MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	143556/FO/2025
Date registered valid:	1 October 2025
Proposal:	Change of Use of Existing Warehouse Building from B2 (General Industrial) To F1(F) (Public Worship or Religious Instruction)
Address:	Mirage House, 25 - 27 St Chad's Street, Manchester, M8 8QA
Ward(s):	Cheetham Ward
Applicant:	Mr Collins Akor
Agent (if any):	Mr Ranga Kalupahana, RDK Civil Engineering Limited
Case officer:	Steven McCoombe Tel: 0161 234 4607 Email: steven.mccoombe@manchester.gov.uk
Recommendation:	Refuse
Date of recommendation:	20 November 2025

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 31 October 2025

Standard consultations:
Printed: 10 October 2025 Expired: 31 October 2025

Neighbour notifications
Printed: 10 October 2025 Expired: 31 October 2025

Site notice
Posted: 31 October 2025 Expired: 21 November 2025

Press advert
Published: 14 October 2025 Expired: 4 November 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site comprises a detached, single-storey warehouse constructed primarily of red brick masonry. It occupies a corner plot immediately adjoining the back of pavement at the junction of St. Chad's Street and Stocks Street and is signposted as St. Chad's House, although the submitted application refers to it as Mirage House.

The building is currently vacant and was previously used for B2 (General Industrial) purposes. It has a flat roof, uniform fenestration, and a simple, functional design. Access is provided via roller-shutter doors from both St. Chad's Street and Stocks Street.

To the south of the building lies a narrow hardstanding area with gated access from Stocks Street, which appears to have been used for servicing. This area is not included within the red-edged boundary shown on the submitted location plan.



View of application site from opposite side of St. Chad's Street



Looking southwards towards the city centre (application site on left)

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is located within the Strangeways employment area, as designated by saved Policy CC10 of the Unitary Development Plan and, more recently, the Strangeways and Cambridge Strategic Regeneration Framework (SRF) (2025).

The surrounding area is predominantly occupied by wholesale and cash-and-carry businesses, along with light and general industrial premises, typically comprising low-rise buildings with large floor plates. Directly opposite the site, across St. Chad's Street, lies the Grade II listed St. Chad's Roman Catholic Church (Manchester Oratory). Cheetham Hill Road, a major arterial

route connecting Manchester city centre with North Manchester and beyond, lies a short distance to the west.

Description of development

Planning permission is sought for the change of use of the existing warehouse from Class B2 (General Industrial) to Class F1(F) (Public Worship or Religious Instruction). No external alterations are proposed as part of this application.

The application submission indicates that the proposed hours of worship are from 09:00 to 12:00 on a Sunday, and 18:30 to 20:30 on a Wednesday, with a night service on the final Friday of every month operating between 21:00 to 05:00 which may be attended by approximately 40 people.

In addition, it is indicated that there would be a choir rehearsal on Saturdays from 14:00 to 16:30, community outreach meeting to take place between 21:00 and 01:00 on the first Friday of every month, as well as an intention to host events and wedding ceremonies on a Saturday

There is a forecast of around 50 worshippers for the Sunday service, plus 25 children in a separate space. The total for a Wednesday service is expected to be up to 30 attendees.

It is proposed that the existing internal servicing space access from St. Chad's Street would be retained. No off road car parking is proposed.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – Conditions are advised in relation to hours of use, acoustic insulation, external equipment, waste management and electric vehicle charging.

Highway Services – The following principal comments are made:

Trip Generation

Supporting information is requested around the assessment contained within the document titled 'Supporting Statement on Attendance Levels.' On page seven it is stated that 30% will arrive by car. This percentage figure being reliant on a survey carried out in London. The supporting data of this survey is required. Additionally, to strengthen the understanding on the anticipated trip numbers and modes of transport, it is expected that two further survey should be carried out on places of worship more local to this site (3 surveys in total). All supporting data for the surveys conclusions should be submitted.

Highways Safety

Based on the assessment, there are no concerns about highway safety issues within the vicinity of the site.

Parking

The site will be mainly reliant on parking spaces being available on the nearby streets. To have a better understanding of the parking availability, a parking survey should be carried out. This survey should use the Lambeth Parking survey methodology.

The survey should be carried out, as set out in the survey with adjustments made to include the attendance timings for each day surveyed. Dated and timed photographic evidence should be provided with the survey results.

It is mentioned within the application submission that there will be parking available on site. The site includes a rear yard offering off-street parking, accessible bays, drop-off/pick-up space and service access. This is particularly important for the disabled visitor or member of staff. A plan should be provided setting out the layout of the parking spaces, drop off area and any vehicle turn around space within the site. It would be expected that the site will be marked out formally before first occupation. The submitted plan should contain the markings and offer the dimensions of the parking bays etc.

The applicant has stated that Parking Management will be in place to manage visitor numbers during peak periods. This would be subject to a recommended planning condition.

EV Charging

No information has been provided.

Cycle Parking

Secure on-site cycle storage for 10 cycles is planned, to promote active travel. The space for cycles should be dedicated and remain in place for as long as the building is in use.

Details of the cycle storage structure will need to be provided. It should offer weather protection and a means to secure the cycles.

Servicing

The location of the refuse space is onsite and will be collected kerbside from Stocks Street. The refuse service will not adversely interfere with the highway.

District Centre Project Manager - The proposal for a change of use from Warehouse Building from B2 (General Industrial) to F1(F) (Public Worship or Religious Instruction) at this location would not be acceptable with regard to planning policy, material considerations or the wider strategic aspirations for this area of the city for the following reasons:

- The subject site is in an identified employment location, the proposal would represent an unacceptable change of use with regard to Policy EC1 of the Core Strategy, the emerging Local Plan and The Strangeways and Cambridge Strategic Regeneration Framework (SRF) (2025).

-The proposed justification for loss of employment use is at odds with evidence in the Employment Land Review 2025 that identifies this area as an important employment location that provides affordable workspace close to the city centre.

- The submitted Loss of Employment Use Justification highlights ‘Evidence for Lack of Ongoing Employment Demand’, although the vast majority of this ‘evidence’ relates to the condition of the building itself, not a lack of demand for the land use. A poorly maintained and marketed building will not be attractive to potential employment uses. The highlighted planning history and ‘absence of recent industrial investment’ is at odds with the increasing number of enquiries for employment space in the Strangeways area received by MCC’s Development and Investment Team over the last year.

While the submitted documents detail the surrounding context as having ‘religious and cultural facilities serving diverse communities ‘the vast majority of these places of worship do not have planning permission for their use. Some places of worship in the area have even recently been changed to employment uses

For the reasons listed above, the Development and Investment Team wish to formally object to the proposal and recommend that planning permission is refused permission.

Policy

Local Development Framework

The Development Plan consists of:

- The Manchester Core Strategy (2012);
- Saved policies of the Unitary Development Plan for the City of Manchester (1995); and
- Places for Everyone Joint Development Plan.

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies contained within the Core Strategy are considered relevant:

Policy SP1 refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy EC1 looks to ensure priorities for economic growth. The Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy EC2 states that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford SFRA; or
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

Policy EC4 states that North Manchester is expected to provide approximately 14ha of employment land. The key development opportunity in the area is:

1. City Centre Fringe suitable for office (B1a) led mixed use development:
-Strangeways;

-Collyhurst.

2. Significant existing employment and economic development is found in:

- Strangeways Employment Area north of the City Centre fringe, suitable for retention and growth of general industry, warehousing and distribution;

- Collyhurst;

-North of City Centre Fringe, an area with a number of major employers;

-Cheetham offering cultural facilities, such as museums;

-Manchester Fort Retail Park;

-North Manchester Business Park.

The Council will promote development which has had regard to:

-The key transport infrastructure such as the arterial roads Bury New Road, Cheetham Hill, Rochdale Road and other public transport networks such as bus routes;

-Metrolink and proposed extension and new stops;

-Connecting major employment opportunities to residential neighbourhoods within North Manchester and Lower Broughton and Salford;

-The importance of waterways and particularly the Irwell River in creating a sense of place and attracting investment.

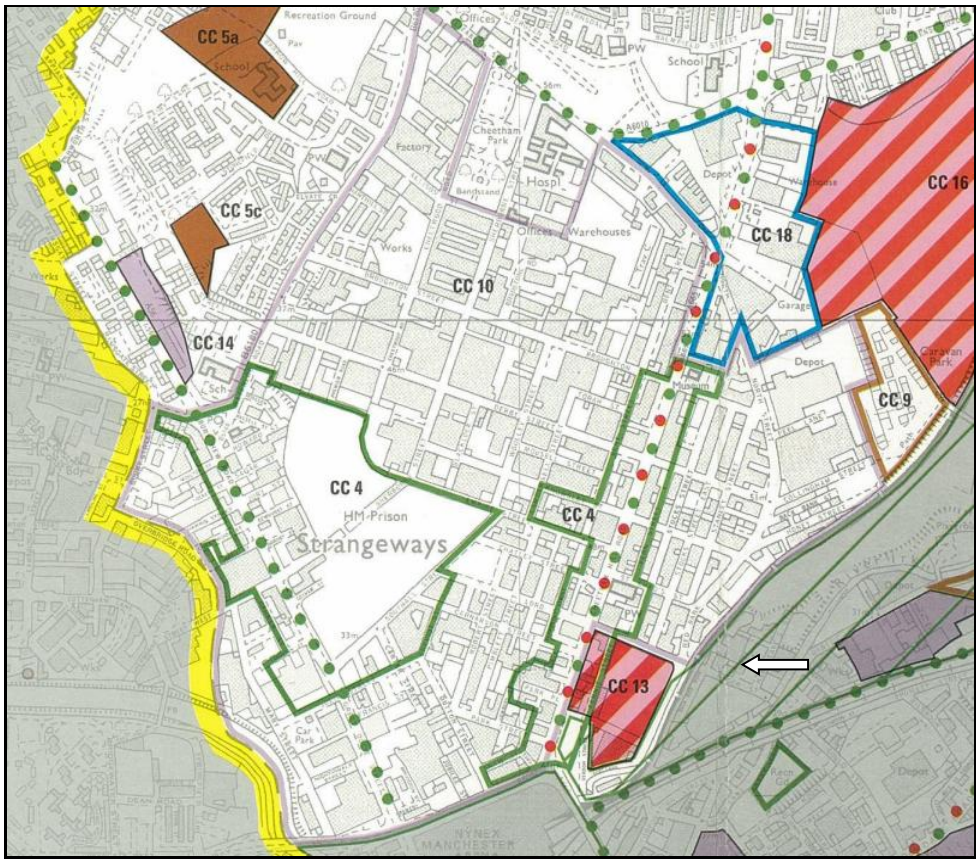
Policy T2 – (Accessible areas of opportunity and need) – sets out strategy for managing the pattern of development to improve accessibility in the city, stating that car parking standards are maximums and cycle and disabled car parking standards are minimums, with account for circumstances at the council's discretion.

Policy EN3 (Heritage) – states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Unitary Development Plan for the City of Manchester

Saved policy CC10 encourages the continued high level of economic activity in Strangeways and lower Cheetham Hill Rd areas, recognising particularly the needs of the wholesale trades which dominate these areas. The Council recognises the regional role played by this locality and will pursue policies designed to improve the efficiency of existing businesses by environmental improvements and better parking and servicing.

Permission will only be granted where proposals incorporate sufficient parking and servicing for their own needs, subject to a proper balance of other planning requirements.



Saved policy CC10 of the UDP area allocated policy indicated by pink outline with application site indicated by arrow

Saved policy DC19 (Listed Buildings) – The Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protect their general setting.

Places for Everyone Greater Manchester Joint Development Plan (March 2024)

Places for Everyone Joint Development Plan was published in March 2024 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts.

The Plan forms part of the Development Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs. The following policies are considered relevant:

JP-J2 – (Employment Sites and Premises) - Existing employment areas that are important to maintaining a strong and diverse supply of sites and premises in our boroughs will be protected from redevelopment to other uses, nurtured to ensure they remain competitive and their accessibility improved where necessary. This will include local employment areas as well as key growth locations.

JP-J4 (Industry and Warehousing Development) – 'The need to provide the level of industrial and warehousing land within the Plan reflects the need for Greater Manchester to compete internationally for investment and provide sufficient choice and flexibility to respond to the varied needs of different businesses. This will help Greater Manchester to maximise its ability to attract and retain businesses and hence support its long-term economic growth prospects and the availability of local jobs.'

The policy goes on to state:

'The existing supply of potential industrial and warehousing sites identified in the districts' strategic employment land availability assessments are insufficient to meet the overall identified need'.

Policy JP-P2 (Heritage)

We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings.

Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place. Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:

1. Setting out a clear vision that recognises and embeds the role of heritage in place making;

2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;

3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;

4. Delivering positive benefits that sustain and enhance the historic environment, as

well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and

5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.

Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.

Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and placemaking, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan. Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.

In addition, the below guidance and documents are also considered to be important material considerations.

The Strangeways and Cambridge Strategic Regeneration Framework (SRF) (2025)

This Strangeways and Cambridge Strategic Regeneration Framework ('the SRF') has been produced in partnership between Manchester City Council ('MCC') and Salford City Council

It is an important document that will be used to guide development and investment in this key area of the city over a 20-30-year period. Historically considered as 'city fringe', the Strangeways and Cambridge area will have a fundamental role in the growth and evolution of the city centre and the wider Greater Manchester economy.

The two councils have come together to prepare the SRF in response to the considerable changing context of the area, including:

– The ongoing growth of the Manchester and Salford 'city core', which has seen rapid expansion 'upwards and outwards' in areas such as Greengate and along Trinity Way, but where there remains an identified need for a larger city centre to help deliver continued economic growth;

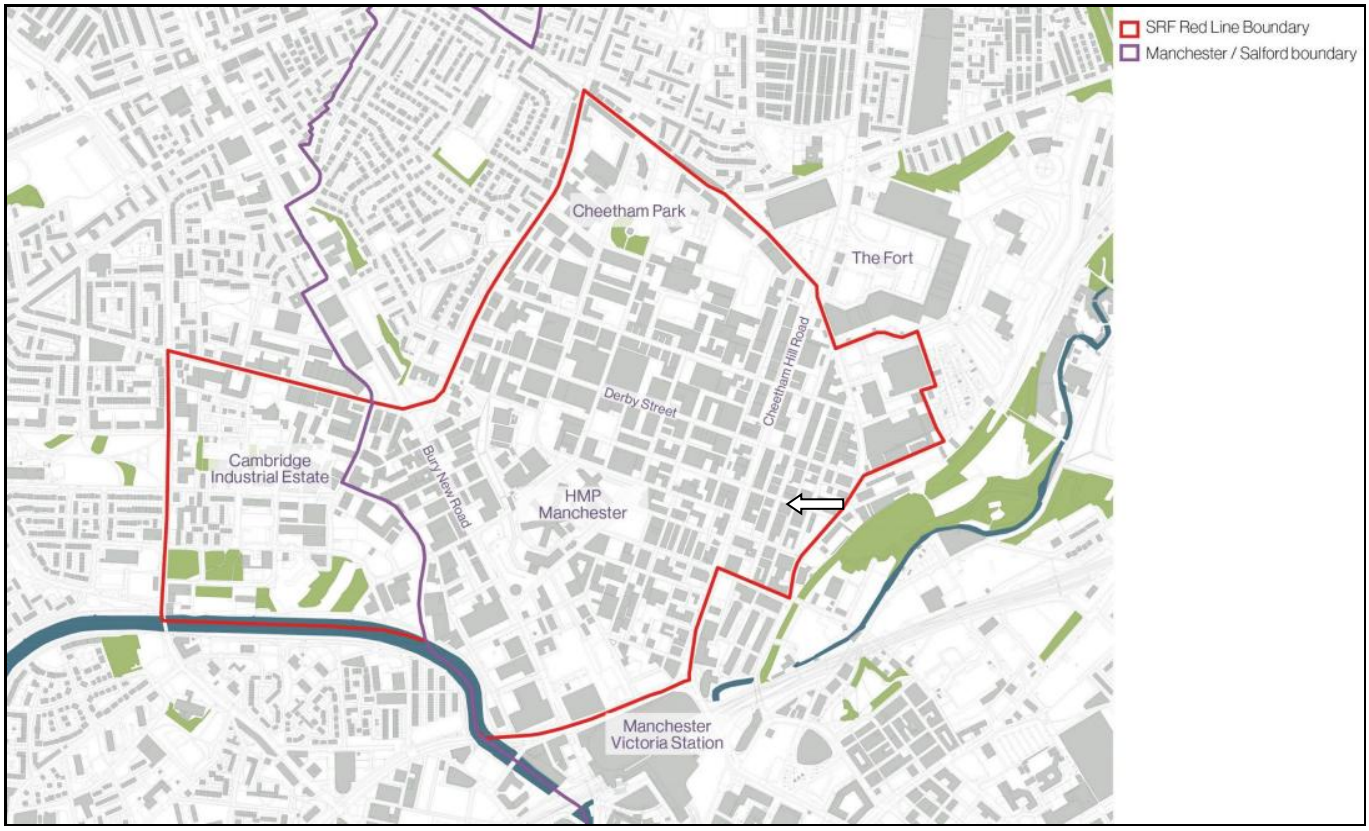
– The desire of both councils to progress long-standing strategic challenges: in the case of the MCC, its desire to see the relocation of HMP Manchester, for SCC the need to address the impact of climate change on flooding from the River Irwell;

– The need to follow up the success of the recent Operation Vulcan – the GMP-led drive to purge the counterfeit goods trade and associated criminality – with a long-term plan for the area's regeneration;

– A recognised opportunity to make more of the heritage assets across the area; and

– The requirement to provide a long-term vision for the area for residents, businesses and landowners, given this changing context, and the need to establish confidence in the future as a basis for investment and development.

This SRF provides guidance to support a holistic and coordinated approach to development in the area, which supports both City Councils objectives, and the inclusive growth of the area.



The Strangeways and Cambridge Strategic Regeneration Framework (SRF) boundary – arrow indicating location of application site

National Planning Policy Framework - The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning History

053276/FU/NORTH1/97

Change of use of building to B2 (General Industrial). *Approved 9 January 1998.*

Issues

Principle

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning decisions are made in accordance with the development plan unless other material considerations indicate otherwise.

The National Planning Policy Framework (NPPF), at paragraphs 2 and 47, reinforces this principle. Paragraph 12 further clarifies that the presumption in favour of sustainable development does not alter the statutory status of the development plan as the starting point for decision-making. Where a proposal conflicts with an up-to-date development plan, planning permission should normally be refused.

In this case, the proposed development is considered unacceptable in principle as it conflicts with policies designed to protect the character and function of the area for employment-generating uses and activities with a high level of economic output.

The proposed use as a place of worship is not appropriate for this location. It would harm the area's established character and function, undermining policies aimed at retaining its employment role and the significant economic activity generated by wholesale, warehousing, and distribution trades. The proposal is therefore contrary to saved Policy CC10 of the UDP, Policies SP1, EC1, EC2, EC4, DM1 and SP1 of the Manchester Core Strategy, Policies JP-J2 and JP-J4 of the Places for Everyone Joint Development Plan, the Strangeways and Cambridge SRF, and the NPPF.

Further concerns arise from the potential traffic impact. The proposed use is likely to attract a high volume of vehicles, yet the site lacks designated off-road parking. Combined with the already congested surrounding streets, this would increase competition for parking spaces and lead to localised congestion and manoeuvrability issues.

Given the overarching policy context, the principle of the proposed use is considered unacceptable in this location.

The key issues of concern are outlined in more detail below.

Impact to the Highway

The area allocated policy of Saved policy CC10 of the UDP states that within this area *'permission will be granted for the redevelopment of building or sites only where the proposals incorporate sufficient parking or servicing for their own needs'*.

Policy DM1 of the Core Strategy states further that amongst other matters, that all development should have regard to vehicular access and car parking, road safety and traffic generation. Policy T2 seeks to promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.

The area within the vicinity of the site experiences significant levels of car parking on the lengths of unrestricted kerbs on surrounding roads and on often along sections of highway with double yellow lines and overhanging junctions. **See below photograph taken from Officer site visit**.



Junction of Stocks Street and St. Chad's Street



Parking ticket issued to vehicle on St.Chad's Street adjacent to the site for parking on double yellow line

There is considerable concern that the proposed use would significantly intensify existing on-street parking pressures. This, in turn, risks frustrating local business occupiers, heightening competition for limited parking spaces, and creating localised congestion and manoeuvrability issues for vehicles.

The application site offers no practical off-road parking provision, meaning vehicles drawn to the premises would inevitably seek spaces on surrounding streets.

While the site is relatively accessible, it cannot be assumed that worshippers would refrain from using private cars.

The submitted Level of Attendance Statement suggests weekly attendance would remain modest, with typical gatherings below 75 individuals and midweek services considerably

smaller. Sunday mornings are anticipated to attract approximately 50 adults and 25 children (a total of 75 attendees). However, the statement also indicates that attendance could grow by up to 10% annually.

Despite these projections, it has not been convincingly demonstrated that the proposed use would avoid exacerbating parking and highway-related issues in the immediate vicinity.

Whilst reference is made to the potential use of a minibus, there is no clarity on how this would operate or whether it would meaningfully reduce car dependency.

Travel data from another site (City of Faith Ministry, London, 2024) has been provided, but this does not address localised concerns. To properly assess the impact on on-street parking, comprehensive parking surveys should be undertaken on roads adjacent to the application site. These surveys should capture parking availability, drop-off/pick-up arrangements, and provision for disabled users.

In summary, the proposal fails to demonstrate adequate parking provision. Consequently, the use is likely to have a detrimental effect on the operational needs of neighbouring businesses and on traffic circulation. Insufficient evidence has been presented to conclude otherwise.

Loss of Employment Space

The application site lies within an area covered by a site-specific policy (Policy CC10 of the UDP) which emphasises the need to maintain high levels of economic activity, particularly supporting the wholesale trades that dominate the locality.

This approach is reinforced by Policies EC1, EC2, and EC4 of the UDP, which highlight the area's significant contribution to employment and economic activity within the regional centre.

Policy JP-J2 of Places for Everyone stresses that existing employment areas are vital for maintaining a strong and diverse supply of sites and premises across Greater Manchester and should be safeguarded from redevelopment for alternative uses. Similarly, Policy JP-J4 underlines the need to provide sufficient industrial and warehousing land to remain competitive internationally, attract investment, and offer flexibility to meet varied business needs—supporting long-term economic growth and local job availability.

The recently adopted Strangeways and Cambridge Strategic Regeneration Framework (SRF) 2025 further confirms the area's role as a key employment hub, hosting the highest concentration of businesses outside Manchester city centre. This is supported by an economic study demonstrating Strangeways' ongoing and future importance as an employment location.

Consultation feedback from the District Centres Project Manager acknowledges that the area's dominant textile wholesale sector has faced disruption due to structural changes such as the growth of online retail, Brexit, and generational shifts in family-owned businesses. Whilst some traders have diversified into retail or alternative wholesale products, the economic community remains largely intact despite these vulnerabilities. Change has been gradual, but proximity to the expanding city centre, rising demand for varied employment spaces, and continued growth in online sales could accelerate this process. These dynamics create opportunities for emerging sectors, evidenced by the presence of creative, entertainment, and leisure businesses that attract diverse footfall and position the area as an economic gateway to Manchester and Salford. Although these businesses are currently limited in number, they coexist reasonably well with traditional operations.

The applicant's justification for the loss of employment use conflicts with findings in the Employment Land Review 2025, which identifies this area as a key employment location offering affordable workspace close to the city centre. The submitted justification cites "Evidence for Lack of Ongoing Employment Demand," but most of this relates to the building's condition rather than genuine market demand. A poorly maintained and marketed property will naturally deter potential occupiers. Furthermore, claims of limited industrial investment contradict the increasing number of enquiries for employment space received by MCC's Development and Investment Team, as well as recent planning applications for new economic development and expansion of existing premises.

While the applicant argues that continued employment use is unrealistic due to functional obsolescence, vacancy, and reduced suitability for B2 industry, this does not preclude alternative employment uses better aligned with the area's evolving character.

The policy framework strongly supports retaining and enhancing established economic sectors such as warehousing, manufacturing, and distribution within Strangeways to protect its employment function and resist the encroachment of non-commercial activities. The City Council is concerned about the recent introduction of incompatible uses, which risks altering the area's character and undermining its role as a hub of economic activity.

Although the proposed place of worship is modest in scale and may not immediately erode the area's function, it could set a precedent for similar developments, making future resistance more difficult. The cumulative impact would exacerbate harm to the area's employment role. For these reasons, the proposed use is considered unacceptable in this location and whilst the applicant highlights community and regeneration benefits, these are considered to be outweighed by the need to safeguard the area's employment function.

Heritage Impact

As the site is located opposite St. Chad's Roman Catholic Church and associated Presbytery which is Grade II Listed, there is a statutory duty, under Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, to have special regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses.

In this case, given the existing context and commercial surrounding and as the proposal seeks a change of use with no external alterations, the City Council considers the proposal would preserve those interests.

Public Equality Duty

Regard should be had of the Public Equality Duty (PSED) contained in section 149 of the Equality Act 2010, which sets out the need to eliminate unlawful discrimination, harassment and victimisation, and to advance equality of opportunity and foster good relations between people which share a protected characteristics and people who do not share it. Since the proposed occupiers of the site are a religious group, they are persons who share a protected characteristic for the purposes of the PSED.

The proposed place of worship and its associated community activities would clearly make a positive contribution to the well-being of some members of the community.

However, the local area is a vibrant business area where there is a high level of business activity. Taking into account the development plan policies as a whole, along with the recently

adopted Strangeways and Cambridge Strategic Regeneration Framework (2025) which forms an important material consideration, it is clear the City aims are to retain and grow this particular area of the city as an area for general industry, warehousing and distribution. The introduction of a non-residential institution in this location is not entirely compatible with the adjacent land uses and despite some socio-economic benefits, does not to my mind bring about greater benefits than the retention of a business use on the site.

Other Legislative Requirements
Equality Act 2010
Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations
This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Refuse

Article 35 Declaration

Officers have communicated their concerns about this proposal to the applicant during the course of the planning application, but these concerns have not been overcome. The proposal is considered to be contrary to the development plan and therefore refused in a timely manner.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The proposed development would result in the loss of employment floorspace, contrary to saved Policy CC10 of the Manchester Unitary Development Plan (1995), Policies DM1, EC1, EC2 and EC4 of the Manchester Core Strategy (2012), Policies JP-J2 and JP-J4 of the Places for Everyone Joint Development Plan (2024), the Strangeways and Cambridge Strategic Regeneration Framework (2025), and the National Planning Policy Framework. These policies seek to safeguard this area for employment-generating uses associated with the Strangeways Employment Area, which is characterised by industrial, wholesale and warehouse operations. A

place of worship is incompatible with these objectives and would undermine the strategic aim to maintain and enhance economic activity within the locality.

2) It has not been satisfactorily demonstrated that the proposed use, together with the associated level of parking demand and vehicular activity, would avoid exacerbating existing on-street parking pressures and highway safety issues within the locality. Such impacts would compromise the efficient operation of the local highway network. The proposal is therefore contrary to saved Policy CC10 of the Manchester Unitary Development Plan (1995) and Policies DM1 and T2 of the Manchester Core Strategy (2012).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Heritage & Urban Design

St Chads Presbytery, Stocks Street, Manchester, M8 8GG
Flat 5, 32 St Chad's Street, Manchester, M8 8DN
Apartment 603, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 801, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 413, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 14, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 409, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 213, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 108, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 802, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 112, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 3, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 11, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 607, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 403, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Unit 2, 4 Stocks Street, Manchester, M8 8QG
Apartment 611, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 9, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 305, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 701, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 704, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 307, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 506, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 705, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 507, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 803, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Flat 105, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 706, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 114, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 6, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 414, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 212, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 708, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 609, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 110, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 102, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Ground Floor Right, 116 Cheetham Hill Road, Manchester, M4 4FG
Ground Floor, 9 Stocks Street, Manchester, M8 8GW
20 Lord Street, Manchester, M4 4FP
Ground Floor, 7 - 9 Stanley Street, Cheetham, Manchester, M8 8GQ
Flat 8, 32 St Chad's Street, Manchester, M8 8DN
Apartment 707, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 807, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 209, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 401, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 103, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 12, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 410, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD

Apartment 610, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 313, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
116 Cheetham Hill Road, Manchester, M4 4FG
Second Floor, 116 Cheetham Hill Road, Manchester, M4 4FG
12 Stocks Street, Manchester, M8 8QG
98 Cheetham Hill Road, Manchester, M4 4EX
Unit 1, 4 Stocks Street, Manchester, M8 8QG
Apartment 15, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 113, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 310, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Flat 9, 32 St Chad's Street, Manchester, M8 8DN
Hildy Foundations, Stocks Street East, Manchester, M8 8QG
Apartment 511, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 504, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 505, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 206, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 513, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 202, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 214, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 111, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 407, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 606, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 501, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 203, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 301, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 7, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 303, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 510, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
First Floor, 7 - 9 Stanley Street, Cheetham, Manchester, M8 8GQ
Flat 3, 32 St Chad's Street, Manchester, M8 8DN
Flat 4, 32 St Chad's Street, Manchester, M8 8DN
Flat 1, 32 St Chad's Street, Manchester, M8 8DN
Management Office, 32 St Chad's Street, Manchester, M8 8DN
43 Red Bank, Manchester, M4 4HF
Apartment 308, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 207, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 709, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 509, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 411, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 8, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 604, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 702, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 402, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
First Floor, 116 - 118 Cheetham Hill Road, Manchester, M4 4FG
118 Cheetham Hill Road, Manchester, M4 4FG
9 Stocks Street, Manchester, M8 8GW
Apartment 1, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 205, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 805, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 601, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 503, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 109, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 502, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 211, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB

Apartment 311, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 703, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Fern House, Fern Street, Cheetham, Manchester, M8 8QQ
First Floor, 9 Stocks Street, Manchester, M8 8GW
10 Stocks Street, Manchester, M8 8QG
St Chad's RC Church, Cheetham Hill Road, Manchester, M4 4EX
4 Stocks Street, Manchester, M8 8QG
Apartment 201, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 101, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 107, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 406, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 210, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 309, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 512, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 508, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 608, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 306, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 408, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 806, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 312, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 412, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 404, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
116 - 118 Cheetham Hill Road, Manchester, M4 4FG
Basement And Ground Floor Left, 116 Cheetham Hill Road, Manchester, M4 4FG
Apartment 204, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 5, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 304, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 405, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Flat 2, 32 St Chad's Street, Manchester, M8 8DN
Flat 10, 32 St Chad's Street, Manchester, M8 8DN
Flat 7, 32 St Chad's Street, Manchester, M8 8DN
Apartment 605, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 2, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 602, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 808, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 106, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 804, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 208, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 314, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 10, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 302, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 104, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
5 Knowsley Street, Manchester, M8 8QN

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA