species, featuring native plants that support local biodiversity, reduce water usage, and provide habitats for wildlife.
- 3.20 The landscaping will feature a children's play area that will be thoughtfully designed to blend with the natural environment while offering play equipment in a safe location.
- 3.21 The intention is for the site to be permeable so that local people can also enjoy the gardens. These gardens will provide a space for relaxation, socialising and outdoor enjoyment, enhancing community well-being.
- 3.22 The parking area benefits from landscaping so as to be well screened.

ECONOMIC STATEMENT

- 3.23 As part of the proposed development, the economic implications have been carefully evaluated and are outlined below as part of the application.
- 3.24 Once completed, it is anticipated that the development will create ten permanent jobs and initially provide twenty volunteer positions.
- 3.25 Additionally, the Applicant is committed to offering ongoing training opportunities through their Corporate Social Responsibility Committee. These programs will focus on areas such as Social Care, Business Analysis, Project Management and Software Testing,

aimed at enhancing the employability and economic prospects of community members.

- 3.26 The Applicant is also dedicated to collaborating with schools, colleges, and other community organizations to conduct awareness campaigns on issues such as knife crime prevention. Additionally, they offer free food bank services and promote community unity through initiatives like their annual free summer fair, all aimed at enhancing the social well-being of local residents.
- 3.27 Their annual Christmas outreach includes donating to hospitals, local care homes, and hospices, as well as providing hampers to members of the local community and hosting a Christmas carol event.
- 3.28 Overall, the proposed development will have a positive economic impact on the local community. The creation of ten permanent jobs and the initial provision of twenty volunteer positions will directly contribute to employment opportunities. Moreover, the Applicant's commitment to ongoing training programs through the Corporate Social Responsibility Committee will further enhance the employability and economic prospects of community members.

4. PLANNING POLICY CONTEXT

PLANNING AND COMPULSORY PURCHASE ACT 2004

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that when determining a planning application, the decision maker must make their determination in accordance with the development plan unless material considerations indicate otherwise.
- 4.2 This section therefore considers the relevant national planning policy and guidance which form a material consideration in the determination of this application, and the development plan which consists of the Manchester Core Strategy (2012-2027) and Places for Everyone Development Plan (2022-2039).

DESIGNATIONS

- 4.3 The site is not allocated for a particular use and therefore has no land use constraints.

MANCHESTER CORE STRATEGY (2012)

- 4.4 Manchester's Core Strategy was adopted in July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). It sets out the long-term strategic policies for Manchester's future development and forms the framework against which planning applications will be assessed.
- 4.5 The following Core Strategy policies are considered relevant to this application:
- Policy SP1: Spatial Principles (North Manchester Inner Area)
 - Policy T1: Sustainable Transport
 - Policy T2: Accessible areas of opportunity and need
 - Policy EN1: Design Principles and Strategic Character Areas
 - Policy EN 4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
 - Policy EN 6: Target Framework for CO2 reductions from low or zero carbon energy
 - Policy EN8: Adaption to Climate Change
 - Policy EN 9: Green Infrastructure
 - Policy EN14: Flood Risk

- Policy EN15: Biodiversity and Geological Conservation
- Policy EN16: Air Quality
- Policy EN18: Contaminated Land and Ground Stability
- Policy EN19: Waste
- Policy PA1: Developer Contributions
- Policy DM1: Development Management

4.6 Relevant policy requirements will now be reviewed in detail.

4.7 Policy SP1 sets out the key spatial principles which will guide strategic development. It emphasises that development should make a positive contribution to local communities by creating well-designed spaces that enhance or establish character. Additionally, it stresses the need to consider the diverse needs of all community members, regardless of age, disability, ethnicity, or culture.

4.8 Policy T1 requires new development to enhance transport options beyond car use. This includes supporting low-carbon transport methods, such as installing electric vehicle charging points, while ensuring their appropriate design and placement. Additionally, applications should aim to mitigate the negative impacts of road traffic, including congestion, air pollution, and road accidents.

4.9 Policy EN1 expects all development to follow the seven principles of urban design and to have regard to the strategic character area in which the proposal is located. Opportunities for good design to enhance the overall image of the city should be fully realised, especially on major road and rail routes.

4.10 Policy EN4 requires development to follow the principles of the Energy Hierarchy, being designed to reduce the need for energy through passive design and natural lighting; reducing the need for energy through energy efficient features such as improved insulation and glazing; and to meet residual energy requirements through the use of low or zero carbon energy generating technologies. Wherever possible, new and retrofit projects should be designed to allow opportunities for low and zero carbon energy supplies; to improve energy efficiency; to enable future connection to decentralised energy schemes; and to use materials with low embodied carbon.

- 4.11 Policy EN6 requires applications for non-residential development over 1,000sqm to meet, as a minimum, specified energy targets unless demonstrably unviable.
- 4.12 Policy EN8 requires all new development to be adaptable to climate change, this includes the need to control overheating through passive design.
- 4.13 Policy EN9 encourages the provision of enhanced green infrastructure where possible.
- 4.14 Policy EN15 requires any adverse impacts on biodiversity to be justified against the wider benefits of the proposal.
- 4.15 Policy EN16 requires developers to take measures to minimise and mitigate the local impact of emissions from traffic generated by development, as well as emissions created by the development itself.
- 4.16 Policy DM1 requires development to consider appropriate siting, layout, scale, form, massing, and materials, as well as its impact on surrounding areas. It also addresses factors such as amenity, accessibility, crime prevention, flood risk, and other relevant issues.

PLACES FOR EVERYONE (2024)

- 4.17 The Places for Everyone Joint Development Plan Document (known as PfE) applies to Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. The Plan was adopted and became part of the statutory development plan for each of the nine authorities in March 2024. It sets out the long-term plan of the nine Greater Manchester districts for jobs, new homes, and sustainable growth. It seeks to maximise the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. It also ensures all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.
- 4.18 The following PfE policies are considered relevant to this application:
- Policy JP-S1: Sustainable Development
 - Policy JP-S2: Carbon and Energy
 - Policy JP-S3: Heat and Energy Networks

- Policy JP-S4: Flood Risk and the Water Environment
- Policy JP-S5: Clean Air
- Policy JP-G7: Trees and Woodland
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
- Policy JP-P1: Sustainable Places
- Policy JP-C1: An integrated network
- Policy JP-C8: Transport Requirements of New Development

- 4.19 Policy JP-S1 focuses on sustainable development. It emphasizes the need for new developments to contribute positively to the environment, enhance local communities, and provide social, economic, and environmental benefits. It mandates that new developments prioritize sustainability by minimizing environmental impact, engage local communities in the planning process, adhere to high design standards that respect local character, and ensure the provision of necessary infrastructure to support growth.
- 4.20 Policy JP-S2 aims to minimize carbon emissions and enhance energy efficiency in Greater Manchester, targeting carbon neutrality by 2038. To achieve this goal, key measures will include retrofitting existing buildings, utilizing life cycle cost and carbon assessment tools, identifying available heat networks, supporting renewable and low-carbon energy initiatives, and expanding nature-based solutions.
- 4.21 Policy JP-S3 emphasizes the significance of heat and energy networks in Greater Manchester for transitioning to a low-carbon future. It highlights that developments delivering renewable and low-carbon energy schemes will receive support.
- 4.22 Policy JP-S4 requires developments to minimize current and future flood risks by managing surface water runoff through sustainable drainage systems as close to the source as possible. It aims for developments to achieve greenfield runoff rates, unless demonstrated otherwise to be impractical.
- 4.23 Policy JP-S5 outlines how air pollution has a significant effect on public health, and poor air quality is the largest environment risk to human health in the UK. Greater Manchester has signed up to achieve WHO 'Breathe Life City' status by 2030, which means achieving WHO targets for PM (PM_{2.5} must not exceed 5 µg/m³ annual mean) and other air pollutants by this date. It seeks to expand the existing network of publicly accessible EV

charging infrastructure and will support development that reduce the need for car travel.

- 4.24 Policy JP-G7 aims to increase tree cover, protect and enhance woodlands, and foster community connections to these vital natural resources. To achieve these objectives, the policy will support habitat diversity through the conservation and management of existing trees. Additionally, it seeks development to implement measures to protect trees during the construction phases of development.
- 4.25 Policy JP-G8 aims for a net enhancement of biodiversity by improving the quality, quantity, extent, and diversity of habitats, particularly those identified as priorities in national or local biodiversity action plans and those supporting priority species. Developments must avoid significant harm to biodiversity, especially in irreplaceable areas, by considering alternative sites with less impact. A measurable net gain in biodiversity of at least 10% is expected. Development proposals should be informed by the findings and recommendations from relevant biodiversity or ecological assessments in the PfE evidence base, as well as any updated assessments submitted during the planning application process.
- 4.26 Policy JP-C8 mandates that new developments be located and designed to promote walking, cycling, and public transport use, thereby reducing car dependency and contributing to high-quality, attractive, liveable, and sustainable environments. The policy encourages layouts, designs, and landscaping that prioritize safe, secure, and appealing access to local services and facilities for pedestrians, cyclists, and individuals with disabilities. It specifies that developments must include adequate car parking, catering to disabled drivers and passengers, while ensuring that parking is well integrated and unobtrusive to enhance the street scene. Additionally, where appropriate, parking provisions should be flexible and adaptable to changing demand. The policy also supports the increased provision of ultra-low emission vehicle (ULEV) charging infrastructure, in line with local plan standards.

NATIONAL PLANNING POLICY FRAMEWORK (2023)

- 4.27 The National Planning Policy Framework (NPPF) provides a framework within which locally prepared plans for development can be produced. It is a material consideration in planning decisions and was last updated in September 2023.

- 4.28 The NPPF has a clear presumption in favour of sustainable development at its heart (para 10). Sustainable development means that the planning system pursues economic, social and environmental objectives (para 8), although they are not criteria against which every decision can or should be judged (para 9).
- 4.29 The presumption in favour of sustainable development means that local planning authorities should, without delay, approve development plans that accord with an up-to-date development plan, and where the relevant policies are out-of-date, granting permission unless other policies provide a clear reason for refusal or if any adverse impacts of doing so would significantly and demonstrably outweigh the benefits (para 11).
- 4.30 Paragraph 38 requires local planning authorities to approach decisions on proposed development in a positive and creative way, working proactively with Applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development wherever possible. The NPPF encourages early engagement, recognising that it has significant potential to improve the efficiency and effectiveness of the planning system for all (para 39).
- 4.31 Section 8 promotes healthy and safe communities, aiming to create inclusive places which promote social interaction through street layouts with easy pedestrian and cycle connections; encourage use of public areas and support healthy lifestyles (para 96). In addition, it outlines the need to provide social, recreational and cultural facilities and services the community needs (para 97).
- 4.32 Section 9 of the NPPF seeks sustainable transport, with promotion of walking, cycling and public transport, environmental impacts taken into account, and well considered patterns of movement which relate to the design (para 108). Development should only be prevented on highway grounds if there would be an unacceptable impact on highway safety or severe cumulative highway impacts (para 115).
- 4.33 Section 12 identifies good design as 'a key aspect of sustainable development' (para 131). Policy and decision making should ensure that places will function well over their lifetime, are visually attractive, sympathetic to local character, establish a strong sense

of place, optimise the site's potential to include green and other public space, support local facilities and transport networks, and create safe, inclusive places (para 135).

5. PLANNING ASSESSMENT

5.1 This section considers the key issues that are relevant to the application:

- Principle of Development
- Design, Layout and Amenity
- Technical Considerations
 - Ecology
 - Trees
 - Landscape
 - Flood Risk and Drainage
 - Fire
 - Highways
 - Energy
 - Sustainability
 - Air quality
 - Broadband Connectivity

PRINCIPLE OF DEVELOPMENT

5.2 The site was historically the Convent of the Good Shepherd, interconnected with the St. Euphrasia Care Home and the new convent building to the north, both of which remain in use and are not part of this application. This prior use reflects a longstanding established religious use occurring on site. The development of a place of worship would fully align with this existing cluster of uses. The principle of the proposed use is thereby wholly suitable.

5.3 The site is sustainably located within easy reach of local bus stops making it a convenient location for a facility of this type. In addition to the existing uses on the site, there are a number of local schools, indicating the site's accessibility.

5.4 In addition to the site being historically utilised for the proposed purpose, paragraph 97 of the NPPF (2023) requires decision makers to plan positively for community facilities such as places of worship which seek to meet an identified community need and to support improved cultural wellbeing. The growing congregation highlights how there is an increasing community need for the church.

- 5.5 Policy SP1 Spatial Principles (North Manchester Inner Area) emphasizes that development should enhance neighbourhoods by creating well-designed spaces that cater to the needs of all community members. This includes those needs related to religion and community togetherness. This policy thereby supports the establishment of places of worship in the area, as they play a crucial role in addressing the community's needs in this regard.
- 5.6 The Applicant has demonstrated itself to be committed to its wider neighbours as well as its own congregants. They have already contributed through local litter picks and food donations and would continue these activities following relocation to the site. The inclusion of beautiful onsite gardens which would be open to all is a further demonstration of their commitment to local community-building. The proposal thereby aligns with wellbeing objectives in national and local policies.
- 5.7 Developing brownfield land offers several benefits, including efficient land use that helps preserve greenfield areas. It also supports the regeneration of underused or abandoned sites and provides opportunities for environmental remediation.
- 5.8 The principle of a place of worship development on a brownfield site has been demonstrated to fully align with national and local policy objectives.

LAYOUT

- 5.9 The proposed development involves demolishing the existing building on site. An evaluation was conducted to determine if the building could be repurposed for Winners Chapel. However, it was found to have numerous constraints, including small cellular rooms, insufficient larger spaces, poor environmental performance, and structural deterioration. It would not be possible to deliver the high-quality premises that the church are looking for. Consequently, the decision was made to construct a new building.
- 5.10 The site layout was driven by the aim of preserving as many existing trees on site as possible and revitalising the existing gardens. This was accomplished by adhering largely to the current built footprint and areas of previous development, minimizing disturbance to the trees and allowing for generous community gardens. As a result, the impression of

the site from the local area will not change. It will remain a greened site with its built form set back and screened by planting.

- 5.11 The layout of the building arose from a close evaluation of the church's needs and the way in which it operates. The auditorium is a double height space placed to the western end, while the children's church and administration block extend from this, around a welcoming boulevard. The walkway seeks to integrate the internal and external areas and provides a pleasant outdoor space for congregants.
- 5.12 The access layout features a loop arrangement for car parking to the east of the site, allowing for ease of traffic flow. A designated drop-off area for coaches and minibuses has been incorporated at the building's front entrance. While some trees will need to be removed to accommodate access requirements, most are of low quality, and the development includes plans for replanting additional trees.
- 5.13 Through engagement with the Council and iterative design development, the massing has evolved to enhance natural daylight and reduce bulky forms. The design visually defines three distinct components: the children's church, auditorium, and administration block, as detailed in the design and access statement.

SCALE AND DESIGN

- 5.14 A comprehensive massing study was conducted to determine the optimal configuration for the building. To minimize the footprint and create a more efficient building form, whilst meeting the church's needs, several functions were designated for the first floor.
- 5.15 Through engagement with the Council and iterative design development, the massing has evolved to enhance natural daylight and reduce bulky forms. The design visually defines three distinct components: the children's church, auditorium, and administration block, as detailed in the design and access statement.
- 5.16 The church's roof design has been thoughtfully crafted to allow natural, indirect daylight into the main auditorium from the north. It is also angled optimally for the installation of PV solar panels. The form of the church roof is responsive to the predominant pitched rooflines of its context.

- 5.17 Accessibility has been a key consideration in the design development. Individuals with mobility issues will access the site via the coach drop-off area for taxis or minibuses, or from the northern car park, which features 12 accessible parking spaces. The route to the building will have a level access with gradients less than 1:20 and a minimum width of 2 meters. Internally, the building will comply with the guidelines outlined in Approved Document M Volume 2. For further details on accessibility, please refer to the design and access statement.

AMENITY

- 5.18 The church use will be a good neighbour. Services are limited to Sundays and Wednesday. There will be people working for the church that will use the building during the week and weekend during normal business hours as well visitors to the church bookshop
- 5.19 The auditorium has been carefully designed to ensure there will be no noise impact on neighbours. There is a programme of activities for children which will be fully supervised.
- 5.20 The application includes a Noise Assessment prepared by Miller Goodall, which documents noise surveys conducted to evaluate road traffic noise and background sound levels during the day.
- 5.21 The report concludes that any potential impacts at the nearest or most affected receptor locations can either be controlled through the design of the development or are negligible, as the noise is unlikely to be audible and will not adversely affect any noise-sensitive receptors.
- 5.22 Traffic noise associated with the peak-usage hours of the site have also been assessed to provide a robust assessment of noise due to the operation of the site. It has been shown that even when assessing the worst-case single hour period and assuming it could be happening multiple times per day, the potential impact will be minor to negligible at the worst affected receptor, and lower at all other receptors.
- 5.23 An overshadowing assessment, conducted by GIA, has been undertaken as part of the application. The report evaluates the potential impact of the development on overshadowing at the neighbouring St. Euphrasia Care Home

- 5.24 The report concludes that the impact on the care home is minimal, all amenity areas will continue to meet the BRE target criteria with the proposed development in place. The only areas affected being at the west corner of the building. These locations are unlikely to be areas where people spend significant time, as they are at the rear of the building. As a result, the overshadowing effect on the care home's amenity is considered negligible, with over 95% of the building experiencing no loss of daylight.

CRIME IMPACT

- 5.25 The application includes a Crime Impact Statement from Greater Manchester Police, outlining the types of crime prevalent in the area. It emphasizes the importance of passive surveillance in communal amenity spaces and parking areas. The design of the proposed development incorporates measures to enhance this sense of safety.
- 5.26 The report outlines several considerations for the development to be deemed acceptable. Access to the site should be restricted to Chain Road to consolidate activity and enhance surveillance. Additionally, the courtyard between the two building arms should be secured at night or when not in use. The report also promotes adequate lighting in the overflow car park; adjustments have been made to the lighting plan to ensure safety for users at night while minimizing impact on nearby residents.
- 5.27 The above demonstrates that the proposed development is designed to the highest standards of appearance and function, ensuring compliance with Policy EN1.

ECOLOGY

- 5.28 The proposals are accompanied by the following reports an Ecological Impact Assessment including Biodiversity Net Gain Metric prepared by Tyler Grange and bat surveys prepared by Arbtech. The Desk Study sets out its scope, data sources and relevant legislation, policy and guidance. Statutory wildlife sites and local wildlife sites close to the site are identified. It is located within one SSSI Impact Risk Zone (Rochdale Canal). The proposed development does not fall into any of the criteria set out by Natural England requiring further assessment. As such consultation with Natural England is not considered necessary.

- 5.29 The Ecological Assessment considers potential ecological effects upon any notable habitats or species that may be present or close to the proposed development. It details an extended Phase 1 habitat survey which was completed in March 2024. It finds that habitats on the site generally comprise modified and neutral grassland (poor and moderate condition), Rhododendron scrub, Bramble scrub, line of tree, Ornamental and other hedgerow and scattered trees. Additionally, non-native invasive species including Himalayan balsam, rhododendron, and cotoneaster were recorded onsite.
- 5.30 The report indicates that the habitats on-site that will be affected by the proposals—primarily buildings, hardstanding, scrub, introduced shrubs, modified grassland, and ornamental hedgerows—are of negligible ecological importance. Therefore, no specific mitigation measures are necessary for these habitats.
- 5.31 As part of the proposals, 17 individual trees are planned for removal, of which 11 are Category C, indicating they are of low quality. The removal is necessary to facilitate access for the development. In compensation, 64 individual trees are proposed to be planted, exceeding the Council's replacement policy ratio of 3:1
- 5.32 The landscape architect has collaborated closely with the ecologist to ensure that as much of the existing grassland habitat is preserved as possible. However, areas of locally important neutral grassland will have to be removed as part of the proposals. This will be offset by incorporating modified grassland planting and enhancing existing neutral grassland on-site, with specific areas maintained for wildlife.
- 5.33 The report outlines mitigation measures, including installing bat boxes on-site to replace lost trees with PRFs at a 1:1 ratio, bird boxes, the implementation of a Construction Environmental Management Plan (CEMP), and the inclusion of hedgehog highways.
- 5.34 A preliminary roost assessment was conducted in May 2023 to evaluate the suitability of trees for supporting roosting bats. Several structures were found to have high suitability, prompting additional surveys. Bat emergence and re-entry surveys conducted in May 2024 confirmed the presence of three common pipistrelle day roosts on-site. Consequently, an EPSL application to Natural England will be required following planning consent.

- 5.35 It is a legislative and policy requirement to achieve a 10% net gain in biodiversity. Although great care and attention has been given to the retention of trees and the enhancement of landscaping on the site has been prioritised, this is not fully reflected in the biodiversity calculations.
- 5.36 A biodiversity metric calculation (included in the Ecological Assessment) for the proposed development shows a loss of 3.33 habitat units and a gain of 1.18 hedgerow units, resulting in a 20.59% loss in habitat units and a 105.06% gain in hedgerow units. To achieve a 10% net gain in biodiversity for habitat units, an additional 4.95 biodiversity units will need to be created through an off-site financial contribution, secured via a S106 agreement.
- 5.37 The proposed development will mainly impact habitats of negligible ecological importance. The loss of 17 individual trees, neutral grassland, and hedgerows of local ecological significance will be mitigated through the planting of replacement trees and hedgerows, as well as grassland enhancement.
- 5.38 The proposed enhancements, including native species planting, will improve habitats of ecological importance on-site and create additional biodiversity opportunities. They will also create a very pleasant onsite resource for local wellbeing and amenity. With an off-site financial contribution, the development will comply with Policy JP-G8, making it ecologically sound. The proposed approach is the optimum arrangement for the site.

TREES

- 5.39 As part of this application an Arboricultural Impact Assessment has been prepared by Tyler Grange and tree survey was carried out in June 2024.
- 5.40 The assessment proposes the removal of 17 individual trees and sections of hedgerow, primarily consisting of low to moderate-quality trees, with two high-quality trees included. While we recognize the amenity value of all trees, their loss will be mitigated through replacement planting. The desirability and socioeconomic benefits of the proposed development are deemed to outweigh the loss. The removal is unavoidable, but compensatory measures will include the planting of 64 new trees, exceeding Manchester City Council's requirement for a 3:1 replacement ratio. Although this will

temporarily reduce canopy cover, it will be reestablished and enhanced as the new trees mature.

- 5.41 Retaining the majority of the boundary trees and replacing those that are removed ensures the proposed development is integrated into a well-treed environment, demonstrating sensitivity to the existing tree cover.
- 5.42 The trees collectively enhance the visual amenity of the area, ensuring that the proposal does not harm the character of the surroundings and remains consistent with local planning policy EN9.
- 5.43 Overall, the proposed development is sympathetic to the existing trees, removing only those that are unavoidable and replacing them with a greater number of new trees. This approach enhances the site and ensures compliance with planning policy EN9, making it acceptable from an arboriculture perspective.

LANDSCAPE

- 5.44 As part of the application, Land Studio has prepared a landscape design workbook outlining the proposed landscaping plans.
- 5.45 The proposal follows a zoning concept that includes five distinct zones: Reflective, Processional, Playful, Productive, and Naturalistic. These zones are outlined below.
- 5.46 The main processional boulevard will serve as a welcoming route for the congregation access the church. It will be lined with trees and large aisles of seating, allowing congregants to gather before services. After the service, the processional routes will go through the gardens.
- 5.47 Natural play features will create incidental routes through the woodland, providing children with an enjoyable space to explore and play following church service. Musical and inclusive play areas will foster interactive and educational experiences, engaging all ages in the environment.
- 5.48 Productive gardens will encourage community cohesion by providing space for churchgoers and local gardening groups to cultivate fruit and vegetables for both the church and the local area.

- 5.49 Scheduled pockets along the contemplative route will provide spaces for quiet reflection. These peaceful areas will offer moments of thoughtful contemplation while visitors can enjoy nature, which can have positive effects on mental health.
- 5.50 Biodiversity spaces will be integrated into the more secluded areas of the garden. These areas will offer opportunities to connect with the natural environment, encouraging both reflection and appreciation of wildlife.
- 5.51 As part of the landscape works, the design workbook outlines the vision for various features within the landscape. This includes furniture, seating, lighting, hard surfacing, play equipment, and planting.
- 5.52 The landscape consultant and transport consultant have worked closely together to ensure that vehicle and pedestrian movements around the site are functional and well-integrated.
- 5.53 The above landscape proposals have been carefully considered and represent a significant improvement over the current site conditions. They will provide the church and its congregation with the opportunity to enjoy and appreciate nature, which can have positive effects on both physical and mental health. This demonstrates the proposed development's compliance with the NPPF's goal of creating well-designed places that foster a sense of community. It also aligns with the JP-G7 policy, which seeks to strengthen connections with the natural environment.

FLOOD RISK AND DRAINAGE

- 5.54 The application includes a Flood Risk Assessment and Drainage Strategy prepared by Roscoe Engineering.
- 5.55 As the site is in Flood Zone 1 it is suitable for all developments according to the NPPF (2023), therefore sequential testing and exceptions test are not required. The Assessment confirms that the site has a negligible, very low or low flood risk from the different types of flooding. These include fluvial, pluvial, tidal, ground water flooding and sewers/infrastructure failure.

- 5.56 Existing sewer records have been consulted and a CCTV drainage survey has been carried out.
- 5.57 The drainage strategy considers each of the options in the drainage hierarchy. It finds that infiltration is unlikely to be viable, nor is discharge to a surface water body possible. The most appropriate means of discharging surface water is to connect to an existing United Utilities sewer. As there are no surface water sewers in the vicinity of the site, the only option is to drain surface water via the private combined sewer on Chain Road that currently drains the site.
- 5.58 Best practice indicates that proposed surface water runoff should be restricted to 50% of the existing. A comprehensive drainage strategy is proposed to manage surface water effectively, ensuring no flooding occurs during a 1:100-year storm event, including a 45% allowance for climate change. The proposed surface water discharge rate for the entire site will be 44 litres per second for all storm events up to the 1:100-year standard. Excess stormwater will be stored on-site in two appropriate attenuation tanks, resulting in a 61% improvement over existing brownfield runoff and exceeding the requirement.
- 5.59 The above outlines how the proposed development is in line with Policy JP-S4 and all requirements relating to flood risk and drainage.

FIRE

- 5.60 The application includes a Fire Strategy prepared by Jensen Hughes, which summarises the building's fire strategy against the recommendations of Building Regulations guidance.
- 5.61 The document provides a detailed overview of the proposed fire safety approach, covering fire detection and alarms, evacuation strategy, internal and external fire spread, as well as firefighting and fire safety management.
- 5.62 The report confirms that, since the building's height does not exceed 30 meters, there is no requirement for sprinklers under fire safety regulations. The design will still meet a high standard of safety without them.

5.63 The building will operate on a simultaneous evacuation strategy, where all occupants will evacuate at once in the event of a confirmed fire. The report also confirms that the highest occupied level is approximately 3.5 meters above ground, with structural elements providing at least 60 minutes of fire resistance.

5.64 For further detail in regards to fire please refer to the fire strategy.

HIGHWAYS

5.65 The proposals are supported by a Transport Statement, Travel Plan, and Traffic Management Plan prepared by Mosodi. The transport assessment confirms that the site is well-connected, with good pedestrian access to nearby residential areas, cycling access within a 25-minute range, and bus services providing connections to local services and residential areas within a 30-minute ride.

5.66 The proposed development will be accessed via Chain Road, which will be widened at certain points to 5.5m to allow for occasional coach and car passing. A new pedestrian entrance will be created to the east of the access road, designed to minimize impact on the tree-lined approach.

5.67 In addition to access improvements, a double yellow line Traffic Regulation Order (TRO) is proposed from the junction with Northridge Road North through the site. Access will be managed by Manchester Council within the adopted limits, with on-site management for the area within the site. Ongoing discussions are taking place with the Council regarding this matter.

5.68 A coach pick-up and drop-off area is provided adjacent to the entrance, with space for up to seven full-size coaches. This area will also serve as the designated servicing and refuse collection point, with site management responsible for moving bins to the area for emptying.

5.69 Throughout the design development, it has been designed to encourage pedestrian, cycling and public transport trips through improvements to the access routes.

5.70 A comprehensive assessment of trip generation and distribution has been conducted, based on the existing church facility and adjusted for the proposed church's maximum

capacity. The peak trip generation (Sunday morning) does not coincide with network peak hours, and the number of trips during peak hours is not significant for the highway network.

- 5.71 The level of car parking has been considered to not impact local surrounding roads and that the demand can be accommodated safely on site. It is important to highlight that for car parking the congregation was found to arrive in family groups with the existing car occupancy being over 4 people per car.
- 5.72 The proposed car parking has been designed to ensure there is no impact on surrounding local roads, with demand being safely accommodated on-site. It is important to note that congregants typically arrive in family groups, with the current car occupancy averaging over four people per vehicle.
- 5.73 Junction capacity assessments have been conducted across the network using industry-standard software for various scenarios. The base and design traffic flows modelled are robust, demonstrating that the junctions will continue to operate within capacity.
- 5.74 As mentioned above, a Traffic Management Plan has been prepared as part of the application. We see this as a key document within the submission which can be conditioned as part of any approval. It outlines the strategy for managing the highest traffic volumes, expected on Sundays. To prevent any negative impact on the local highway network, the plan includes measures for safely and efficiently directing attendees to parking. Volunteer organizers will be stationed along Chain Road to assist with arrival and departure.
- 5.75 The above demonstrates that appropriate measures have been taken to promote sustainable transport to and from the development, including the provision of cycle storage and EV charging points. In addition, adequate parking has been integrated into the design, with a Traffic Management Plan ensuring efficient parking even during peak volumes. These measures confirm the development's compliance with Policy T-1 and JP-8. Therefore, there are no highway or transport-related reasons to withhold planning permission.

ENERGY

- 5.76 An Energy Statement prepared by Harley Haddow is included in the submission. This statement summarizes the applicable national and local regulatory and planning policies and outlines how the proposed design can feasibly exceed these requirements.
- 5.77 In accordance with Policy JP-S1, the proposed development will adhere to the Energy Hierarchy principles of Be Lean, Be Clean, and Be Green. This includes a fabric-first approach, the use of a high-efficiency air-sourced heat pump for clean energy and maximizing on-site renewable energy generation through PV panels.
- 5.78 Policy JP-S2 emphasizes minimizing carbon emissions and promoting energy efficiency in Greater Manchester. In line with this, renewable technologies such as air-sourced heat pumps and photovoltaic PV panels on the south-facing roof are proposed for this development.
- 5.79 Policy JP-S3 emphasizes the significance of heat and energy networks in Greater Manchester. However, according to the Manchester Local Area Energy Plan (2021), the proposed site is not located within a district heat network priority area, and no existing heat network is nearby. As a result, the proposed heating and hot water system will utilize a centralized air-sourced heat pump to provide a local low-carbon heating solution, incorporating point-of-use hot water to minimize storage and circulation losses.
- 5.80 In accordance with Policy EN8 regarding climate change adaptability, the building has been assessed for overheating risks. The report outlines a mitigation strategy, including the use of natural ventilation through window openings.
- 5.81 The energy strategy indicates an 11.4% reduction in overall regulated carbon dioxide emissions per year compared to the current Part L 2021 Building Regulations, and a 43.7% reduction compared to the Part L 2010 regulations, ensuring compliance with Policy EN6.
- 5.82 Overall, the above demonstrates the proposed development's compliance with Manchester and Greater Manchester planning policy. For further details on the energy strategy, please refer to the energy statement.

SUSTAINABILITY

- 5.83 A Sustainability Statement has been prepared by Harley Haddow and forms part of the submission. It confirms the aim of contributing to objectives including increasing renewable energy generation and encouraging sustainable travel.
- 5.84 The statement confirms that, in line with Policies JP-S1 and JP-S2, the proposed development will adhere to the principles of the Energy Hierarchy by adopting a fabric-first approach. It will utilize a high-efficiency air-sourced heat pump for clean energy supply and maximize on-site renewable energy generation through PV panels. Both air-sourced heat pumps and PV panels on the south-facing roof have been considered and are proposed for this development.
- 5.85 The statement demonstrates that a BREEAM 'Very Good' rating can be achieved for the proposed development.
- 5.86 In line with Policy JP-S5 the proposed development will be using 100% electric solution for its heating and hot water. No combustion system is being proposed and therefore there will be no local emission generation. The proposed strategy shows a 11.4% savings of the overall regulated carbon dioxide emissions per year over the current Part L 2021 Building Regulations.
- 5.87 The proposed development will meet the latest building regulations requirement Part L 2021, which is a more onerous assessment than Part L 2010. It has also been assessed using Part L 2010 which shows a 43.7% savings, in line with Policy EN6.
- 5.88 Pollution control is a key driver in this development, as evidenced by the absence of direct emissions for space and water heating, thanks to the all-electric design using air-sourced heat pumps (ASHP). Additionally, a Sustainable Urban Drainage System will be implemented to manage surface water runoff, and a Construction Environmental Management Plan will be incorporated to prevent pollution during construction.
- 5.89 Water sustainability is prioritized in the development through the design of efficient water fittings with low flow rates. Water consumption will be metered for effective management and monitoring, and water leak detection and flow control devices have been specified.

- 5.90 The development is providing external cycle storage and EV capabilities which demonstrates the Applicants ambition to promote sustainable modes of transport.
- 5.91 Materials play a crucial role in the sustainability strategy, with responsibly sourced construction materials optimized at each key stage. Construction waste will be minimized, and as much material as possible will be recycled to divert it from landfill.
- 5.92 These measures confirm that the development aligns with Councils vision of achieving sustainability in new developments.

AIR QUALITY

- 5.93 An air quality assessment has been prepared by Miller Goodhall to support this application.
- 5.94 It confirms the site is not located in an Air Quality Management Area (AQMA). The nearest AQMA is approximately 160 m to the north of the site along the M60 motorway.
- 5.95 The proposed air quality assessment methodology was issued and agreed with the Council. It was agreed that both a construction phase assessment and a simple air quality assessment reviewing existing air quality and the impact of the proposed development on local air quality would be undertaken.
- 5.96 The report assesses the potential changes in air quality due to the construction and operation of the proposed development and whether these potential changes would significantly alter air quality.
- 5.97 The assessment of dust soiling and human health impacts during the demolition and construction phases of the development results in the proposal of dust mitigation measures. The implementation of these will ensure that residual dust impacts during the demolition and construction phases are not significant.
- 5.98 The report concludes that the concentrations of NO₂ and PM₁₀ are likely to be below their respective long and short-term objectives at the proposed development site which is therefore considered suitable for the proposed use with regards to air quality. Concentrations of PM_{2.5} are expected to be below the annual mean target.

- 5.99 Overall, the proposed development is not expected to have a significant effect on local air quality.

BROADBAND CONNECTIVITY ASSESSMENT

- 5.100 In support of this application a broadband connectivity assessment has been conducted by Harley Haddow.
- 5.101 The assessment, conducted in October 2024, identifies BT as the only existing provider in the area. A review of the BT database reveals that there is existing Openreach infrastructure surrounding the site, including poles and fibre installed adjacent to it.
- 5.102 The report concludes that the site is already likely to have standard download speeds (around 18 megabits per second).
- 5.103 During the application review period, the Applicant will engage with a broadband infrastructure provider to identify the most optimal data infrastructure solution for the proposed development, in line with the report's recommendations.

6. CONCLUSIONS

- 6.1 This Planning Statement has been prepared by Zerum on behalf of World Mission Agency – Winners Chapel to support a full planning application at Land at 114 Chain Road, Blackley. The proposed description of development is:

“Full planning application for demolition of existing buildings and erection of Place of Worship(Use Class F.1) , with associated landscaping, parking, and alterations to existing access”

- 6.2 The application has been considered against the policies of the current development plan and national government policies and guidance. It has been illustrated that the proposal conforms to the criteria set out in these policies and that the principle of development is acceptable. This statement clearly demonstrates that the proposed development has policy support and is aligned with national policy.

- 6.3 The proposal will bring the following benefits:

- Provision of new chapel to provide home for a growing congregation which is committed to contributing to their locality;
- Development of a versatile community hall for the congregation designed for diverse uses, including community meetings, cultural events, and other gatherings;
- Establishment of a community café for the congregation. Offering hot drinks to homeless individuals and struggling families on Saturdays and also serving as a monthly food bank.
- Provision of community garden which will be open to members of the public;
- Implementation of sustainable transport solutions, including shuttle buses, cycle storage and EV charging, to promote eco-friendly travel;
- Sustainability has been a key focus throughout the development, resulting in the installation of PV panels on the roof, the use of efficient building materials, and sustainable water management through efficient fittings and monitoring;

- Efficient use of an underutilised site, in an accessible location; and
- Modest contribution to the enhancement of the local area through replacing a derelict building with a vibrant new use, while retaining the site's green buffer.

6.4 The Applicant has engaged with the Council through formal pre-application discussions and made amendments to the design and layout of the proposed development in response. They have engaged with the local community prior to submission of the application.

6.5 The NPPF makes it very clear that there is a presumption in favour of sustainable development running through the decision-making process. The proposed development is consistent with the NPPF's core principles and the policies. It has been illustrated that the proposals are entirely suitable and appropriate with respect to the other relevant planning policies.