

Application	Date of application	Committee Date	Ward
141622/FO/2024	17 Dec 2024	27 August 2026	Higher Blackley

Proposal Erection of Place of Worship (Use Class F.1) following demolition of building, with associated landscaping, parking, and alterations to existing access.

Location 114 Chain Road Manchester M9 6GN

Applicant World Mission Agency Winners Chapel International

Agent Nikki Sills Zerum

Executive Summary

This application relates to a 2.5 ha site currently occupied by former convent buildings with associated parking, and landscaping within the site. The proposed development includes a 2-storey building to form a place of worship (Class F1) with associated parking and landscaping following the demolition of the existing building. 25 objections have been received from neighbouring residents and schools.

Description

The site is located at the northern end of Chain Road, in an area comprising a mix of residential, educational establishments (North Ridge High School, Our Lady's RC High School, Meade Hill SEN school), care home accommodation (St Euphrasia's Nursing Home) and Convent of the Good Shepherd.

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.

Existing site



The proposed building would be located to the northwestern corner of the site, and for the most part sited on the former convent building, with the eastern corner of the overall site dedicated to car parking that is accessed from Chain Road.

Consent is sought for the erection of a two-storey building, to form a place of worship (Class F1) (following the demolition of the former convent buildings) with an overall internal floor area proposed of 5,282sq.m.

The proposed ground floor would comprise a large chapel (part double height space) with associated toilet facilities, consulting rooms, offices, multi-purpose hall/youth development centre; classrooms for children (toddlers, ages 3-4 and 5-7's) with associated indoor play space; wellness centre/gym; bookshop; restaurant /cafe and associated kitchen; and plant room.

At first floor level there would be upper levels of seating associated with the proposed chapel; meeting rooms and offices; areas for both a junior teens church and a senior teens church; classrooms for children (ages 8-10 and 11-12); indoor play /breakout space; sensory room; and a roof terrace area above the entrance at ground floor level.

Supporting documentation accompanying the application states that the ancillary community uses on site, such as the café and bookshop, would be managed by the Church and would be open to the public on a managed basis. However, that these facilities are primarily for church users, with the bookshop, for example, being a religious bookshop. However, it is understood that members of the public may also access these facilities during the church's opening hours. In addition, that the Church would incorporate a community hall for the congregation that is designed for diverse uses, including community meetings, cultural events, and other gatherings. Furthermore, that community café for the congregation, would on Saturdays offer hot drinks to homeless individuals and struggling families. The church also proposes to operate a monthly food bank.

The overall proposed parking provision would be 189 spaces. A 133 space car park is proposed to the east of the access road with 10 motorcycle spaces. 12 additional spaces in proximity to the proposed place of worship for disabled users, and 20 spaces for staff are also proposed. A separate overflow parking area is proposed to the west of the access road and south of Meade Hill School would provide a further 24 spaces, with 3 spaces to the south of the presbytery. 40 covered and secure cycle storage spaces are also proposed.

The place of worship is proposed to operate from 08:00 to 20:00 on Mondays to Saturdays and from 10:00 to 15:00 on Sundays/Bank Holidays, but with a Monday – Saturday prayer group between 06:00-07:00 (30 attendees).

Consultations

The proposed development has been advertised in the press on 7th January 2025 and on site on 16th January 2025. Notification letters were sent to local residents, local businesses and schools on 3rd January 2025, and again on 23rd April 2026 following the receipt of revised plans.

Local residents— 23 objections (4 from two individuals) have been received and can be summarised as follows :

- This area cannot support such a large in/outflow of more traffic. Chain Road and other roads around have a lot of parked cars and traffic already because of all the schools - who also have groups, sports and other events on out of normal school hours. There are other, smaller, roads off Victoria Avenue that will be used, with accessibility and safety problems already due to parked cars (at all hours).
 - Roads are already in desperate need of repair.
 - Access to 96 -106 Chain Road and neighbouring houses may be compromised.
 - Adding this 'new' place of worship will lead to several more issues in relation to parking issues for residents and the local community who use the local sports facilities and school fields at weekends. This land and properties is unsuitable for the amount of people they intend to have at worship times it's will also be unsuitable when they have functions, charity events etc.
 - The developers application document cites a worst case 1,500 visitors expected every Sunday split over 3 services (each service will last approximately 1 hour 40 minutes) leaving 30 minutes between each service. This would not be enough time to completely empty and refill the car parks at the proposed site and would cause excessive traffic congestion to Chain Road, Cooper Lane and the surrounding area. Such a large amount of traffic attempting to leave and gain access in such a short space of time will cause queueing traffic around the local residential streets and would hinder access for local residents. Any vehicles turning up early or late for a service would not be able to access the already full car park and would have to queue along Chain Road causing congestion and hindering access to local residents or would abandon their vehicle by parking on the nearby streets which would cause annoyance and hindrance to local residents.
- This excessive traffic would cause a risk to life as many children live and play along these residential streets (especially on the grassed areas).
- Insufficient parking proposed. Northridge Road and other surrounding streets will be used to park any vehicles that cannot access the site. This on street parking will cause disruption and annoyance to the local community.
 - Increase air pollution.
 - The loss of the convent building is a loss of Blackey's history.
 - There are burial grounds here which should be respected. It will disturb graves of babies buried on the site. These graves need to be left in situ and the site should not be disturbed.
 - There are already enough places of worship in the area.
 - Bussing in worshippers from other areas will not help to foster community at all. The community here is fractured enough. Why not rebuild the convent or restore the buildings. Erect homes or temporary accommodation. Look after old people, or animals.
 - There are already anti-social behaviour issues with drug dealing taking place, children being robbed at knife point, creating a community centre will add to an already growing problem.
 - Concerns about the levels of noise and traffic/noise from a social party gathering at the end of their street, with little or no respect to people not in their congregation.
 - Loss of property value.
 - Stress and loss of privacy from the continued presence of large numbers of people in the area that is already overcrowded.

- Risk of damage to properties by increased surface and run off water from the proposed car parks.
- Local bat roosts within the convent site cannot be safely removed to another location and any attempt to do so would totally eradicate the bats in this area.
- The owners of the site have already ignored planning rules by erecting a boundary fence that exceeds the permitted height without planning permission.
- The land owners/developers have also removed vast amounts of vegetation and trees from the site that act as a carbon sink for local air pollution. The removal of trees and vegetation has had a detrimental effect on the local ecology of the area including on the bat, swift, house martin, swallows, owls, birds of prey and deer. The removal of the trees and vegetation greatly reduced the amount of insects in the area which were the main source of food for the local bird and bat population. This has had a disastrous effect upon the bat population which has struggled to recover. They believe that the removal of trees and vegetation from the field was a deliberate move by the land owners/developers to reduce the bat population ahead of any reports and therefore manipulate the number and diversity of the bats at the proposed development site.
- A large proportion of the proposed main car park to the east of the site is up against the boundary line with the properties on Northridge Road. The vehicles are placed in such a close proximity to the boundary that the vehicular noise and pollution would be a health hazard and disturbance to the residents who border the site.
- The large car park would be used by the travelling community, due to its remote location.
- Any lighting from the proposed car park would infiltrate into the bedrooms no matter how high any boundary fencing would be. The proposed car park (especially if light at night) would attract children playing ball games and engaging in anti social behaviour.
- The applicant has already held two community events (one at the proposed site and one in Plant Hill Park). On both occasions the use of excessively loud public address systems were used to make announcements and play music. On both occasions the volume level was unacceptably high and caused upset and distress to local residents.
- Impact on residents with mental health disabilities and autism.

Local schools – 2 objections have been received raising the following concerns:

- Loss of trees along boundary with school would be unacceptable. These trees assist in screening the school from passing traffic which contributes to enabling their pupils to be calm.
- Roads need to be maintained. The use of the road during the week and need full access for school buses/ taxis and walking parents/ pupils.
- They seek information in relation to noise levels during the week when the pupils are in school.
- They raise serious concerns regarding the noise, especially when GCSE examinations will be taking place in the sports hall. Due to the numbers of students on roll, there is no capacity within the main school building for the exams. Work on the site would need to take this into consideration, particularly concerning any loud piling, access to the site and transport noise etc.

- Concern regarding drainage, both during the work and afterwards. They currently see a considerable amount of surface water running off the land down onto the PE site at the back of the building and are concerned this may lead to regular flooding of our site. They request appropriate drainage be factored into plans and look to eradicate this issue completely moving forwards.
- Parking restrictions on Chain Road are to include double yellow lines. This would impact coach pick-ups for trips etc within the school day (and sometimes outside the school day)- they ask that the lines and restrictions be time specific.
- They advise that access for school buses to their school gates from Chain Road will be required at all times during term time whilst the construction is underway

Ward Councillors – Councillor Power wishes to advise that he has had over 100 comments on the Higher Blackley community page. The comments indicate that people are very unhappy with the proposed building. Their concerns are their area is already heavily congested parking is going to be an issue there are many other churches in the area.

Also unhappy that this church is being moved from another area from Salford and then being built up here.

They don't feel they're being consulted on the issue properly and are very concerned about this huge impact it will have on the amount of people in and out of their area.

Highway Services – Additional information was required in relation to the originally submitted details in relation to additional data and analysis to support the proposed parking numbers; re-evaluation of the mode shift target and consideration of additional measures to encourage alternative transport modes; undertakes a car parking survey at the existing site to understand current car parking demand; detailed catchment analysis should be provided to better understand travel patterns and to inform parking and transport planning; management of attendees of the Sunday services to ensure an even distribution; details on delivery arrangements associated with the site including frequency and vehicle type; detail on access for emergency service vehicles; and a swept path assessment to demonstrate that the largest anticipated refuse, delivery and emergency service vehicle can access the site and the adjacent St Euphrasia's Care Home, manoeuvre and exit in a forward gear. A Stage 1 Road Safety Audit was required.

A Traffic Management Strategy, access layout, Church bus travel schedule, vehicle tracking of bus coach drop off, and RAS 1 have been submitted. .

Following the submission of additional information Highways recommend that Sunday special services, held five times annually be capped to a maximum of 1,100 attendees. Highways accept that sufficient car parking spaces will be provided to accommodate these special events. Highways also request that the total number of attendees on any given day be restricted to no more than 1,100 persons.

They advise that their earlier highway comments and conditions (EV; Cycle Parking; Event Traffic Management Strategy; Off-Site Highways Works; Waste & Service Management Strategy; Travel Plan; CMP) remain applicable.

Their earlier comments are related to :

Junction Modelling - The modelling shows that the junction of Rochdale Road / Victoria Avenue will operate at slightly worse levels. However, given that there is a potential improvement scheme at this junction and the junction is already operating under SCOOT, as well as being under CCTV coverage, TfGM consider that no junction mitigation is required at this location.

Site accessibility - The site has a GMAL accessibility level of 4 demonstrating that it is reasonably accessible by public transport. The closest bus stops to the site are located circa 750m from the site on Victoria Avenue. Regular bus services are provided on Victoria Avenue. It should be noted that Sunday bus services are reduced. This is the day where the highest congregation will be on site. Therefore, this is unlikely to limit the number of car trips to the site.

Access - Vehicular access is from Chain Road (which also provides access to Meade Hill School and St Euphrasia's Care Home).

It is understood that Chain Road will be widened to a minimum of 5.5m to enable coaches to pass cars, and double yellow line Traffic Regulation Orders (TROs) are proposed from the Chain Road/Northridge Road junction and through the site. These works would be subject to a section 278 agreement.

A new minibus/coach pick-up and drop-off area will be provided adjacent to the entrance. Swept path analysis plans are provided within the TA, which demonstrate the manoeuvres associated with the intended service vehicles, utilising the minibus / coach drop off facility. Double yellow line Traffic Regulation Orders (TROs) are proposed from the Chain Road/Northridge Road junction and through the site. This is welcomed by Highways.

A new vehicular access point from Chain Road will be provided for the proposed 3no. car parking spaces at this location. Dropped kerbs will be required covering the extent of the access point.

Highways recommend that a minimum interval time of 45-minutes between services is provided to allow sufficient time for attendees to leave the site before the next group arrives.

The event traffic management strategy document has reviewed Highways request that a robust Event Traffic Management Strategy is a condition to any planning permission.

Highways request that Tactile paving and dropped crossings should be installed across the site access, and at the proposed overflow car park.

Highways request that refuse servicing and deliveries take place outside of AM and PM peak hours and does not affect normal site operation. Highways requests that a waste & service management strategy is conditioned as part of the planning permission.

Advise the applicant/developer that the requirements for a Construction Management Plan (CMP) have recently been updated.

They recommend informatives related to requirements for licensing, hoarding / scaffolding, skips and temporary points of access (Section 50) and for temporary pedestrian and traffic management, be attached to any approval.

Environmental Health- recommend conditions in relation to the submission of a demolition /construction management plan; hours of operation(as applied for) ; servicing hours; acoustic insulation; external plant; electric vehicle charging points; contaminated land and that the waste store arrangements are implemented in accordance with the submitted information.

Arboricultural officers – Have no objections to the pruning proposals as specified in this application, subject to all works complying to BS3998 In Relation To Tree Work.

Design for Security – advise that subject to the details contained within the CIS being adequately addressed - particularly those highlighted within the Executive Summary (i.e. site should only be accessed from Chain Road/the existing access route to the south, (separate cycle/pedestrian access point from the public right of way to the west is not recommended); the western and southern elevations of the building (as well as the existing large areas of landscaping) should be enclosed and secured at night to prevent unauthorised access, and that the space between the two wings of h building are secured at night/when not in use; that the overflow car park is securely enclosed/gated and only utilised when required during busy periods; and entrance/access arrangements to prevent unauthorised access and internal zoning of building, they are happy to support the application, and recommend the inclusion of a condition requiring the scheme is design and constructed in accordance with Sections 3.3 & 4 of the submitted Crime Impact Statement and/or achieves the Secured by Design (SBD) Award.

GMEU - There is a significant shortfall in achieving 10% BNG. Other ecological issues include presence of roosting bats, nesting birds and invasive species.

Bats - A number of small common pipistrelle roosts were identified within the main building. Moderate levels of bat activity, primarily common pipistrelle was recorded. No roosts were identified within any of the trees, though several with potential bat roosting features will be lost. They have no reason to doubt the findings of the report. A license will be required from Natural England for demolition of the main building if planning permission is given. They are satisfied that mitigation can be provided given the low number of bats found and therefore a derogation from the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 acceptable. They recommend a condition is attached to any approval in relation to the demolition of Building No.1, to require the submission of a Natural England licence authorising the activity.

A condition related to the submission of a precautionary working measures method statement in respect of the removal of T87, T108 and T123, is also recommended, together with an external lighting condition to reduce impacts from any lighting to bat movements.

Badgers - No evidence of badger or badger setts was recorded. Habitats were however suitable and badger are capable of colonising a site rapidly. They accept

the consultant's recommendation is reasonable and that a predevelopment survey should occur prior to any vegetation clearance or earthworks.

Other Protected Species - are satisfied that the site is very low risk for any other protected species, owing to its isolation from any suitable habitats

Nesting Birds – recommend a condition to ensure no works to trees or shrubs shall occur or demolitions commence between the 1st March and 31st August in any year unless a precautionary working method statement for nesting birds by a suitably experienced ecologist has been submitted and approved.

Other Wildlife - recommend that prior to any earthworks or vegetation clearance a precautionary working measures method statement for mammals and amphibians is submitted and approved.

Invasive Species- recommend that prior to any vegetation clearance or earthworks an invasive species management strategy for Himalayan balsam and any other invasive species disturbed as a result of the development is submitted and approved.

Biodiversity Net Gain (BNG) - The development will result in the loss of areas of grassland and existing soft landscaping to development. New soft landscaping is proposed. Wildlife impacts include loss of bat roosting and bird nesting habitat.

The development is subject to the statutory general biodiversity gain condition. A metric has been provided that indicates a shortfall of 4.95 biodiversity units to achieve 10% net gain for area-based habitats. More than 10% net gain is achieved for hedge units. There are no river units on the site, therefore 10% net gain is not required. There are no obvious issues with the baseline assessment. They accept the site value of 16.8 units for area based habitats and the baseline hedge units value. The main losses are due to loss of grassland to the car park and removal of trees.

The main habitat creation is urban tree planting and new modified grassland. They make the following recommendations

- the inclusion of 31 medium size trees. Clarification is sought in relation to tree planting details. This is required in order to determine what BNG can be provided on site.

They recommend that the developer also provides a net gain strategy given the scale of the losses, as this could impact the viability of the development.

They recommend provision of bird and bat boxes on the new build and retained mature trees. With regards birds, as there is evidence of house sparrow nearby, house sparrow terraces are recommended on the new build, the final details of which would be conditioned.

United Utilities – requested that conditions related to a sustainable surface water drainage scheme and a foul water drainage scheme, together with details of the implementation, maintenance and management of the surface water drainage scheme are attached to any approval.

LLFA – Recommend that conditions related to a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems and details of the implementation, maintenance and management of the surface water drainage scheme are attached to any approval.

TfGM - Advise that they have no comments from a TfGM perspective .

GMAAS – recommends, in agreement with the conclusions of the DBA, that a scheme of archaeological works is secured by a condition, to include archaeological monitoring and recording (watching brief) during removal of current ground surfaces over areas of interest, post demolition of the former Convent buildings to the modern ground level. If evidence for former buildings and deposits is revealed, this should inform a subsequent phase of targeted archaeological evaluation via trenching and/or strip-map-record to reveal the nature and extent of survival, which in turn may require a final phase of targeted, detailed excavation

Work and Skills team – Advise that they are happy to accept the letter of intent regarding the labour agreement. However once the contract is appointed, they request that some KPI's are provided.

Cadent Gas – Have no objections, but request that an informative is attached to any approval related to advice about cadent infrastructure with the area of development.

Policy Context

The following local and national policies and documents are considered relevant in the determination of the application proposals.

National Planning Policy Framework (NPPF) (August 2026)

A revised National Planning Policy Framework (NPPF) was published on 17 August 2026 following a period of public consultation and has superseded the previous version. Given the timing of its publication, the application has been assessed against both the former and revised frameworks. Having undertaken this review, it is considered that the changes introduced by the revised NPPF do not materially affect the assessment or conclusions reached in relation to the proposed development.

The revised version fundamentally restructures national planning policy with a more rules based, pro-growth approach, replacing the previous paragraph based framework and the traditional tilted balance with a new presumption in favour of sustainable development. Key reforms include stronger support for housing delivery, particularly higher-density development near major public transport hubs, greater policy support for economic growth, infrastructure and rural productivity, stronger protection for pubs and other community facilities and continued robust protection of designated landscapes. The reforms are intended to make planning decisions faster, clearer and more predictable whilst accelerating housing and economic growth.

Policy P5 related to Maintaining public safety and security requires that development proposals anticipate and address possible malicious threats and other hazards (whether natural or man-made) in relation to:

Locations where large numbers of people are expected to congregate, such as transport hubs, night-time economy venues, cinemas and theatres, sports stadiums and arenas, shopping centres, health and education establishments, places of worship, hotels and restaurants, visitor attractions and commercial centres.

Proposals for major development in such locations should be informed by the most up-to-date information available from the police and other relevant agencies about the nature of potential threats and their implications, and appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security.

This application is accompanied by a Crime Impact Statement drafted by GMP Design for Security officers. Matters related to security have been fully assessed, and it is considered that there are no issues raised by the NPPF which would prevent planning permission from being granted.

National Planning Policy Framework (NPPF) (December 2024)

This Framework sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 10 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole or specific policies in this Framework indicate development should be restricted.

The Framework has been related to the proposed development, with particular emphasis given to the following:

- i) Chapter 2: Achieving sustainable development - It is considered that the development would accord with the objectives of chapter 2 due to the proposal comprising a fabric first sustainable development.
- ii) Chapter 8: Promoting healthy and safe communities Paragraph 96 states that planning decisions should aim to achieve healthy, inclusive and safe places which:
 - a) Promote social interaction;
 - b) Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion;

It also discusses the importance of providing social, recreational and cultural facilities and services that communities need. It is considered that the proposal would a building and facilities, which would lead to surveillance of the site, by activity and views from windows within the proposed development. Appropriate security arrangements are capable of being provided and would include CCTV coverage.

iii) Chapter 9. Promoting sustainable transport Paragraph 115 states that in assessing sites that may be allocated for development in plans for specific applications for development, it should be ensured that:

- a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

In this case, the development would serve an existing congregation. The development would be related to a management plan condition that includes the approval of arrangements for the management of the site and events taking place. A travel plan condition has also been attached to reduce the highways impacts associated with the proposed development , together with a condition to ensure that the cycle storage provision which is proposed is implemented, prior to the use for the building. The development would therefore positively respond to chapter 9.

iv). Chapter 12: Achieving well-designed places Paragraph 131 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 135 states that planning and decisions should ensure that developments:

- o Function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- o Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- o Are sympathetic to local character;
- o Maintain a strong sense of place;
- o Create places that are safe, inclusive and accessible and which promote health and well-being and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

In this case, the development would involve the development of building which has been sited and well designed to contribute to the local area, and reflect its function. On this basis, it is considered that chapter 12 would be appropriately responded to.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Noise: states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout - the way in which buildings and spaces relate to each other
- form - the shape of buildings
- scale - the size of buildings
- detailing - the important smaller elements of building and spaces
- materials - what a building is made from

Travel Plans

Transport Assessments in decision taking states that applications can positively contribute to:

- roads. encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities; improving health outcomes and quality of life;
 - improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

These largely relate to detailed aspects of a planning submission which are addressed in the following sections of the report; the conclusions of the necessary assessments are that the proposal accords with the general principles of the NPPG.

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is 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.

Paragraph 1.43 states that the plan has adopted a 'brownfield preference' through its policies. Policy JP-S1 relating to sustainable development reflects this, stating that 'preference will be given to using previously developed land and vacant buildings to meet development needs'.

Paragraph 1.52 highlights that the Places for Everyone plan supports Greater Manchester's drive to be carbon neutral by 2038. To meet this carbon commitment, Policy JP-S2 encourages the delivery of nature-based solutions and biodiversity net gain.

Policy JP-S4: Flood Risk and the Water Environment supports an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by (amongst others) expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible and designing suitable sustainable drainage systems.

Policy JP-S6: Resource Efficiency supports measures to achieve promotion of overall reduction in level of waste produced include, using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

Policy JP-G7: Trees and Woodland 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.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity 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.

Policy JP -C1 seeks to delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure.

Policy JP-P1: Sustainable Places; sets out a series of design criteria, including the need to design out crime and incorporate inclusive design.

Policy JP-C8: Transport Requirements of New Development; notes how planning applications will be accompanied by a Transport Assessment/Transport Statement and Travel Plans, where appropriate.

Relevant Local Policies

The Development Plan consists of: - The Manchester Core Strategy (2012); and - Saved policies of the Unitary Development Plan for the City of Manchester (1995) The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved and 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 as directed by the National Planning Policy Framework (NPPF).

Section 38(6) of the 2004 Act requires planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF also refers to this requirement.

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' One of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport. (The element of this policy related to use of natural resources and reuse of previously development land is superseded by Places for Everyone policy JP-S1).

Policy T1 'Sustainable Transport' This policy seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. (The element of this policy related to use the broad hierarchy of road uses is superseded by Places for Everyone policy JP-C1).

The proposal is located in an area where there is access to public transport modes, including regular bus services on Victoria Avenue. The scheme includes the provision of cycle storage and electric charging points. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T 2 'Accessible areas of opportunity and need'

Policy T2 also outlines a requirement for developments to provide the appropriate level of parking that meets the realistic requirements of the users of the development. The supporting information which has been submitted indicates the level of parking that will serve the development would meet the parking demand at the place of worship. Furthermore, the accompanying information indicates that people would travel by shared buses and coaches to the proposed worship facility.

Policy EN 1 'Design Principles and Strategic Character Areas'

Higher Blackley is located within the Northern Character Area. The character of this area is significantly affected by the topography. There is a finer grained, predominantly residential mix of development, broken up by open spaces and significant tree cover also linked to the local topography. Developers should respond

to the underlying topography and varied townscape created by the balance between built form and the tree covered landscape.

Policy EN3 'Heritage'

There are no listed buildings on the site, and the site is not in a Conservation Area. However, consideration has been had to the former Convent building on the site as non-designated heritage asset. This is considered in detail elsewhere in this report.

Policy EN4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' concerns reducing CO2 emissions and states that wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought. (Elements within policy EN4 have been superseded by Places for Everyone policy JP-S2).

Policy EN6 'Target Framework for CO2 reductions from low or zero carbon energy supplies'

Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the target of a +10% increase on Part L 2010, unless this can be shown not to be viable. This should be demonstrated through an energy statement.

Policy EN 8 'Adaptation to Climate Change'

Policy EN8 states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. (Specific elements relating to flood risk and linked diverse green spaces within policy EN8 have been superseded by Places for Everyone policies JP-S2, JP-S4 and JP-G8). The new building would be an insulated modern building that replaces the existing convent, with an efficient design to control

internal temperature through passive design such as openings, location and material use thereby reducing carbon emissions.

Policy EN9 'Green infrastructure'

This states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The proposed development would include the retention of soft landscaping with new external green spaces around the building, but would involve the loss of green space and some trees to the east of the access road.

Policy EN 14 'Flood Risk'

The site is in an area identified as having a 'low' probability of flooding on the Environment Agency Flood Map and is located in Flood Zone 1. Parts of the site under the proposed footprint of the building, limited areas within the car park area and landscaping, however, are in areas of medium risk of surface water. This aspect of the scheme is considered in more detail elsewhere in the report.

Policy EN15 'Biodiversity and Geological Conservation'

Policy EN15 states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas.

Policy EN16 'Air Quality'

Policy EN16 states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. (The element of the policy relating to traffic routes has been superseded by Places for Everyone policy JP-S5). The proposed works have the potential to lead to temporary impacts to air quality due to dust creation as part of the construction processes to be undertaken. The proposal has been designed to reduce impacts to air quality by the use of electric minibuses and coaches to bring people to the proposed place of worship together with the provision of cycle storage and the incorporation of electric vehicle charging points. Measures to minimise dust from the construction process, can be controlled through a construction management plan.

Policy EN18 'Contaminated Land'

Policy EN18 states that the Council will prioritise remediation of contaminated land. This matter is considered in detail elsewhere in this report.

Policy EN19 'Waste'

Policy EN19 states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal).

Policy DM1 'Development Management'

Follows the principles advocated in the aforementioned policies and informs that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
 - Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
 - Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
 - Community safety and crime prevention.
 - Design for health. Adequacy of internal accommodation and external amenity space.
 - Refuse storage and collection.
 - Vehicular access and car parking.

- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant: Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Manchester Climate Change Framework (2020 – 2025)

This document was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

Issues

Principle

The site was historically occupied by the Convent of the Good Shepherd, which was interconnected with the St Euphrasia's 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 being present on this site. The principle of the use of the application site for these purposes has therefore been established. However, the potential impact of the proposal on the neighbouring properties must be assessed.

Siting /Layout

The proposed place of worship has been located in a similar location to that of the existing former convent building on the site. The proposed layout has enabled the retention of many existing trees on site and the existing gardens to the south for the former convent building.



Site layout

The proposed ground floor would comprise a large chapel (part double height space) with associated toilet facilities, consulting rooms, offices multi-purpose hall/youth development centre; classrooms for children (toddlers , ages 3-4 and 5-7's) with associated indoor play space; wellness centre/gym; bookshop; restaurant /cafe and associated kitchen; and plant room.



Proposed ground floor plan

At first floor level there would be upper levels of seating associated with the proposed chapel; meeting rooms and offices; areas for both a junior teens church and a senior teens church; classrooms for children (ages 8-10 and 11-12); indoor play /breakout space; sensory room; and a roof terrace area above the entrance at ground floor level.



Proposed first floor plan

Massing

The existing building which would be demolished in connection with the proposed development is part two, part single storey in height, with the built form being sited around the perimeter of an open central courtyard area.



Existing building

The proposed development would comprise a two-storey building which would cover a larger area than the current structure in situ, and which would be 1 storey greater in height along the northern elevation.

Whilst the care home building, and convent building in proximity to the site to the north are single and two storeys, the school to the south is single storey, and the school to south west is predominantly three storeys in height. Furthermore, the properties to the east of the site on Northridge Road are two storeys in height. As such a building of the height proposed is not considered to be out of character with the wider area. It is considered that the height and mass of the proposed development in the location proposed on the site would be satisfactory.

Appearance

The proposed development represents an opportunity to deliver a well-designed building to meet the needs of the users. The applicant was asked to consider the retention of the two-storey eastern facade of the existing building, but due to the constraints set out elsewhere in this report, the retention of the building and front façade would not be feasible.



Proposed eastern frontage to the southerly element of the building



Proposed southern elevation



Proposed southern elevation design details

The materials palette would be predominantly traditional in nature. The primary material for the church building would be buff stock brick, reflecting the adjacent care home to the north. It is understood that the bronze effect perforated metal 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.

It is considered that the proposed design solution would be acceptable in this location, subject to a condition relating to the submission of materials, to ensure a quality development.

Visual Amenity

The proposed building would be set within the site at the end of Chain Road. The design of this building (as described above) is considered to be satisfactory in this location, would not give rise to significantly adverse impacts to visual amenity of the local residents on Northridge Road and Chain Road or to the schools to the south and southwest of the site.

The proposed development would however lead to the creation of a large area of car parking to the rear of houses on Northridge Road (matters in regard to noise associated with this element of the scheme are considered in detail elsewhere in this report). The proposed parking area would replace a large triangular area of grass bounded by trees to the western margin.

Heritage

Whilst there are no listed buildings on the site, and the site is not in a Conservation Area, the former convent building has been considered as a non-designated heritage asset.



Views of existing building

In view that 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, in particular the retention of the eastern façade (main entrance). However, the existing building was found to have numerous constraints, including small cellular rooms, insufficient larger spaces, poor environmental performance, and structural deterioration.

Information accompanying the application states that the majority of the former convent building was constructed in the 1960's and interlinked with an original older two storey brick building known as St Annes to the east, with the buildings arranged around a central courtyard. The convent was constructed to house 35 residents with extensive facilities, including; a Chapel; dining rooms; living rooms; extensive kitchen and serveries; lounges; offices; laundry stores; bathrooms and workrooms. The statement indicates that the existing 60-year-old convent building is past it's lifespan and in need of extensive works if it is to be brought up to modern standards. In addition, that even if the entire building was taken back to its primary masonry structure, the extent of works required to modernise it would be highly complex and unpracticable.

Furthermore, the site has remained vacant for a number of years and the building has been impacted by exposure to the weather, a lack of maintenance and vandalism.

On balance it is considered that the benefits which the proposed development would bring outweigh the loss of the former convent building.

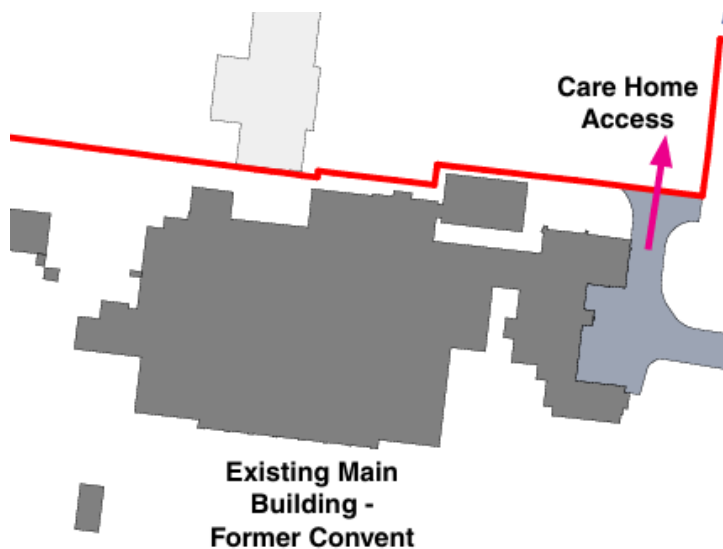
Residential Amenity

The proposed building would lie some 3.15m from the side gable care home to the north of the site, and 439m to the rear boundary of the residential properties to the western side of Northridge Road.

At the closest point to the care home the proposed building would have no windows in the northern elevation, due to the position the proposed auditorium. There would be circa 37m between the windows to the office accommodation at first floor level in the northern elevation and the windows opposite in the southern elevation of the care home, and circa 9.96m from windows in the proposed development to the windows in the eastern elevation of the care home.



Location of the proposed development in the context of the St. Euphrasia's Care Home to the north



Location of former convent building in the context of the St. Euphrasia's Care Home to the north

The elevation overleaf is the proposed northern façade which would be the closest to the care home in proximity to the north of the site. The number of window openings on the northern elevation was reduced where possible, with windows to the rooms at ground floor level on this wing on the proposed building facing south over the route to the entrance to the place of worship.



The configuration of the first-floor level, however, is in the form of smaller spaces used for office purposes. Consideration was given to angling the windows on the northern elevation to enhance privacy for St. Euphrasia's Care Home. However, after reviewing this option, the applicant proposes to apply film to the obscure the northern windows to prevent direct views into St. Euphrasia's care home and ensure privacy for both parties. It is proposed that this aspect of the scheme is conditioned.

The relationship between the proposed building, the care home and Covent of the Good Shepherd to the north has resulted from the release of the land comprising the proposed development from the Convent of the Good Shepherd. It has been advised that it was part of the overall long-term strategy of the convent to release this land to facilitate their continued presence on the wider site. The choice of the applicant to site the proposed building on the site of the currently vacant convent building has in part been taken to reduce impact to biodiversity.

As such the relationship of buildings on the site would be broadly similar in terms of siting, and the retained use, and would continue a cluster of religious use and care facility.

In view of the distance of the development to the existing houses, it is not envisaged that the proposal would give rise to privacy and overlooking issues. The proposed development has been designed to meet the needs of a growing congregation at the existing chapel location in Salford close to the Manchester boundary.

It is considered that the impacts of the proposed development would not give rise to a significant increase in disturbance and that the proposal would not cause any undue harm on the residential amenity currently enjoyed by the surrounding occupants, subject to the proposed conditions relating to acoustic insulation, hours of operation, a limit of the maximum number of attendees, no external transmission of music or operation and / or use of loudspeakers, bells, tannoy, public address systems or any other form of amplified external sound equipment and highway matters considered in detail elsewhere in the report.

The place of worship is proposed to operate from 08:00 to 20:00 on Mondays to Saturdays and from 10:00 to 15:00 on Sundays/Bank Holidays, but with a Monday – Saturday prayer group from 06:00-07:00 (circa 30 attendees).

The following are specific characteristics specifically associated with weekdays and Saturdays;

- 200 visitors/staff every Wednesday evening for the service between 18:00-20:00;
- The Monday – Saturday prayer group (06:00-07:00) is expected to have 30 attendees;
- 20 members of staff are proposed between 08:00-17:00 7 days a week;
- The onsite café is open to visitors of the Site only and not open to the general public; and
- The onsite bookshop will be open to the public Monday-Friday from 09:00-17:00.

The following are operational characteristics specifically associated with Sundays:

- Consent was sought for a worst-case scenario of 1,500 attendees, however, following highway concerns, this is proposed to be restricted to 1100 visitors expected every Sunday, which will be split over 3 services (each service will last approximately 1 hour 40 minutes) leaving 50 minutes between each service:
 - o 08:00 - 09:40;
 - o 10:30 – 12:10; and
 - o 13:00 - 14:40.
- The church facilities will be open on Sundays but only to members and not to the wider public, therefore no additional traffic will be generated; and
- As with the rest of the week, 20 members of staff will be present on site between the hours of 08:00 – 17:00.

There are a number of additional events that may occur at the Site throughout the year which include:

- Weddings will occasionally take place throughout the year on a Saturday, although frequency cannot be determined as it is based on demand. It is assumed that between 100-150 guests will be present;
- Submitted documentation indicates that it is expected that up to 5 events per year will take place which will attract a total capacity of up to 1,500 attendees. However following highway concerns this is proposed to be restricted to 1100 visitors.
- A foodbank will be open on the last Saturday of each month, it is expected that 150 families will take advantage of this between the hours of 11:00 – 13:00; and
- The church café will be open when the foodbank is provided on every last Saturday of the month between the hours of 11:00 – 13:00.

Noise

The Noise Assessment accompanying the application identifies that in addition to noise associated with construction, the operational phase of the proposed development has the potential to generate noise from road traffic associated with the the place of worship and car parking area; delivery vehicle noise; and external mechanical services noise.

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.

It is however, recommended that a condition to restrict servicing hours to Mondays to Saturdays; 07:30 to 20:00 with no deliveries/waste collections on Sundays/Bank Holidays be attached to any approval to safeguard the amenity of local residents.

The report indicates that with the expected performances of façade elements and concurrent worship music noise in all proposed halls at the site, noise levels at the worst-affected noise sensitive receptors are anticipated to not exceed the existing background noise level in any octave band except 63 Hz octave band, and by less than 1 dB. Furthermore, that this is unlikely to be audible and is therefore unlikely to have any adverse impact at any noise sensitive receptor.

In relation to plant, the noise assessment concludes that without any additional mitigation measures, the noise due to the combined operations of mechanical services plant items is anticipated to be 7 dB below the existing background noise level at the worst affected noise sensitive façade at night. This would therefore be unlikely to have any adverse impact at any noise sensitive receptor.

Comments from Environmental Health in respect of noise insulation and noise from external plant have been noted. It is therefore proposed to attach appropriately worded conditions to reduce any potential impacts from noise associated with the proposed development.

As the proposed place of worship would be used during daytime hours, subject to the incorporation of appropriate measures to insulate the proposed building, any noise associated the use of the proposed building is not considered to give rise to significantly adverse impact. However, it is recommended that a condition to required

that the place of worship and associated facilities be used in accordance with the approved hours, is attached to any approval.

Concerns have been expressed in relation to the potential for loud music and public address system for events in the grounds. It is therefore recommended that a condition be attached to any approval to prevent external transmission of music or operation and / or use of loudspeakers, bells, tannoy, public address systems or any other form of amplified external sound equipment in association with the authorised Class F1 use, including the operation of such equipment as part of religious observance.

The proposed development would introduce a large parking area to the back of the rear gardens of nos. 33 to 49 Northridge Road. It is acknowledged that this would introduce an increase in noise from comings and goings, particularly during the daytime on Sundays and Wednesday evenings, in an area of the site which has not been in use for a prolonged period. The proposed scheme, however, would introduce a mixed native hedge and 2.4m acoustic fencing to the northern and eastern boundaries of the site adjacent to the proposed parking area, to reduce levels of noise from the movement of vehicles to the neighbouring occupiers.

It is acknowledged that the increase in the level of parking spaces has the potential to generate noise from comings and goings, which would be noticeable when services are taking place leading to parking spaces in proximity to the eastern boundary being in use, due to lack of active use of this area of the site for many years. Issues associated with noise from vehicles has not been raised by Environmental Health.

On balance, it is considered that subject to attachment of conditions related to the implementation of the scheme, in accordance with the Traffic Management Strategy dated January 2026 Revision 5, the submission of an Events Management Strategy and a Delivery and Servicing Management Strategy in conjunction with restrictions in the hours of use, that this should not give rise to a significant residential disamenity to warrant refusal of consent.

Overshadowing

An overshadowing assessment accompanies this application. The report evaluates the potential impact of the development on overshadowing at the neighbouring St. Euphrasia Care Home. 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.

A further Daylight/Sunlight report confirms that all amenity areas serving St Euphrasia's Care Home would receive two hours of direct sunlight to in excess of 50% of their area on 21 March. As such, all amenity areas would continue to meet the BRE target criteria with the proposed development in place.

Air Quality

The application is accompanied by an air quality assessment. This confirms the site is not located in an Air Quality Management Area (AQMA), with the nearest AQMA is approximately 160 m to the north of the site along the M60 motorway. Furthermore, the installation of electric charging points, and provision of secure cycle storage facilities would assist in the reduction of impacts to air quality.

However, there is potential for the proposal to cause impacts at nearby sensitive receptors during the construction phase. During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. It is considered that matters related to any mitigation measures required can be managed through a construction management plan condition.

Highways Impacts

The applicant has submitted a Transport Statement (TS) alongside the application that considers the existing transport conditions within the vicinity of the site and the proposed development's access and parking provision. An assessment of trip generation and distribution have 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. Traffic flows associated with the care home and convent to the north of the site formed part of the assessment.

Junction capacity assessments have been conducted across the network using industry standard software for various scenarios. The outcome in the TS indicates the junctions would continue to operate within capacity.

Furthermore, a Traffic Management Plan has been submitted, which includes a strategy for managing the highest traffic volumes, expected on Sundays, to reduce impacts on the local highway network. The plan includes measures for safely and efficiently directing attendees to parking, with volunteer organisers stationed along Chain Road to assist with arrival and departure. In addition, the Traffic Management Plan sets out that church services would not coincide with the peak operating hours of the adjacent schools (8-9AM and 3-4PM) when the immediate highway network is the busiest.

A full car parking assessment has been completed to ensure that the proposed development will not impact local surrounding roads and that the proposed demand for parking can be accommodated safely on Site. In summary, the 189 spaces proposed on the basis that:

- It is in excess of the standard for a stadium (1 per 15 seats), which is deemed the most similar use by the transport consultant;
- The congregation arrive in family groups, with the existing car occupancy being over 4 people per car;
- The layout provides sufficient car parking provision to accommodate the demand for the existing mode split and 1,050 current congregation;
- When travel plan measures are implemented to reduce the people arriving by car to 49.2%, the parking provision would not be exceeded even if the full 1,500 capacity was reached;

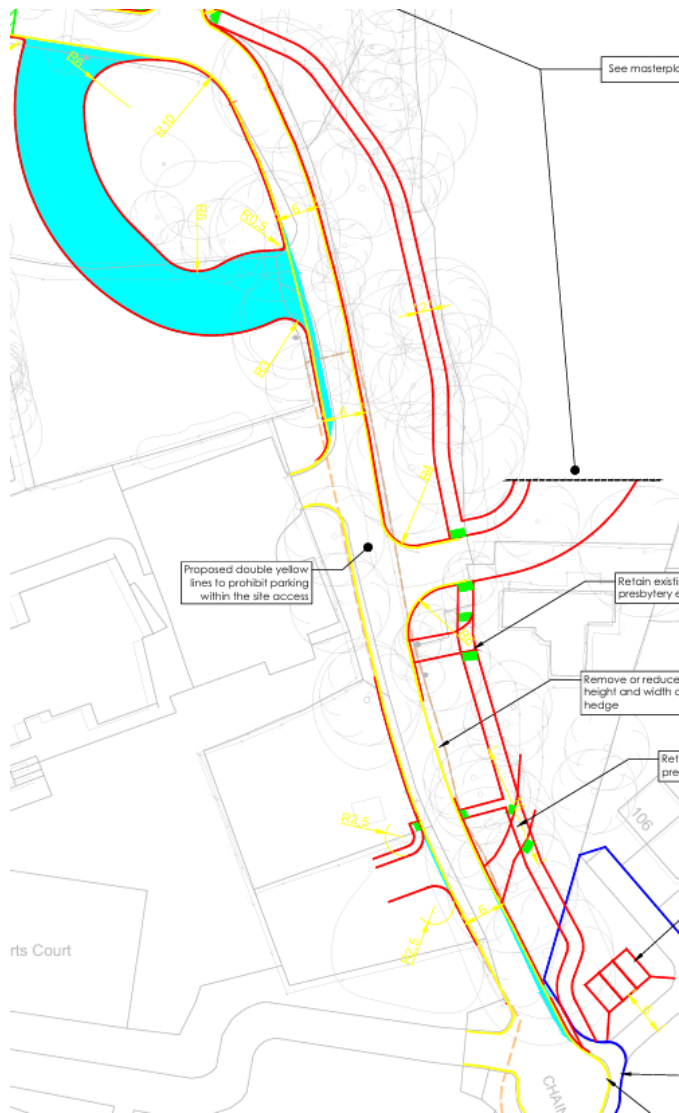
- The church currently operates mini-buses and coaches which collect and drop people off and are committed to continuing to operate these services;
- The church is committed to a travel plan and traffic management plan to manage the impact of the church on the local community;
- The Site is within close proximity to a number of residential areas which can be accessed via foot and cycle; and
- Frequent bus stops are within a short walking distance so that people can arrive by public transport.

On the basis that the site is served by public transport and walking and cycling routes offer opportunities to access by non-car modes, it is considered that the proposal accords with NPPF and provides suitable access to the development. The development includes measures that are commensurate with the scale, impact and nature of the proposal to facilitate and maximise access by sustainable modes and minimise the traffic impact of the proposal.

Access, parking and servicing

Vehicle access to the site is currently from Chain Road. The proposed development would involve retaining the access. The site shares a boundary with St Euphrasia's Care Home and the Convent of the Good Shepherd to the north, who have access rights through the site via the existing primary private road that runs south to north. The care home and Convent of the Good Shepherd to the north have a total of 22 parking spaces, which would continue to be accessed through the site from Chain Road .

The access road is proposed to be 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.



The sections along the north – south route to be widened are shown in blue.

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.

A 133-space car park is proposed to the east of the access road with 10 motorcycle spaces, the access to which would be controlled by a double arm rising barrier. 12 additional spaces in proximity to the proposed place of worship for disabled users, and 20 spaces for staff are also proposed. A separate overflow parking area is proposed to the west of the access road and south of Meade Hill School would provide a further 24 spaces, with 3 further spaces accessed from Chain Road in proximity to nos. 102-106 Chain Road.

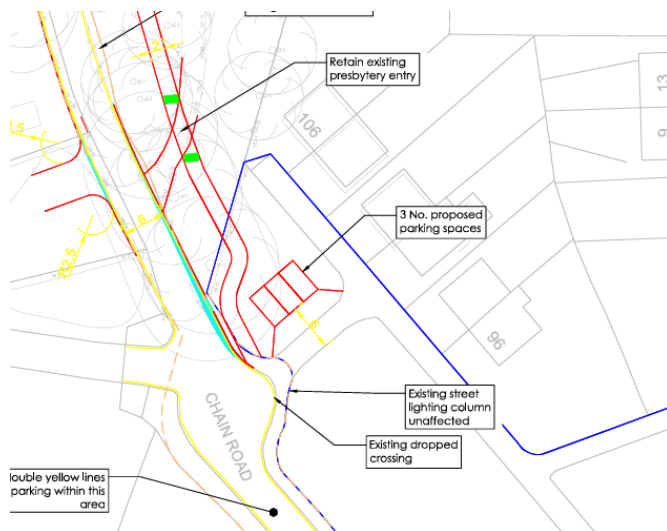
40 covered and secure cycle storage spaces are also proposed. It is proposed to attach a condition relating to the implementation of the cycle storage arrangements, together with a requirement for the finalised design to be submitted.

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. 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.

In addition to the above transport proposals the applicant has advised that there is ongoing discussing to provide TROs on Chain Road around the access and from Northridge Road. This is in order to ensure that access to the proposed site and the bus turnaround for the school is not restricted.

In view that this may necessitate works to Chain Road it is recommended that a highway works condition is attached to any consent and that this makes reference to including any footway reinstatement, and resurfacing, and any TRO's which may be needed.

A resident has raised concerns that the proposed parking spaces (3) at the bottom of the entry path to nos. 96 -106 Chain Road and its neighbouring houses would mean that residents may have to cross onto the applicant's property to access these houses from Chain Road. For clarity both the footpath and the land where 3 parking spaces are proposed is in the ownership of Manchester City Council. The three spaces which are proposed shown on the image overleaf, would not block access to the existing path from Chain Road. Furthermore, there is an alternative footpath route the junction of Chain Road and Northridge Road to these properties, albeit this is a longer distance to these addresses, than that from Chain Road.



Supporting document 189 car parking spaces are proposed of which 20 (10%) would have electric vehicle charging points. It is proposed that this aspect of the scheme is conditioned, with a requirement of the finalised location and the specification of the equipment to ensure charge points of appropriate kilowattage are installed.

In relation to servicing, the arrangements to the facility would broadly remain the same. The current service access is maintained from Chain Road.

A travel plan has been submitted, and it is recommended that the implementation of the plan is conditioned.

Capacity and transport

Information related to attendance at the current site for the Winners Chapel has been provided by the applicant. The overall figure is a total of 1050 attending the church on Sundays. This figure is broken down into 600 people in the main auditorium, 300 in the children's classrooms, 75 in Junior teens church and 75 in the senior teens church. The applicant sought a maximum capacity for the development being proposed of 1500, with 800 people in the main auditorium, 400 in the children's classrooms, 150 in Junior teens church and 150 in the senior teens church. This figure has been subject to change due to concerns raised in relation to parking and vehicle movements.

In regard to the projected number of attendees, the details provide suggest that 738 (49.2%) would come by car, 45 (3%) would walk, 35(2.3%) would travel by cycle/scooter, 94 (6.3%) would come by taxi, 432(28.8%) would travel by coach/minibus, 150 (10%) by bus and 6 (0.4%) by tram/train.

Whilst it is acknowledged that the Winner's Chapel are focused on encouraging travel to the site by other means than car, with car sharing encouraged in addition to travel by the organisations fleet of minibuses and coaches, concerns remain in relation to the level of proposed off street parking, in particular in regard to the movement of people as 1 group leave a Sunday services and the next group arrive. It is therefore recommended that a condition be attached to any consent to restrict the maximum number of attendees of people to an increase of 50 people above those attending the existing facility i.e. a maximum of 1,100 people present at any time, rather than the number of 1,500 maximum attendees which are being sought by the applicant. This would enable the impacts of these transitions on Sundays to be fully evaluated when operational.

Accessibility

The proposed place of worship would be fully accessible. The main entrance would have level access. The proposed place of worship includes 3 lifts, and 7 accessible toilets would be provided within the proposed building. Within the main auditorium, the first 6 rows of seating are all at the same level with non-fixed seats, which would provide flexibility for accommodating wheelchair users.

Corridor widths, door widths, and opening patterns would comply with part M of the building regulations.

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 metres.

Crime and Safety

The application is accompanied by a Crime Impact Statement. The planning agent responded to the matters raised in the Executive Summary, advising that the site has been designed to allow managed access to the garden areas with a

combination of active security personnel, passive surveillance from building occupants and a CCTV system linked to the buildings management room. The applicant believes that security could be improved through the inclusion of an additional fence within the site running from the southwestern corner of the proposed building to the western site boundary. Furthermore, a plan within the design and access statement shows the overflow car park secured, and the main parking areas separated, and access points secured at night forms part the landscape design. The design and access statement also identified where the zoning and access arrangements for the building have been considered from a security perspective.

A condition is recommended to ensure Secured by Design accreditation is achieved.

Flood risk / Drainage

The development is located within Flood zone 1. i.e. land assessed as having less than a 1 in 1000 annual probability of fluvial flooding (<0.1%), but areas within the site are shown to be at medium risk of surface water flooding.

The submitted drainage strategy considers each of the options in the drainage hierarchy. The report findings are that infiltration is unlikely to be viable, nor is discharge to a surface water body possible. The most appropriate means of discharging surface water would be to connect to an existing 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.

The drainage strategy indicates that 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, with excess stormwater being stored on-site in two appropriate attenuation tanks, resulting in a 61% improvement over existing brownfield runoff.

It is also proposed to use grass joint paving for the proposed parking spaces, which would reduce the level of surface water run-off. It is recommended that this aspect of the scheme is conditioned.

However, in view of the observations from the Local Lead Flood Authority and United Utilities, it is proposed to attach a condition relating to surface water drainage, and a condition relating to the implementation, maintenance and management of the sustainable drainage scheme.

Contaminated Land

A Preliminary Geo-Environmental Appraisal has been undertaken, which includes an Unexploded Ordnance (UXO) risk assessment. The appraisal indicates that the coal mining risk at the site is very low; that no special precautions against ground gases are required on the site, and that the previous developments on the site are considered unlikely to have given rise to any significant ground contamination. It is however, recommended that further site investigations are undertaken in the form of trial pit, and chemical testing of soils.

Within the Appraisal, the Coal Mining Report confirms that there are no mine entries within 100m of the site, with no past mining recorded.

In view of the comments received from consultees, it is proposed to attach a contaminated land condition to any approval.

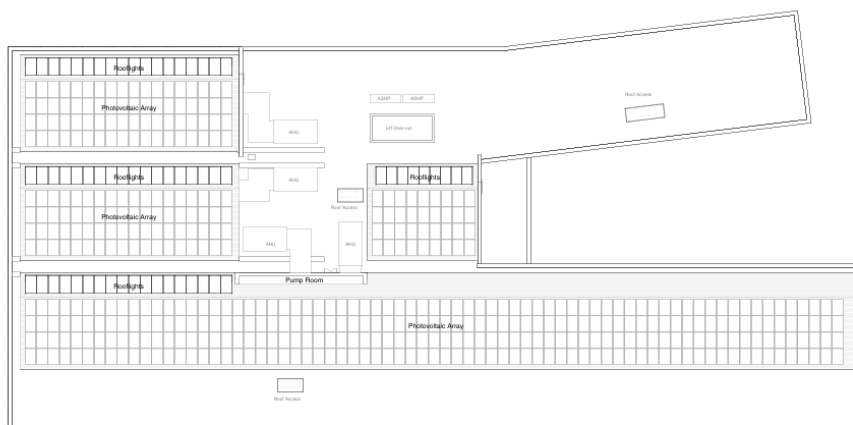
Archaeology

An archaeological desk-based assessment has been undertaken, which indicates that the site is considered to have a low potential for archaeological remains of prehistoric to medieval date and a high potential for archaeological remains of post-medieval to modern date. None of the former buildings associated with Litchford Farm and Hall have survived, and it is probable that numerous phases of development associated with the changing form and footprint of the Convent have truncated, if not fully removed, any below ground structural remains of the former Farm and Hall site that may have survived demolition. There are, however, areas of the site that may not have seen such intense activity. In view of the comments received from GMAAS it is recommended that a condition to require a phased programme and methodology of investigation and recording; programme for post investigation assessment; dissemination of the results commensurate with their significance etc, is attached to any approval.

Sustainability

The application is accompanied by an Energy Statement. The design of the development would incorporate energy efficient building fabric and services in addition to low carbon technology, including LED lighting and daylight dimming, together with air source heat pumps, and PV panels to the roof. This is expected to result in 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.

It is proposed that the roof incorporate rooflights to enable natural light into the proposed building together with PV's. Air handing units would also be sited in a central location on the roof.



Roof plan with PV coverage

189 car parking spaces are proposed of which 20 (10%) would have EV charging points. The church runs a series of mini-buses and coaches to their existing site, many of which are electric vehicles. The church has advised that they are committed to maintaining this practice at the proposed site.

40 covered and secure cycle storage spaces are also proposed. Space has also been identified to the northwest of the site where additional cycle spaces could be installed in the future if demand dictates.

Green roofs are proposed to the cycle shelters along the southern elevation of the proposed building.

The Energy Statement demonstrates that a very good BREEAM rating could be achieved, with a pre-assessment calculation of 60.14%. It is recommended that a condition is attached relating to this aspect of the proposed development, and that an uncertified review is required on completion of the measures to demonstrate the level of energy efficiency which has been achieved.

On the basis of the submitted details, it is considered that the development would accord with the aspirations set out in policies EN 4, EN6 and EN8.

Waste Storage

An internal bin store would be located within the north of the proposed building. The Church's management team will be responsible for placing and retrieving the bins from the collection point. Waste storage would comprise general waste – 3 x eurobin 1100 litres ; pulvable recycling 2 x eurobin 1100 litres; dry mixed recycling 2 x eurobin 1100 litres; food waste 3 x 240litre wheelie bin. Collection would take place from Chain Road. In view of the comments received from Environmental Health, it is recommended that an appropriately worded condition is attached to any approval to require the scheme to be implemented as part of the development and remain in situ whilst the use or development is in operation.

Landscaping /Trees

The development site currently consists of developed land and landscaping/garden areas to the south of the site, and a heavily treed area to the east of the site. Whilst the proposed place of worship has been broadly sited on the location of the existing built form on the site, in order to facilitate the retention of the landscaping to the south, the proposed parking arrangements would necessitate the removal of trees.



Proposed landscaping scheme

A total of 29 trees are proposed for removal to facilitate the development. This includes 17. individually recorded trees and 3 of trees from recorded tree groups. 2. of these trees are of high (Category A) arboricultural value, 2 of a moderate (Category B) arboricultural value and 20 are either low value or in irremediable decline (Category C or U (11)). Sections of the existing hedge would also be removed.

This removal would result in a temporary reduction in canopy cover, however, this would be re-established and improved as the replacement planting matures.

It is recommended that a condition be attached to any approval to require protection measures to be implemented in respect of the retained trees.

The proposed landscaping would include the planting of 61 trees (31 medium, 30 small, 4 multi stem and 8 pleached), together with the creation of a mixed native hedge (236 l/m) and the retention of an existing hedge (213 l/m). Areas of modified and neutral grassland would be enhanced, and coloured meadow flower mixes would be introduced into the garden area, together with planting beds. The gardens would cover 10,850 m² and the green roof elements would be circa 400m². The landscaped area to the south of the site would be augmented with the additional of a small play are close to the southern elevation of the proposed building, a reflective water feature, seating, picnic benches.

Outdoor seating is also proposed to be located alongside the eastern elevation of the proposed building in proximity to the ancillary café facility.

It is proposed to use grass joint paving for the proposed parking spaces to reduce the impact of the spaces in the context of the retained and proposed tree planting.

Native species are proposed to complement and enhance the existing tree stock on site. The proposed planting has been chosen to be shade and drought tolerant to ensure climate resilience and provide year-round interest through seasonal colour and structure.

In view of the observations by Greater Manchester Ecology Unit that additional tree planting on the site would contribute further to delivering a higher level of BNG at the site, it is recommended that any approval have a condition attached to require the submission of a detailed planting scheme, prior to above ground works, and that the approved scheme be implemented prior to the occupation of the proposed place of worship, and be subject to a requirement for any planting which dies or is removed within 5 years of planting is replanted with the same or similar species.

Non- Native Species

There are areas within the site where non- native species -Cotoneaster, and Himalayan Balsam are present. It is recommended that a condition be attached to any approval to ensure that measures are taken to ensure their removal.

Ecology

An Ecological Impact Assessment including Biodiversity Net Gain Metric and bat surveys accompany the application.

The report indicates that the habitats on-site that would be affected by the proposals— primarily buildings, hardstanding, scrub, introduced shrubs, modified grassland, and ornamental hedgerows—are of negligible ecological importance. It is acknowledged that areas of neutral grassland would be removed as part of the proposals, but that this would be offset by incorporating modified grassland planting and enhancing existing neutral grassland on-site, with specific areas maintained for wildlife.

Mitigation measures in the form of bat and bird boxes are recommended, and it is proposed that this aspect of the proposed development is conditioned.

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 in building no.1. The report indicates that these roosts are considered to have low conservation value, in line with the Bat Mitigation Guidelines (English Nature, 2004). Furthermore, that the building is not of a construction, nor does it contain roost features which would typically support hibernation roosts. Consequently, an EPSL application to Natural England would be required following planning consent.

In view of this and the comments received from GMEU, an appropriately worded condition is proposed.

Conditions related to:

- ensuring that external lighting is designed to ensure sensitive areas will be maintained as dark areas during and post construction, to ensure bats, and other wildlife are not deterred from using them.

-During works to tree refs:T87, 108 and 123 a suitably qualified ecologist (SQE) be present and any features should be replaced at a 1:1 ratio with bat boxes.

- A pre-commencement check of the suitable habitats on-site to support badger, immediately prior to the start of works should be completed; and

- If any clearance works to nesting habitats are required during the nesting season, then pre-removal checks for nesting birds must be carried out by a suitably experienced suitably qualified ecologist no more than 48 hours prior to the works commencing.

are also recommended to be attached to any approval

Biodiversity

On 12 February 2024, Biodiversity Net Gain became mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) for the majority of planning applications submitted after this date. This meant that most developments, listed under the Town and Country Planning Act, are now required to deliver a minimum 10% biodiversity net gain as result of their proposals.

The site is currently comprised of built form, with large areas of modified grassland (poor condition), neutral grassland (poor and moderate condition), with small area of bramble scrub and introduced shrubs, and privet hedging to either side of the access road through the site.

The proposed development would mainly impact habitats of limited ecological importance. Furthermore, the loss of 17 individual trees, neutral grassland, and hedgerows of local ecological significance are proposed to be mitigated through the planting of replacement trees and hedgerows, as well as grassland enhancement. The existing pre-development biodiversity value is 16.18 habitat units and 1.12 hedgerow units.

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 would need to be created through off-site provision

It is therefore recommended any approval would have a 30-year habitat management and monitoring plan (HMMP) attached, together with a Biodiversity Net Gain Plan statutory condition as required by Part 1 of paragraph 9 (1) of schedule 7a of the Town and Country Planning Act 1990 (as amended).

Boundary treatment

It is proposed that the southern, northern and western boundaries would comprise 2.1m high black weldmesh fencing.

2.4m acoustic fencing is proposed to be installed to the northern and eastern boundaries of the site (to the rear of nos. 33 to 47 Northridge Road) adjacent to the proposed parking area.

It is proposed to attach a condition to require details of the acoustic fence to be provided for consideration, prior to the boundary treatment being installed.

Broadband Connectivity

The submitted broadband connectivity assessment 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. The report concludes that the site is already likely to have standard download speeds.

Employment

It is anticipated that the development would to the creation of ten jobs and initially provide twenty volunteer positions. Documentation accompanying the application also indicates that the applicant is committed to offering ongoing training opportunities through their Corporate Social Responsibility Committee. These programs would 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.

Comments received from consultees accepting the letter of intent regarding the labour agreement, it is however, recommend that a condition related to the submission of a local labour agreement are attached to any approval.

Statement of Community Involvement

A public consultation exercise was undertaken as part of the Pre-Application engagement process by the applicant. 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 (sent to 1091 addresses). A drop in event was also held at a local community centre, and 16 people attended the session. Furthermore, a dedicated project website was created to provide information on the application proposals.

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. Comments varied, with some showing support for the project, expressing enthusiasm for the proposals; the positive impacts for the community; that the chapel will bring development and employment to the area; and a fondness for the community gardens. Others raised concerns regarding the limited land available for the chapel, the scale of the chapel, the sustainability of shrubbery and green spaces, impacts to local wildlife, increased noise levels, crowd control, traffic control and parking issues. Other matters raised included questioning the need for a church due to the level of provision in the area; regarding the financial intentions of the church, and a need for a school or mental health hospital as opposed to a church; the potential for antisocial behaviour.

Other matters raised

The comments referenced by Councillor Power as being on the Higher Blackley community page above have not been sent to the local planning authority in connection with the 2 notifications sent to local residents.

The applicant has confirmed that they have an agreement (The Convent, the School and Themselves) to be responsible for the road work and ongoing maintenance of the access road based on a sharing formula of 40%, 30% and £30% respectively. They advise that maintenance work has been carried out recently on the said road.

A resident has stated that the proposed development would disturb the graves of babies on the site from when the site was used as a Magdalene Laundry /Asylum. They advise it was common practice if babies died to bury them in unmarked graves. This has been noted and the details shared with the planning agent, but this would be a matter for the applicant and the Home Office to deal with, if any remains are found. In view that the development would be located (for the most part) on the site of the former Convent buildings, and that the gardens to south of the building would be retained. It is considered that the risk of finding unrecorded remains would not be so significant as to warrant the refusal of permission.

Conclusion

The proposed development would enable the creation of a place of worship within a well-designed modern building which incorporates facilities to meet the needs of those using their current place of worship.

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 the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. They believe 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.

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. The original submission raised initial concerns about design , parking, traffic movements and highway matters. These matters have been satisfactorily resolved and the appropriate conditions have been attached.

Recommendation: Approve

1.The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out in accordance with the following drawings and documents:

Proposed site plan ref: 23040-MOJO-01-ZZ-DR-A-PL0001 rev.P01(notwithstanding annotated parking numbers)

Proposed Building plan ref:23040-MOJO-01-00-DR-A-PL0002 rev.P01

Proposed roof plan ref: 23040-MOJO-01-02-DR-A-PL1002 rev.P01

Existing and proposed sections ref: 23040-MOJO-01-ZZ-DR-A-PL1012 rev.P01

Proposed elevations plan ref: 23040-MOJO-01-ZZ-DR-A-PL1011 rev.P02

Proposed sections plan ref: 23040-MOJO-01-ZZ-DR-A-PL5001 rev.P01

Landscape design workbook dated June 2024 ref: 425-LST-XX-XX-RP-L-0001-P05

Landscaping general arrangement plan ref: 425-LST-XX-XX-DR-L00101 rev.P04

Softworks arrangement plan ref: 425-LST-XX-XX-DR-L00301 rev.P03

Hardworks arrangement plan ref: 425-LST-XX-XX-DR-L00401 rev.P03

Furniture arrangement plan ref: 425-LST-XX-XX-DR-L00501 rev.P03

Habitat Features plan ref: 16680/P01b dated November 2024

CCTV Survey Review and Remedial Requirements ref: 24360-ROS-XX-XX-T-C-00002

Planning Statement dated November 2024

Statement of community involvement

Air Quality Assessment ref: 103173V2 dated 24th October 2024

Arboricultural Impact Assessment ref: 16680_R02_WS_LB dated 21st November 2024

Archaeological Desk- Based Assessment ref: PN4299/DBA/1 dated November 2024

Bat Emergence and Re-Entry Surveys dated 5th June 2024

Broadband Connectivity Assessment dated October 2024 rev.P01

Construction Environmental Management Plan ref: 23040-MOJO-XX-XX-A-RP-PL0002 rev.P01 dated 1st November 2024

Crime Impact Statement Version A: 16/09/2024 Ref: 2018/1009/CIS/01
Daylight & Sunlight report ref: 21964 dated 12th November 2024
BRUKL Output Document – Compliance with England Building Regulations Part L 2021 dated October 2024
BRUKL Output Document – Compliance with England Building Regulations Part L 2010 dated October 2024
Ecological Impact Assessment with Biodiversity Metric ref: 166680_R03d_LCD rev. D dated 25th November 2024
Energy Statement dated October 2024
Environmental Standards Statement (including BREEAM Pre Assessment) November 2024 rev.01
External Lighting Assessment dated October 2024 rev.P02 (12.11.2024)
Fire Strategy report ref; JM2669/R2 Issue 1 dated 07.10.2024
Local Labour Agreement
Noise Assessment report ref: 103173 dated 13.11.2024
Preliminary GeoEnvironmental Appraisal Report ref: 7305/1A dated September 2024
Preliminary Ecological Appraisal and Preliminary Roost Assessment Version 2.1 dated 22.05.2024.
Sustainability Statement October 2024
Transport Assessment dated November 2024 (Revision 1)
Travel Plan dated November 2024 (Revision 1)
Waste Proforma
Whole Life-Cycle Carbon Assessment dated 5th November 2024
Received 28th November 2024

Statutory Biodiversity Metric Calculation Tool Version 3 received 17th December 2024

Proposed arrival and Departure data
Existing Mode Split Arrival-Departure
Received 21st February 2025

Response to Highway Services comments dated 28th March 2025

Correspondence from planning agent dated 28th April 2025 in regard to loss of the existing building and heritage matters.

Drainage Statement – Response to United Utilities ref: 24360-ROS-ZZ-XX-RE-C-00150 rev.P01 received 3rd April 2025

Road Safety Audit Brief dated 27th March 2025 received 4th April 2025.

Flood Risk Assessment and Drainage Strategy ref: 24360-ROS-00-00-RE-D-090001 revision 4 dated May 2025
Proposed drainage layout plan ref: 24360-ROS-00-00-DR-C-09000 rev.P05
Received 15th May 2025

Correspondence from planning agent dated 15th May 2025 relating to highway matters.

Existing site network 2yr storm events dated 03.05.2025 received 15th May 2025

Proposed Access Layout plan ref: 24015.GA.01 rev.C (notwithstanding any annotated works to the existing hedge adjacent to the existing route to Chain Road)
Church bus travel schedule

Vehicle tracking of coach and bus drop off with passing cars plan ref: 4015.ALT.03A

Received 24th July 2025

Traffic Management Strategy dated January 2026 Revision 5 received 7th January 2026

Design Update Sketches rev.C dated 06.03.2026 received 9th March 2026

Design and Access Statement rev.B dated 24th April 2026

Proposed GA – Level 00 ref: 23040-MOJO-01-00-DR-A-PL1002 rev.P02

Proposed GA – Level 01 ref: 23040-MOJO-01-01-DR-A-PL1002 rev.P02

Received 27th April 2026

Correspondence from planning agent dated 26th September 2025 confirming maximum 1,100 congregation

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3. Prior to the commencement of the development, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- The duration/phasing of construction works and associated vehicle trips;
- Routing of construction traffic within the site and on highway - this should be evidenced by appropriate swept-path assessment;
- Site logistic plan including location of welfare facilities, waste storage, and loading/unloading areas ;
- Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- Details of the location and arrangements for contractor parking;
- A robust Traffic Management measures for vehicles, pedestrians and cyclists;
- Specify the working hours for the site;
- Manage and coordinate construction activities with reference to ongoing/imminent construction works in the locality:
- Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location; and-

Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and for highway safety reasons and protection of wildlife pursuant to policies SP1, EN15, EN19, DM1 of the Manchester Core Strategy (2012)

4. Notwithstanding the materials referenced in documentation in condition no.2, prior to the commencement of above ground works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy (2012).

5. a) The development shall be implemented in accordance with Energy Statement dated October 2024.

b) Within 3 months of the completion of the construction of the authorised development, a post construction review certificate/statement shall be submitted for approval for the development.

c) Any non-conformity from the approved scheme shall be clearly set out along with measures required to ensure compliance with the agreed details.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy (2012) and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework, and policies JP-S1, JP-P1 and JP-S2 of the Places for Everyone Joint Development Plan.

6. Prior to above ground works, full detailed designs (including specifications) of all on-site and off-site highways works (including any Traffic Regulation Orders, dropped kerbs and tactile paving, footway reinstatement, and resurfacing and detailed design of the widening works to the Chain Road access), shall be submitted to and approved in writing by the City Council as local planning authority. The highway works shall be implemented in accordance with the approved details and approved delivery sequence, and all the agreed works shall be completed prior to the first dwelling unit in that phase being occupied.

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012).

7. a) Prior to above ground works, finalised details of the surfacing of the parking spaces shown on Hardworks arrangement plan ref: 425-LST-XX-XX-DR-L00401 rev.P03, shall be submitted to and approved in writing by the City Council as local planning authority. The car parking for the development shall be surfaced in accordance with the approved details, demarcated and made available for use before the development hereby approved by this permission is occupied or brought into use.

b) The car parking spaces shall then be available at all times whilst the building is occupied and shall not be used for any other purpose than the parking of vehicles associated with the use of the building.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

8. . a) The development shall be implemented in accordance with the Traffic Management Strategy dated January 2026 Revision 5 received 7th January 2026, when the building is brought into use.

b) The results of the monitoring and review processes shall be submitted in writing to the local planning authority within a timescale to be agreed and any measures that are identified that can improve the effectiveness of the management of car parking, associated with the use in the vicinity of the site, shall be adopted and implemented.

Reason - In accordance with the provisions contained within Planning Policy Guidance and to enable the use and activity to be monitored and to assess the impact on the general amenity of the area with particular regard to traffic generation, pursuant to policies DM1, SP1 and T2 of the Manchester Core Strategy (2012).

9) Prior to above ground works, with the exception of demolition and site clearance, a Delivery and Servicing Management Strategy shall be submitted to and agreed in writing by the City Council as local planning authority. The submitted strategy shall ensure that servicing/delivery activities across the site are co-ordinated to ensure efficient use of any loading bays/short-stay parking areas. The strategy should also take into consideration food/parcel deliveries, providing clear direction on the following:

- Designated delivery drop-off points
- Delivery and servicing hours for the site
- Provision of clear signage in common areas to guide delivery drivers to the drop-off point;
- Inform all staff / volunteers on the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries;
- Establish specific delivery hours for residents of the development where possible;
- Periodically review how the drop-off process is working and encourage staff / volunteers feedback;
- Set up a secure delivery holding area within the development; and
- Monitor Security Concerns. The development shall operate in accordance with the agreed strategy.

Reason - In the interests of pedestrian and highway safety pursuant to policy DM1 of the Manchester Core Strategy (2012)

10. a) The development shall be implemented in accordance with the Travel Plan dated November 2024 (Revision 1)

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

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

11. Finalised detailed designs of the secure cycle shelters in the locations shown on Site location plan ref: 23040-MOJO-01-ZZ-DR-A-PL0001 rev.P01 be submitted to and approved in writing by the City Council as local planning authority. The cycle storage arrangements shall be implemented for the development in accordance with the approved details, and all the agreed works shall be completed prior to the proposed development being brought into use and be retained thereafter.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

12. a) Prior to above ground works locations and finalised specifications of the electric charging points in the documentation referenced in condition no.2, shall be submitted to and approved in writing by the City Council as local planning authority, prior to the first occupation of the Place of Worship hereby approved.

b) Prior to occupation of the Place of Worship any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

13. a) Prior to occupation of the building hereby approved, details of a Event Management Strategy (including the presence of marshals during large events (including prayer) both on and off-site; appropriate signage; segregated areas for use by taxis and minibuses shall be submitted to and approved in writing by the City Council as local planning authority. The Event Management Strategy shall then be implemented within one month of approval.

b) The results of the monitoring and review processes shall be submitted in writing to the local planning authority within a timescale to be agreed and any measures that are identified that can improve the effectiveness of the management of car parking, associated with the use in the vicinity of the site, shall be adopted and implemented.

Reason - In accordance with the provisions contained within Planning Policy Guidance and to enable the use and activity to be monitored and to assess the impact on the general amenity of the area with particular regard to traffic generation, pursuant to policies DM1, SP1 and T2 of the Manchester Core Strategy (2012).

14. a) Prior to occupation of the building hereby approved, details of a servicing management plan, shall be submitted to and approved in writing by the City Council as local planning authority. The servicing management plan shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remains effective. The servicing management plan shall then be implemented within one month of approval.

b) The results of the monitoring and review processes shall be submitted in writing to the local planning authority within a timescale to be agreed and any measures that are identified that can improve the effectiveness of the management of servicing, associated with the use in the vicinity of the site, shall be adopted and implemented.

Reason - In accordance with the provisions contained within Planning Policy Guidance and to enable the use and activity to be monitored and to assess the impact on the general amenity of the area with particular regard to traffic generation, pursuant to policies DM1, SP1 and T2 of the Manchester Core Strategy (2012).

15. a) The development hereby approved shall be completed in accordance with the physical security specifications outlined within Sections 3.3 & 4 of the submitted Crime Impact Statement Version A: 16/09/2024 Ref: 2018/1009/CIS/01 (in relation to the measures to be incorporated into the development to achieve the secure by design accreditation).

b) The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

16. Notwithstanding the Drainage Strategy, prior to the commencement of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies within the NPPF and NPPG, and policies EN08 and EN14 in the Manchester Core Strategy (2012)

17. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme relating to the development have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy (2012).

18. a) The development shall be implemented in accordance with the Phase 1 Desk Study Report February 2024 received by the City Council as local planning authority on 20th May 2024.

b) Before the development hereby approved commences a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) shall be submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

c) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies EN18, SP1 and DM1 of the Manchester Core Strategy (2012).

19. The hours of operation for the place of worship and associated classroom accommodation hereby approved are restricted to 08:00 to 20:00 on Mondays to Saturdays and from 10:00 to 15:00 on Sundays/Bank Holidays (with the exception of the Monday – Saturday prayer group daily meeting between 06:00-07:00).

The development shall only be carried out in accordance with the approved hours of opening.

Reason - To safeguard the amenities of the occupiers of nearby accommodation when the development is complete, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester (2012).

20. The outdoor seating area to serve the café facility shall be restricted to 08:00 to 20:00 on Mondays to Saturdays and from 10:00 to 15:00 on Sundays/Bank Holidays. The development shall only be carried out in accordance with the approved hours of opening.

Reason - To safeguard the amenities of the occupiers of nearby accommodation when the development is complete, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester (2012).

21. Deliveries, servicing and collections, including waste collections to the hereby approved development shall not take place outside the following hours: Mondays to Saturdays; 07:30 to 20:00 No deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby accommodation, pursuant to policy DM1 of the Manchester Core Strategy (2012).

22. a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority. Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the

recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

23.a) The development shall be implemented in accordance with the measures in the Noise Assessment report ref. 103173, Dated: 13/11/2024 in relation to externally mounted ancillary equipment. The approved scheme shall be completed before the development is occupied or brought into use.

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

Reason - To safeguard the amenities of the occupiers of nearby accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

24. There shall be no external transmission of music or operation and / or use of loudspeakers, bells, tannoy, public address systems or any other form of amplified external sound equipment in association with the authorised Class F1 use, including the operation of such equipment as part of religious observance.

Reason - In the interests of the amenity of the occupiers of nearby residential properties pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester and guidance contained within the National Planning Policy Framework.

25. The development shall be implemented in accordance with the details in the Waste Management Proforma, Waste and Recycling proposals contained within the DAS received 27/4/2026, and the bin store location on Proposed GA – Level 00 ref: 23040-MOJO-01-00-DR-A-PL1002 rev.P02, prior to the occupation of the place of worship hereby approved and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

26. Prior to the commencement of any earthworks, a survey of the site and within 30m of the earthworks for badger setts shall be undertaken and the findings shall be submitted to and approved by the local planning authority. The development shall be

undertaken with any measures identified as being necessary following the outcome of the survey.

Reason - to minimise the risk of accidental harm of a European Protected Species (Habitats Regulations 1994), pursuant to policy EN15 of the Manchester Core Strategy (2012).

27. Prior to the commencement of any earthworks or vegetation clearance a precautionary wording measures method statement for mammals and amphibians shall be undertaken and the findings shall be submitted to and approved by the local planning authority. The development shall be undertaken with any measures identified as being necessary following the outcome of the survey.

Reason - to minimise the risk of accidental harm of a European Protected Species (Habitats Regulations 1994), pursuant to policy EN15 of the Manchester Core Strategy (2012).

28. The demolition of Building B1 is likely to cause harm to common pipistrelle bats as identified in the Bat Emergence and Re-entry surveys dated 5th June 2024 , and shall not in any circumstances commence unless the local planning authority has been provided with either:

- a) a license issued by Natural England pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead: or
- b) a statement in writing form the relevant licensing body or LPA to the effect that it does not consider that the specified development will require a license.

Reason - To safeguard a protected species in accordance with the Wildlife and Countryside Act 1981, and in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

29. The removal of tree references T87, T108 & T123 shall not take place, until a precautionary working measures method statement has been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved scheme.

Reason - To safeguard a protected species in accordance with the Wildlife and Countryside Act 1981, and in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012), as the removal of tree references T87, T108 & T123 has the potential to cause harm to bats, as identified in the Ecological Impact Assessment Tyler Grange ref. 16680_R03d_LCD

30. Prior to above ground works (and notwithstanding lighting details referenced in condition no.2) development an external lighting design strategy, including lighting on the buildings, within the building's curtilage, and lighting units within the public realm works, shall be submitted to, and approved in writing by, the City Council as local planning authority, which shall:- identify areas/features on site that are potentially sensitive to lighting for bats;- show how and where external lighting will be installed and through appropriate lighting contour plans (isolux) demonstrate clearly that any impacts on bats is negligible;- specify frequency and duration of use.

All external lighting shall be installed in accordance with agreed specifications and locations set out in the strategy.

Reason - To ensure adequate lighting within the development and to ensure full accessibility within the public realm works, and would not adverse impact on protected species pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

31. No site clearance works in any phase, including works to trees or shrubs, shall commence between 1 March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out for that phase immediately prior to clearance within that phase and written confirmation that no bird nests are present in that phase has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to policy EN15 of the Manchester Core Strategy (2012).

32. Prior to the commencement of development (including ground works and vegetation clearance), an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of invasive plant species on site . The measures shall be carried out strictly in accordance with the approved scheme.

Reason - To prevent the spread of invasive species in accordance with the Wildlife and Countryside Act 1981, and in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

33. Prior to above ground works, details of location and design of the ecological enhancement measures referenced in the Preliminary Ecological Appraisal ref: Preliminary Ecological Appraisal and Preliminary Roost Assessment Version 2.1 dated 22.05.2024 (bird and bat boxes/bricks), together with arrangements for hedgehog gaps within the proposed boundary treatment) shall be submitted to and approved in writing by the City Council as local planning authority.

b) The development shall be implemented in accordance with the approved scheme prior to the occupation of the place of worship , and retained at all times thereafter.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Manchester Core Strategy (2012).

34. In this condition ""retained tree"" means an existing trees which are shown on the Tree retention and removal plan with the Arboricultural Impact Assessment specified in condition no.2 and particulars; and paragraphs (c) and (d) below shall have effect until the expiration of 5 years from the date of the first occupation of the development for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and

particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

35. a) Notwithstanding Plan references Landscaping General Arrangement plan ref: 425-LST-XX-XX-DR-L00101 rev.P04; Softworks Arrangement plan ref: 425-LST-XX-XX-DR-L00301 rev.P03; Hardworks Arrangement plan ref: 425-LST-XX-XX-DR-L00401 rev.P03, a finalised landscaping scheme (including tree planting) shall be submitted and approved by the local planning authority.

The approved scheme shall be implemented not later than 12 months from the date the building is first occupied.

b) If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

36. Prior to any works on the proposed development commencing (excluding demolition), a written 30-year Habitat Management and Maintenance Plan (HMMP) for the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved HMMP shall relate to all 'significant' biodiversity gains on site and shall be strictly adhered to and implemented in full for its duration and shall contain:

A) Aims, objectives and targets for management, including habitat target conditions matching the associated Biodiversity Metric submitted with the application.

B) Descriptions of the management operations necessary to achieving aims and objectives.

- C) Preparation of a works schedule, including timescales for habitat clearance and habitat creation and/or enhancement.
- D) Details of monitoring needed to measure the effectiveness of management.
- E) Details of the persons responsible for the implementation and monitoring.
- F) Mechanisms of adaptive management and remedial measures to account for changes in the work schedule to achieve required targets.
- G) Reporting on years 1, 2, 5, 10, 20 and 30'.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

37. Prior to the installation of the boundary treatment shown Furniture arrangement plan ref: 425-LST-XX-XX-DR-L00501 rev.P03 finalised design details of the acoustic and mesh fencing, shall be submitted to and approved in writing by the City Council and local planning authority.

The approved scheme shall be implemented before the occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

38. The development hereby approved shall only be used as a place of worship with associated educational and ancillary facilities (Class F1) and for no other purposes.

Reason - In the interests of residential amenity, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

39. a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development. In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

40. No groundworks shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The

works are to be undertaken in accordance with a Project Design (PD) submitted to and approved in writing by the Local Planning Authority. The Project Design shall cover the following:

1. Informed by the North West Historic Environment Research Framework, a phased programme and methodology of investigation and recording to include:
 - a) archaeological monitoring and recording during removal of foundation slabs to allow for observation of earlier structures.
 - b) informed by the above, targeted archaeological evaluation (trenching and/or strip-map-record) to inform extent and survival of earlier structures.
 - c) informed by the above, more detailed targeted excavation (subject of a new PD).
2. A programme for post investigation assessment to include: - analysis of the site investigations records and finds - production of a final report(s) on the investigation results.
3. Deposition of the final report(s) with the Greater Manchester Historic Environment Record.
4. Dissemination of the results commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved PD.

Reason - In accordance with NPPF Section 16, Paragraph 218 - To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible , pursuant to Places for Everyone policy JP-P2 Heritage, and saved UDP Policy DC20.

41. The maximum number of attendees present at any one time within the place of worship hereby approved shall be 1100.

Reason - In accordance with the provisions contained within Planning Policy Guidance and to enable the use and activity to be monitored and to assess the impact on the general and residential amenity of the area with particular regard to traffic generation, and disturbance, pursuant to policies DM1, SP1 and T2 of the Manchester Core Strategy (2012).

42. The windows to the northern elevation shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent to a height of 1.7m above internal floor level and maintained in perpetuity.

Reason - In the interest of privacy and to protect the amenity and living conditions of adjacent properties and in accordance with policies EN1, SP1 and DM1 of the Manchester Core Strategy (2012).

43. Notwithstanding the details submitted, prior to commencement of above ground construction works, details of the depth of window reveals across the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

Reason - In the interest of visual amenity pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

Informatives

1. The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a bird's nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

2. The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved to discharge the biodiversity gain condition prior to the commencement of development. A developer must submit the Biodiversity Gain Plan to the planning authority in writing, no earlier than the day after planning permission has been granted.

The use of the Biodiversity Gain Plan template is strongly encouraged to bring together the required information into one document for approval. The following content of a Biodiversity Gain Plan is required for development:

- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- the pre-development biodiversity value of the onsite habitat;
- the post-development biodiversity value of the onsite habitat;
- any registered off-site biodiversity gain allocated to the development and the biodiversity; and
- any biodiversity credits purchased for the development.

In addition, the following is required:

- name and address of the person completing the Plan, and (if different) the person submitting the Plan;
- a description of the development and planning permission reference number (to which the plan relates);
- the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;
- the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post-development biodiversity value;
- a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);
- (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;
- pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat

arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and
- if habitat degradation has taken place: a statement to this effect, the date immediately before the degradation activity, the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and any available supporting evidence for the value.

There is a standard Biodiversity Gain Plan template available to complete which brings together many of these matters into one document.

The submission of a Biodiversity Gain Plan to a local planning authority falls under Regulation 16 of the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Site Visit) (England) Regulations 2012 (as amended), which covers fees for the written confirmation of compliance with a condition or conditions attached to a grant of planning permission.

3. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email highwaylicences@manchester.gov.uk

4. An application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link: https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

5. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linsearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 141622/FO/2024 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties were consulted / notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer: Sue Wills
Telephone number: 01612344524
Email: sue.wills@manchester.gov.uk

