

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142351/FO/2025

Date registered valid: 24 April 2025

Proposal: Change of use from apartments to Synagogue (Class F.1) including single storey rear extension, first floor rear extension and associated external works.

Address: 27-29 Middleton Road, Manchester, M8 5DT

Ward(s): Crumpsall Ward

Applicant: Kehillas Crumpsall

Agent (if any): Mr Sam Golding, Gold Sketch Studios Ltd

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 10 July 2025

Application details

Type of application: Full Application Consent

Development type: Change of use

Standard consultations:

Printed: 1 May 2025 Expired: 23 May 2025

Neighbour notifications

Printed: 1 May 2025 Expired: 23 May 2025

Site notice

Posted: 13 May 2025 Expired: 4 June 2025

Press advert

Published: 6 May 2025 Expired: 27 May 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

This application relates to a pair of semi-detached dwellinghouses which have been subdivided into flats. The site is a broadly rectangular plot covering an area of 530 sq.m. and currently occupied by a pair of semi-detached two storey dwellings with a basement, which have been subdivided into flats. Parking and refuse storage currently take place at the rear of the site and boundary treatment to Moxley Road has been removed to enable access to off street parking. The existing pair of two storey properties are set back from the pavement and front onto Middleton Road, and the side and rear elevations of the properties have been rendered. A two-storey gable-ended rendered rear outrigger with an additional single storey lean to beyond, has been added to the properties in the past. The application site is located within the Crumpsall Lane Conservation Area.



Listed building: Not applicable

Conservation area: Crumpsall Lane Conservation Area 2004

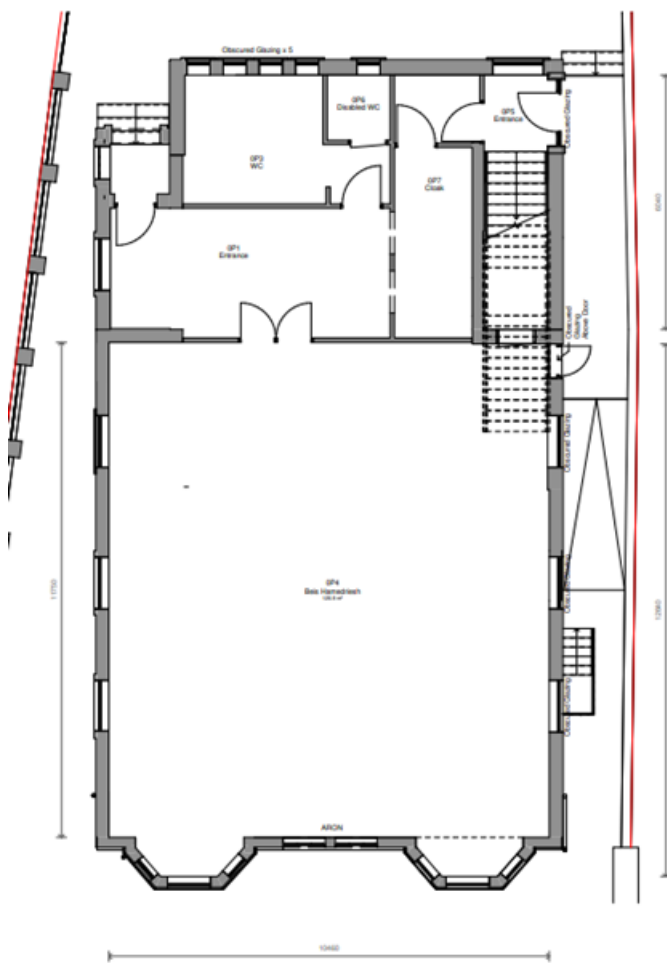
Tree Preservation Order: Not applicable

Description of area

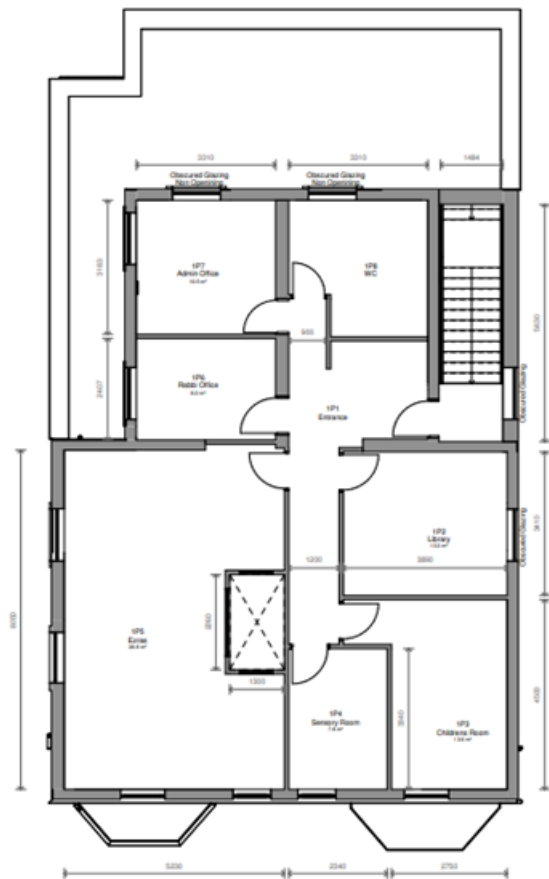
The proposed development relates to nos.27-29 Middleton Road which are sited at the junction of Middleton Road and Moxley Road. The site lies on a busy arterial route in a predominantly residential area.

Description of development

Consent is sought for the conversion of the of the two-storey building (with basement) to form a synagogue (Class F.1). The ground floor accommodation would comprise an entrance lobby accessed from the existing access on the western elevation of the building in proximity to Moxley Road, toilet and cloak room facilities, and the Beis Hamedreish. At first floor level the accommodation would include the Ezras, offices, toilet facilities, a sensory room, a childrens' room and a library, together with associated parking and landscaping.



Proposed Ground Floor



Proposed first floor

As part of the proposed development the ground floor would be lowered by 0.55m, with the resultant basement being used for storage/services i.e. a crawl space. A wrap around extension is proposed at ground floor level at the rear around the existing two storey outrigger, with a first floor above alongside the northern elevation of the outrigger to facilitate a stairwell, and an increase in the height of the outrigger.

The site layout includes the formal setting out of the external space to the rear of the proposed synagogue, with the provision of 2 off street parking spaces (including 1 space for disabled users). 6 no. cycle storage spaces are proposed to be located to the west of the proposed building, together with refuse storage. A ramped access is proposed alongside the northern elevation.



The synagogue is proposed to be open for use by the local community from 07:00 — 21:00 on Sundays to Fridays; and 08:00 – 21:00 on Saturdays and Festival days. The supporting documentation suggests that the maximum capacity would be limited to seventy people.

Planning History

Application Reference: 035763

Description: Conversion and extension of two dwellinghouses into 8 self-contained flats.

Address: 27/29 Middleton Road, Crumpsall

Refused 08 March 1990

Application Reference: 036585

Description: Conversion of properties into 4 studio flats and 2 self contained flats and the erection of a part single part two storey rear extension

Address: 27/29, Middleton Road, Crumpsall

Approved 20 June 1990

Application ref: 137657/FO/2023

Description: Erection of two storey building (with basement) to form synagogue (Class F.1) following demolition of existing building, together with associated parking and landscaping.

Address: 27/29, Middleton Road, Crumpsall

Approved 18 January 2024

Consultations & Notification Responses

Local Residents - 38 emails of support were received which can be summarised as follows :

- this refurbishment and extension proposal besides being more economical than the previously approved new build scheme, will also preserve the character of the Crumpsall conservation area.

- this will also benefit the neighbours as a community, having a place of worship where we can all be there together as one.

- There is a need for a place for communal prayer.

- it is very important that the synagogue is approved. It is needed to make a local place to act both as a place for the Jewish community to conduct its services and also to act as a community hub for the Crumpsall Jewish community. They are aware there are similar places within reasonable distance however the proposed option will be different and completely unique. The site is currently an eyesore and stands which will be greatly improved with a new look to the building.

- The importance of having a synagogue locally, which will not create traffic because it is for local people who live in proximity, which will lead to less pollution.

- the erection of a synagogue is a vital need for the area of Crumpsall which over recent years has seen a large increase of religious Jewish residents. At the moment there is no permanent synagogue in the vicinity and since religious law forbids driving or travelling by bus on the Sabbath and Festivals, worshippers have to walk to Salford or Prestwich to attend services.

- It would mean that children won't have to cross the road if they wish to make their own way for part of the services.

- Children enjoy attending services, but they often only come to join later, as full service is too long for them. Having this facility local, without necessitating crossing main roads, will definitely enhance their experience and ability to feel a sense of belonging to the community. Catering to the needs of young adults is always a rewarding venture with far reaching positive results to the local as well as wider neighbourhood.

- People are desperate for a synagogue and community centre in the area, this will be a tremendous benefit for the adults but even more so for the children in the community that they should have a safe and structured place to hang out rather than on the streets.

- neighbours of all age groups must have a place for worship and informal study, this is a crucial and integral part of the religion of this ethnic group of British citizens and adds much to the well being of the people who practice it. It also serves as a natural support group, where people look out for each other and this too helps keep the neighbourhood on the whole to be a safe and pleasant place to live.

- Middleton Road over comes any noise that could emerge from any building site.

- Although there is already an established traditional synagogue in the area there is none which follow the same customs and traditions that this proposed synagogue plans to offer, accommodating and attracting young families. This is a unique opportunity to build a family friendly synagogue with plans to offer a wide range of community activities for all ages. This will greatly enhance the neighbourhood and as it will attract younger families to live nearby.

1 email of objection has been received on the grounds of:

- adverse impacts for residents being able to park their cars.

- the location of the property on a very tight corner with a very narrow pavement, and impacts associated with the amount of foot traffic and people gathering to chat outside a synagogue would make it even more difficult for pedestrians to negotiate

- dirt and debris from building work would make this a very unpleasant place to walk.

- the road outside this property already has a large area where water gathers at the side of the pavement, the increased building work and traffic will in their opinion make this issue worse.

- their direct neighbours currently have a small prayer room, and the noise level can be quite high from this. They raise concerns in relation to the potential noise levels generated by the proposed synagogue.

Highway Services - The Transport Statement demonstrates the times when the combination is greatest of traffic generated by the proposed development and existing highway network traffic, are the weekday AM and PM peak hours and Saturday peak hour. The main events held at the Synagogue will be held on the Sabbath (Saturday) and Jewish festival days. The Transport Statement confirms that undertaking car trips to/from the Synagogue on the Sabbath and festival days is forbidden under Jewish tradition. Therefore, it is accepted that during these times there will be a minimal number of trips to the site. It is noted that other events will happen outside of these peak hours and could result in some vehicle trips. It is likely that a lot of the congregation will live within walking distance of the site, due to walking to the site on Sabbath days and festival days.

Highways have no concerns about highway safety issues within the vicinity of the site. The site is well accessed by sustainable modes.

The existing vehicular access on Moxley Road would be gated and will provide access to 2 vehicle parking spaces within the site. A separate pedestrian and cycle access gate will be provided. The proposals will provide 2 parking spaces (one standard and one disabled). 6 cycle parking spaces will be provided as part of the proposed development and will be provided in the form of 3 Sheffield Stands. These stands should be sheltered and secure. Cloak rooms are proposed on all floors which can be used to store cycle equipment.

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

Refuse collection will be undertaken on Moxley Road. Deliveries are anticipated to be undertaken via car or van via the main car park. HGV deliveries to the site are anticipated to be infrequent but can be accommodated on Moxley Road. It is noted that there are no parking restrictions along Moxley Road.

It is requested that a Travel Plan is put in place at the site. A Baseline Survey should be undertaken within 6 months of occupancy of the development. Once completed the targets for the Travel Plan should be updated and a full travel plan submitted within 3 months of the baseline being undertaken. The development, submission, implementation and monitoring of the Travel Plan should be included in the conditions of any planning consent.

A Construction Management Plan has been provided. The CMP confirms that :

- a Banksman will be in place to control access to/from the highway.
- Parking will be managed on nearby local streets.
- Confirmation has been provided on the anticipated vehicles and vehicle types per week and per day.
- Dust Management will be in place.
- A Transport Management Plan will be in place and will be used to provide notice to residents for road closures.
- Delivery and waste collection times will be restricted.
- The Site Manager will be responsible for confirming expected arrivals/departures, the arrival/departure times and anticipated management to control the impact on the local highway network.

They request that the CMP is conditioned, and that dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site forms part of the CMP.

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 Taking all of the above into account Highways do not have any highways safety concerns and are satisfied with the level of proposed parking.

Environmental Health- recommend that conditions relating to the construction hours acoustic insulation of the property and external plant in accordance with the submitted acoustic report , refuse storage in accordance with the submitted waste management strategy, limiting the hours of operation to those applied for : 07:00 – 10:00 and 16:00 – 21:00 on Sunday – Friday; and 08:00 – 13:00 and 16:00 – 21:00 on Saturdays and Festival days.; and limiting servicing hours to 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Design for Security- No comments received.

United Utilities – No comments received.

Greater Manchester Ecology Unit – The Local Records Centre holds few records of foraging or roosting bats in the area. Having assessed the work planned for the building, there is negligible potential for the works to disturb roosting bats, and no further surveys are required.

As with most planning applications the following general advice applies:

- Protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. An informative should be used so that the applicant is aware that they must seek ecological advice should they find or suspect that the proposals will impact on protected species.
- Work that will impact on habitats where nesting birds may be present (for example demolition of a building or works to trees and other vegetation including undergrowth like bramble), should not be undertaken in the main bird nesting season (March – August) unless suitable checks for active bird nests have been undertaken.
- Planning policy encourages enhancements and net gains for biodiversity to be delivered through the planning system. Wherever possible measures to enhance the site for biodiversity should be secured as part of this planning application.

Arboricultural officer - have no objections with the above application, subject to the works being carried out according to BS3998: Tree Work.

However, it is currently bird nesting season. The conifers stated for removal; will almost certainly contain nesting birds. So it will be on condition that the trees are checked for nesting birds prior to the work commencing. If there are nesting birds, they will have to wait to issue tree work until October – February.

Further comments on 6th June 2025

Advise that they do not have any objections to the proposed planting plan, the species seem suitable for their respective locations.

Policy

Places for Everyone

The following policies are relevant:

- i.JP- S1- Sustainable development

- ii.JP- S2 – Carbon and energy
- iii.JP- S4 – Flood risk and the water environment
- iv. JP -S5 - Clean Air
- v. JP-S1 – Sustainable Places
- vi. JP-P2- Heritage
- vii.JP- P3 – Cultural Facilities

National Planning Policy Framework (December 2024)

The revised NPPF was adopted in July 2018, and has been subsequently re-issued, with the latest version issued in December 2024. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives - economic, social and environmental (paragraph 8).

Section 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; Paragraph 98 discusses the importance of providing social, recreational and cultural facilities and services that communities need.

Section 9 'Promoting sustainable transport' Paragraph 115 states that in assessing applications for development, it should be ensured that: a) sustainable transport modes are prioritised to take account of the vision of the site, the type of development and its location; b) Safe and suitable access to the site can be achieved for all users; c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; 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. Paragraph 116 goes on to state that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The proposed synagogue development would be used predominantly by local residents who would walk to the synagogue. However, 2 parking spaces (one for disabled users) and cycle storage facilities are proposed within the development which would be available for use by the congregation. The development would incorporate sustainable transportation options and chapter 9 would be positively responded to.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 124).

Section 12 'Achieving Well Designed Places' states that 'the creation of high-quality 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. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 131). Planning decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. The NPPF is clear that planning permission should be refused for development of poor design that fails to reflect local policies and government guidance on design, taking into account any local design standards or style guides in plans or supplementary planning

documents. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 140). In this case, the development would involve the conversion of the existing pair of dwellinghouses to form a new synagogue. The proposed accommodation would involve the retention of the two storey building with the provision associated facilities, access, car parking arrangements, landscaping and boundary treatment. The proposed scheme would enable the retention of the existing frontage (albeit revision to the arched headers at first floor level to match the other window headers at this level) which contributes to the character of the Conservation Area. On this basis, it is considered that chapter 12 would be appropriately responded to.

Paragraphs 10, 11, and 12, of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Section 14 'Meeting the challenge of climate change, flooding and coastal change'

Paragraph 161 seeks that the planning system should support the transition to a net zero by 2050, and take full account of all climate impacts including overheating, water scarcity, and storm and flood risks. Paragraph 170 seeks to direct development away from areas which are at the highest risk of flooding. Paragraph 181 sets out that, in the determination of planning applications, local planning authorities should ensure that flood risk is not increased elsewhere and that, where appropriate, planning applications should be supported by a site-specific flood risk assessment. The proposed development relates to the conversion and expansion of an existing building, which is located within Flood Zone 1. On this basis, it is considered that chapter 14 would be appropriately responded to.

Section 15 – 'Conservation and enhancement of the natural environment'

Paragraph 187 sets out that planning decisions should enhance the local environment through means including:

- minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
- remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Paragraph 196 sets out that planning decisions should ensure that a site is suitable for its proposed use, taking into account of ground conditions and any risks arising from land instability and contamination. Paragraph 198 states that planning decisions should also ensure that development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment. In doing so they should: a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life; b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

It is not expected that ground conditions present at the site would be unusual or complex. Furthermore, the proposed development would, include new tree planting and soft landscaping as part of the proposal. On this basis, it is considered that chapter 15 would be appropriately responded to.

Section 16 – 'Conserving and enhancing the historic environment'

Paragraph 207 states in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraph 208 requires that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 209 requires that where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.

Paragraph 210 goes on to state that in determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 212 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 216 requires that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

With the exception of the front façade the existing buildings do not include design details of particular significance, and the building have been extended in the past.

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:

- 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 section of the report; the conclusions of the necessary assessments is that the proposal accords with the general principles of the NPPG.

Manchester Core Strategy

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. Appendix C of the Core Strategy has a list of superseded policies and their replacements. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The following specific policies are considered to be particularly relevant to the proposed development:

Policy SP1 - Spatial Principles

The synagogue proposal in Crumpsall ward will make a positive contribution to the neighbourhood by providing improved facilities in the local area.

Policy EN 1- Design Principles and Strategic Character Areas

Policy EN1 outlines that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN3 - Heritage

Policy EN 3 advises that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those in the City Centre. New development must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled monuments, listed buildings registered parks and gardens, conservation area and archaeological remains. Whilst the proposed development site does not contain, nor is in proximity listed buildings, it is located within the Crumpsall Conservation Area. Whilst the conversion and enlargement of the existing building, would clearly have impacts in visual terms in the context of the conservation area, and the streetscene, it is not, however, considered that the proposed development would lead to a significantly adverse impact to the character of the conservation area in visual terms.

Policy EN14 -Flood Risk

In line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). In addition to the requirements for site-specific Flood Risk Assessments (FRAs), an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water runoff rates in the SFRA User Guide. In CDAs, evidence to justify the surface water runoff approach / rates will be required. The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure. The application 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.

Policy EN15- Biodiversity and Geological Conservation

There are no trees present on the site, but there is a short section of privet hedging at junction of Middleton Road and Moxley Road. It is, however, proposed to incorporate tree planting, and hedging comprising a native species mix as part of the soft landscaping scheme. This issue is dealt with in greater detail elsewhere in this report.

Policy EN16 - Air Quality

The site adjoins a busy arterial route. This aspect of the scheme is addressed in detail elsewhere in the report.

Policy EN18 - Contaminated Land and Ground Stability

Given this site is in residential use at present, any potential for ground contamination would be limited. This aspect of the scheme is addressed in detail elsewhere in the report.

Policy EN19 – Waste

Plans have been submitted which show the location of the proposed bin store, and details of the waste streams and storage capacities have been provided for consideration. This aspect of the scheme is addressed in detail elsewhere in the report.

Policy T1 - Sustainable Transport

Policy T1 seeks to support proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The proposed development is located within an area served by bus services on Middleton Road and Bury Old Road. The proposal includes measures to support future sustainable travel, including an electric charging point and cycle parking, and that due to the nature of the use high levels of users arriving on foot are anticipated, this would accord with the aspirations of Policy T1.

Policy T2 Accessible areas of opportunity and need

Policy T2 relates to the accessibility of new development and seeks to ensure that they are easily accessible by walking, cycling and public transport connecting residents to jobs, centres, health, leisure, open space and educational opportunities. The submitted Transport Statement indicates that the site benefits from a good level of accessibility by all transport modes. Measures are included as part of the development to support non-car access. 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 had been submitted indicated the level of parking that will serve the development, in conjunction with the required travel plan would meet the operational needs of the proposal and would therefore accord with the aspirations of policy T2.

Policy DM1 Development Management

Policy DM1 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.

As set out within the issues section of this report below, the application proposals are considered to accord with policy DM1 of the Core Strategy.

Manchester Green and Blue Infrastructure Strategy

The Manchester Green and Blue Infrastructure Strategy Action no.5 seeks to embed green infrastructure as part of the development. Tree planting and soft landscaping would form part of the development, but would be limited in extent due to the size of the overall site.

Saved UDP policies

Policy DC18.1 (Conservation Areas) – advises that the Council will give particularly careful consideration to development proposals within Conservation Areas, and seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues: • The relationship of new structures to neighbouring buildings and spaces; • The effect of major changes to the appearance of existing buildings; • The desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees); • The effect of signs and advertisements and • Any further guidance on specific areas which has been approved by the Council.

These measures help ensure the protection, preservation and enhancement of Manchester's Conservation Areas, which are areas of special character representing the rise and development of the world's first industrial city.

Policy DC26 relates to development and noise. Policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City and, for this purpose, the Council will consider both a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.2 states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced.

Issues

Principle of use

The proposed development is located within a residential area on a site which is currently occupied by a pair of semi-detached two storey dwellings with a basement, which have been subdivided into 6 no. flats. The provision of a new synagogue creating a further cultural facility to serve this area of Crumpsall, in this location is considered to be acceptable in principle. Furthermore, the principal of the use has already been established as part of an earlier planning approval ref: 137657/FO/2023 for the erection of two storey building (with basement) to form synagogue (Class F.1) following demolition of existing building, together with associated parking and landscaping on this site on 18 January 2024

Loss of residential accommodation

The proposed development would lead to the loss of 2 two bedroom 4 persons flats and 2 no. 1 bed 2 person flats. It is understood that the one-bedroom units have an area of between 28-31 sq., with the two-bedroom units having a floor area of approximately 58sq.m. As such, the existing accommodation would fall below the recommended guidance in regard to floorspace and is not of good quality. Additional information, however, regarding the relocation of existing occupiers is awaited, and it is recommended that any approval be subject to a condition to

require the submission of a relocation strategy to support the relocation of the existing tenants. Whilst the loss of residential accommodation is regrettable, it is considered that the proposed synagogue would provide benefits to the local community which would outweigh the loss of the existing flats in this particular case.

Design and Appearance

The proposed development would include a single storey extension which would wrap around the existing rear outrigger. This extension would not project beyond the existing side elevations of the main building, but would project 1.95m in depth. The side extension on northern boundary would measure 4.43m in depth and 1.86m in width (at both ground and first floor level), and the infill extension on southern boundary would be 3.10m in depth and 1.77m in width.

Given the location of the building, it is considered that the scale of the proposed extensions are acceptable in the context of the local area in which they would be located. It is considered that the proposed palette of materials would be acceptable in this location, however, in order to fully assess the impact of the suggested materials, it is recommended that a materials condition is attached to any approval to require the submission of samples.

Visual Amenity

Whilst the site lies within the Crumpsall Lane Conservation Area, there are no listed buildings in close proximity to the site, and the site is not considered to represent an overly sensitive location in respect to visual amenity.

During the consideration of the application, faux doors have been added to the front elevation, in place of the windows originally proposed to replace the existing doors, and black aluminium narrow window frames have been incorporated with replacement windows, which would now be similar in design and have a vertical emphasis. All windows to the northern elevation would be obscured glazing, and it is proposed to cover the existing northern elevation and proposed extensions with render to match that on the existing property. The existing northern side elevation is comprised of a mix of brickwork and render. Whilst the preferred option would have been to retain the unrendered gable section of the main building and incorporate brickwork to the new elements of this elevation, concerns have been expressed by the planning agent in relation to matching materials, due issues relate to weathered brickwork. Given that this elevation is not highly visible within the Middleton Road streetscene and the existing southern elevation to Moxley Road is fully rendered and highly visible, on balance the use of render to the northern elevation is accepted.

In respect of the southern elevation, all windows would be replaced with windows with black aluminium narrow window frames, and the existing render would be replaced with k-render. Due to the damaged condition of the existing render to this elevation, this would lead to an improvement in visual terms. The new extensions would be finished in render to match the southern and western elevations of the existing property.

The proposal is considered to be appropriate for the existing character of the surrounding physical environment.

Furthermore, the proposals will be supported by a complementary landscaping and planting scheme to enhance the setting of the scheme within the Middleton Road and Moxley Road street scene. It is also proposed to reinstate boundary treatment to the back of pavement to delineate the curtilage of the proposal and to create further interest in the street scene. It is considered that the proposed development would not give rise to adverse visual impacts to the character of the Conservation Area, or the street scenes of Middleton Road or Moxley Road.

The existing building has been altered and extended with original boundary treatment removed and much of the soft landscaped garden area removed to provide car parking. The proposal

would reinstate these features providing a setting for the proposed building with the building itself creating a focal point at the junction of Middleton Road and Moxley Road.

Heritage

In determining this application, it is necessary to consider the direct impact of the proposal on the significance of the existing buildings, and the impact of the proposal upon the character and appearance of the Crumpsall Lane Conservation Area. The application site currently comprises a pair of Victoria villas which are currently used for residential purposes. The buildings are not nationally listed but may be regarded as non-designated heritage assets. The site is also located within the Crumpsall Lane Conservation Area.

There are also no listed buildings / structures within the immediate vicinity of the site which it is considered could be affected by the proposed development. The nearest listed building / structure is a synagogue on Bury Old Road, located approximated 300m to the south-east of the site.

The application buildings appear to date from the late Victorian period, first appearing on historic plans from 1894 (but absent in 1848). The building would have been constructed as a pair of Victorian villas for the middle classes at this time, like much of the Victorian development within the surrounding area (discussed in further detail below). The buildings are therefore not unusual in terms of their typology, nor do the buildings possess any special features which contribute to their significance. The buildings and site have undergone a substantial level of alteration which has further eroded their significance. The buildings are also in relatively poor condition with altered and removed boundary treatments and expansive rough hardstanding, which has a negative influence in visual terms on the character of the conservation area.

The feature of the site which makes some positive contribution to the conservation area is the front brick elevation of the buildings which reflect typical features of Victoria villas.

In this instance the expansion of the pair of semi-detached properties as proposed is considered to lead to less than substantial harm under paragraph 216, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole. Furthermore, the proposed development would lead to the creation of a religious, cultural community facility to meet the needs of the local community. It is understood that the congregation currently meet at a makeshift facility a short distance from the site, which demonstrates the need for the proposed synagogue.

On the basis that the proposed works to the pair of semi-detached properties is considered to lead to less than substantial harm and taking account of the significant public benefits of the scheme and the design of the proposed development, it is considered that the proposed synagogue would outweigh the elevational changes to the existing pair of properties.

Residential Amenity

There are existing residential properties facing the site where the proposed synagogue would be located.

The proposed development would include a single storey extension which would wrap around the existing rear outrigger. This extension would not project beyond the existing side elevations of the main building, but would project 1.95m in depth. The side extension on northern boundary would measures 4.43m in depth and 1.86m in width (at both ground and first floor level), and the infill extension on southern boundary would be 3.10m in depth and 1.77m in width. In addition the roof to the existing outrigger would be increased, but the ridge would lie below the ridge height of the roof to the main section of the building .



Whilst the development of the site would have some impact in relation to overshadowing of the adjacent property, this would be limited to some degree by the existing tall row of Leyland Cypress which lie along, but within the curtilage of the neighbouring property. It is considered that any overshadowing resulting from the increase in the height of the roof of the outrigger would not be so significant to justify refusal in the context of residential amenity, particularly as the proposed building would not be dissimilar in height to the existing semi-detached properties to the north and west of the site, and the impact of the existing tall Leyland Cypress.

In order to safeguard the amenity of the occupiers of nearby dwellinghouses to the north and west of the site, and retain appropriate levels of privacy and amenity for all neighbouring occupants all windows and doors on the proposed northern elevation would be obscurely glazed, together with the windows to the western elevation related to the toilet facilities at both ground and first floor level, and a secondary office window at first floor level. As the stairwell windows on the western elevation would be 18.8m from the gable of no.2 Moxley Road and would not be directly facing the windows in the gable of no.2, it is not considered that loss of privacy would be so significant as to warrant this area of glazing to be opaque. Given the distance involved between the proposed synagogue and existing properties, and the mitigation measures in the form of obscure glazing, it is considered that there would be no undue harmful impact to loss of privacy.

It is recognised that one of the key issues in the consideration of this application is the increase in activity associated with the proposed use and in particular comings and goings. The proposal by its nature would increase those comings and goings from the site. However, given the scale of the proposed development and its location on a busy radial route, it is not considered that the proposed use would give rise to significant impacts to residential amenity as a result of the proposed use, due to noise from comings and goings. Information has been provided as part of the application to demonstrate that the proposed facility would serve the local community and would mean that users would no longer need to travel greater distances to existing synagogues. Indeed, it has been cited that children would no longer need to cross busy main roads and that all attending will walk rather than use cars which would mean that impacts from car movements, people looking for car parking spaces and associated engine noise, radios, car doors being opened and closed would all be far less than for other community uses that may attract lots of users. It is therefore proposed that a condition be attached to any approval to restrict the use of the development to a synagogue and for no other purpose in Class F1.

A Noise Impact Assessment has been submitted with the application, which considers both the potential noise impacts upon the closest neighbouring occupants as well as to ensure that an appropriate noise environment for the proposed use will be achieved at the site. Noise survey results, site observations and noise assessment indicate that typical operational noise due to the proposed development is not predicted to significantly impact the local area. The report identifies that the main source of noise would be from traffic on Middleton Road and that the synagogue would not significantly influence or materially change this situation. The noise survey data has been used to predict noise levels affecting the development and establish insulation requirements for the replacement glazing and to establish appropriate maximum noise limits for any required external plant equipment. The site would be a facility which would be primarily operated during the day with the proposed synagogue operating hours would be Mondays to Fridays 07:00 to 21:00 on Sunday – Friday; and 08:00 – 13:00 and 16:00 – 21:00 on Saturdays and Festival days, and any particular plant or other items which would generate noise would, if necessary be acoustically insulated to prevent unacceptable noise outbreak.. It is, however, recommended that a condition is attached to ensure that the externally mounted ancillary plant, and equipment is implemented in accordance with the plant noise limits recommended in the submitted Noise Impact Assessment to ensure that they are appropriately insulated. It is considered that the temporary impacts of noise associated to construction activity can be appropriately managed through construction management practices and controlled construction working hours. In relation to the proposed development, it is recommended that the development is implemented in full accordance with the measures within the Noise Impact Assessment.

Traffic

The application is accompanied by a Transport Statement (TS) which identifies that the site is situated in a sustainable location, within a 20- minute walk, cycle, or public transport ride from various residential areas. The nearest tram stop, is at Crumpsall which is located approximately 500m east of the site, with bus stops on both Middleton Road and Bury Old Road.

The Transport Statement states that the main events held at the synagogue would be held on the Sabbath (Saturday) and Jewish festival days. Undertaking trips by car to/from synagogue on these days is forbidden under Jewish tradition. Therefore, there will be no demand for car parking at the site on these days. Due to the restriction on driving on the Sabbath, the majority of the congregation are likely to live within close walking distance of the site, meaning there will be little car parking demand in general, except for occasional visitor parking.

Events on other days would include smaller group meetings, which would generally take place on weekdays outside of the am and pm peak travel hours. Close proximity of the synagogue

community to the site, for reasons of walking to Sabbath services, means it is likely that most journeys to/from the site will be undertaken by walk and cycle, even on days where driving is permitted. This statement has been reiterated in the emails of support received from local residents in relation to the need to walk to the synagogue on the Sabbath and festival days.

The Statement suggest that this level of provision is typical of synagogues throughout North Manchester and Salford, which typically have either no car parking, or a small number of visitor spaces. Given the above, the proposed development is considered to accord with the NPPF and Core Strategy Policy T 1.

Travel Plan

Whilst it is acknowledged from the submitted documentation that the users of the proposed synagogue would predominantly arrive on foot, (particularly on the Sabbath and festival days), it is recommended that a travel plan condition be attached to any approval, to ensure that the use of the property during the week would not give rise to traffic issues.

Access and Parking

Vehicular access and egress to the site would continue to be taken from Moxley Road, and it is proposed to close the existing vehicular access from Middleton Road. The area to the rear of the properties is currently used for ad hoc off-street parking, accommodating 4 vehicles. The site layout includes the formal setting out of the external space to the rear of the proposed synagogue, with the provision of 2 off street parking spaces (including 1 space for disabled users), and with an electric vehicle charging point, together with separate gated vehicular and pedestrian accesses. A further pedestrian access is opposed from Middleton Road in a similar location to the existing pedestrian access point. There would be 6no. cycle storage spaces are proposed to be located adjacent to the rear entrance of the proposed synagogue. It is proposed that the provision of cycle storage, is conditioned, together with the requirements for the submission of a detailed Travel Plan. It is considered that the proposed levels of car parking provision would not lead to significant on street parking issues in the locality, provided that the cycle storage and measures within a Travel Plan are implemented.

Contaminated Land

Given this site is in residential use at present, any potential for ground contamination would be limited. It is however, proposed to attached conditions relating to a watching brief for ground contamination and ground gas, and that any soils imported for use in the landscaped area are validated as suitable for use and a minimum of depth of 300mm subsoil and topsoil over a no dig marker layer is incorporated within the landscaped areas. A post completion report is also required to submitted to evidence this.

Ecology

Comments related to the need to ensure no trees are removed during bird nesting season have been noted, however, there are no trees within the curtilage of the site, as evidenced by the submitted tree survey which shows that the trees lie in the curtilage of no.31 Middleton Road to the north. Comments made by consultees in regard to the enhancement to biodiversity at the site have also been noted, and it is recommended that a condition be attached to any approval to require the provision of bat brick or box, and bird boxes around the site post development to enhance the site for the local bird populations.

Given the proposed tree planting, native hedge planting and areas of soft landscaping proposed, together with the installation of a variety of bird and/or bat boxes within the development, this would assist in contributing to biodiversity at the site.

It is considered the proposed measures, and conditions would ensure that the scheme accords with the aspirations set out in policy EN 15 (Biodiversity).

Landscaping

The landscaping plan allows for the provision of native planting set behind the proposed boundary wall to both the Middleton Road and Moxley Road frontages, and along the western boundary, together with buffer strips to sections of the northern boundary. The scheme would also include the planting of 2 no. trees within the soft planting at the junction of Middleton Road and Moxley Road. It is therefore recommended that a condition is attached to any approval to require the requirement for the implementation of the submitted landscaping scheme.

Trees

The application is accompanied by a Site Tree Appraisal. Whilst there are no trees with the site, however, there are 15 no. trees within the curtilage of no.31 Middleton Road which have been planted in very close proximity to the northern site boundary. Two of the trees are Category U trees (trees in such a condition that they cannot be realistically retained) and the remainder are category C trees (low quality trees). The majority of the trees are 13 no. Leyland Cypress (conifer) with two mature ash trees, which have been planted linearly.

The report indicates that the proposed extension works to the building would require minimal foundation excavation works within the root protection areas (RPA) of the trees, to their southern side. Furthermore, that this would be considerably less than was previously required by the new build scheme application ref: 137657/FO/2023. In addition it is stated that, given the existing brick boundary wall, the location of the existing building and the hardstanding gravel area (currently used for vehicle parking at the rear of the building); the soil conditions within these southern segments would likely be unfavourable for root growth, and the majority of trees' root growth is likely to be in the more favourable soil conditions to the north (neighbour's side) of the brick boundary wall. The report concludes that any negative impact to the tree root systems as a result of the proposed building excavations is not anticipated to be significant.

The short section of privet hedging to the Middleton Road would need to be removed, and whilst none of the significant trees adjacent to the build site have been identified as needing to be removed to facilitate the proposed Synagogue construction, some pruning over overhanging branches of the adjacent significant trees may be needed. This will be a civil matter as these trees are not in the ownership of the applicant.

In view of the existence of a boundary wall along the northern boundary of the site, no protective fencing requirements to trees would be necessary. However, due to the proposed construction works a shuttering plyboard fence fixed against the north boundary wall and around other parts of the site perimeter is suggested in the tree appraisal report to abate construction site nuisance to the neighbouring property and protect the above ground parts of the trees from accidental damage during site demolition and construction.

Given the constraints of the site and the re-use of an existing building, it is considered that the proposed tree planting would be appropriate mitigation, as there are currently no trees on this site, and would accord with policy EN 9 (Green Infrastructure).

Air Quality

Air quality impacts after any construction phase would relate primarily to the synagogue's traffic generation. It is considered the use of the site for a synagogue with the levels cycle parking and car parking, would not generate significant impacts to air quality from traffic, and impacts from the construction phase can be mitigated through measures identified within the submission. It is,

however, proposed to attach a construction management plan condition to any approval to require mitigation measures to be incorporated on site during the construction phase, and that conditions relating to the installation of an electric charging point, and sustainable travel measures (cycle storage and travel plan) to accord with the aspirations in policy EN16 of the Manchester Core Strategy.

Flood Risk and Drainage

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 (land designated as having a less than 0.1% annual probability of flooding from rivers or the sea). There are no bodies of water located on the site or within the directly neighbouring vicinity. Due to the flood zone and the size of the site a flood risk assessment is not a requirement.

It is acknowledged that the proposed development would not increase hard standing areas within the site, and additional areas of soft landscaping will be provided, together with porous surfacing, which will have the potential to slow flows of water run-off from the site.

Waste

Refuse storage is to be provided at the rear of the site adjacent to the parking area, within a gated wooden bin store. 3 general waste and 1 dry recycling bin is proposed which the planning agent has stated would be collected by a licensed waste carrier.

The location of the bin store would allow for an increase /decrease in storage capacity should it be needed. It is proposed to attach a condition to require the implementation of the waste strategy before the occupation of the building, and to require a finalised design of the proposed bin store to be submitted for consideration.

Inclusive Access

The building would have level access via a ramp alongside the northern gable of the building and disabled accessible toilet provision at ground floor level in proximity to the entrance. The planning agent has confirmed that there would be level access throughout the ground floor and car parking space for disabled users would be provided to the rear of the building.

Boundary treatment

It is proposed to erect a brick wall with piers (colouration to match the brickwork forming the Middleton Road elevation of the existing building) with metal railing infills.

The proposed brick wall would be 1 metre in height below black metal railings (0.8 metres in height), separated by brick columns measuring 1.8 metres tall. It will extend around the southern and eastern boundaries, with pedestrian access gates located at the front and rear and sliding vehicle access gate at the rear. The scheme would also installation of six steel dome-topped bollards at the rear between the car park and proposed rear extension. As no elevational designs of the proposed bollards have been provided for consideration, it is recommended that this aspect of the scheme is conditioned.

Conclusion

This proposal offers the opportunity to create a synagogue for the local community. All other issues have been addressed in the report and subject to conditions the recommendation is to approve in line with the relevant policies.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved 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. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

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 regarding the potential for the loss of privacy to neighbouring dwellings, and matters in relation to replacement window designs. These matters have been satisfactorily resolved, and the appropriate conditions have been attached.

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

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 documents and plans:

Sited edged red

Construction Management plan

Crime Impact Statement Version C: dated 23.12.24 ref: 2022/0227/CIS/01

Noise Impact Assessment ref: NP-012017 version 04
Site Tree Appraisal ref: RTS/27112024 02 rev.02 dated 27th November 2024
Tree survey plan ref: RTS/29042022/TPP 002
Planning and Heritage report dated January 2025
Waste Management Proforma
Waste Management Strategy
Transport Statement
Received 7th March 2025
Landscape proposal plan ref: 7595.01 rev.B received 21st May 2025

Existing and Proposed Elevations plan ref: GSS24118.9 - 27-29 Middleton Road - 003
Proposed Plans plan ref: GSS24118.9 - 27-29 Middleton Road - 004
Materials Schedule plan ref: GSS24118.9 - 27-29 Middleton Road - 006
Received 9th July 2025

Site - Existing and Proposed plan ref: GSS24118.3 - 27-29 Middleton Road - 502.3
Received 10th July 2025

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), and policy JP-P1 of Places for Everyone.

3. a) Prior to the commencement of the development a highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site, shall be submitted to and approved in writing by the local planning authority, in conjunction with the Construction Management Plan received 7th March 2025.

b) The Construction Management Plan received 7th March 2025 shall be implemented for the duration of the construction works forming the approved development.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012).

4. Notwithstanding the materials referenced on plans referred to in condition no.2, prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development (including boundary treatment) 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), and policies JP-S1 and JP-P1 of Places for Everyone.

5. The car parking hereby approved shall be surfaced, demarcated and made available for use before the development hereby approved being first occupied., and subsequently be available at all times whilst the building is occupied. The implemented parking spaces, 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).

6. The cycle storage facilities as shown in the visuals on Existing and Proposed plan ref: GSS24118.3 - 27-29 Middleton Road - 502.3 shall be implemented prior to the occupation of the school and retained and permanently reserved for bicycle parking.

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 transport mode, pursuant to policy T1 of the Manchester Core Strategy (2012), and policy JP-S5 of Places for Everyone.

7.a) Before the development hereby approved is first occupied, a Full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

b) Within six months of the first occupation of the development (or an alternative timescale to be agreed in writing with the Local Planning Authority), 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 for the development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012); the Guide to Development in Manchester SPD (2007), and policy JP-S5 of Places for Everyone.

8. a) The development shall be implemented in accordance with the location and EV specifications on Existing and Proposed plan ref: GSS24118.3 - 27-29 Middleton Road - 502.3.

b) Prior to occupation of the development 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), and policy JP-S5 of Places for Everyone.

9. The development shall be carried out in accordance with the Crime Impact Statement ref: 2022/0227/CIS/01 Version C 23.12.2024 (in particular sections 3.3 and 4). The development shall only be carried out in accordance with these approved details.

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

10. In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the 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 agreed Remediation Strategy. If no contamination is found, then a post-completion report shall be submitted to evidence this.

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 DM1 and EN18 of Manchester's Core Strategy (2012).

11. Any soils imported for use in the soft landscaped areas shall be validated as suitable for use and a minimum of 300mm subsoil and topsoil over a no dig marker layer required for all areas of soft landscaping. A post completion report shall be submitted to and approved in writing by the City Council as local planning authority to verify the works which have been implemented.

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 DM1 and EN18 of Manchester's Core Strategy (2012).

12.a) The synagogue shall be acoustically insulated and treated to limit the break out of noise in accordance with the measures in the Noise Impact Assessment ref: NP-012017 version 04.

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) and saved UDP policy DC26.

13.a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with the measures in the Noise Impact Assessment ref: NP-012017 version 04 in order to secure a reduction in the level of noise emanating from the site.

b) Prior to occupation of the development a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

14. a) The development shall be implemented in accordance with the Waste Management Strategy, Waste Management Proforma, and in the location shown on Site - Existing and Proposed plan ref: GSS24118.3 - 27-29 Middleton Road - 502.3 prior to first occupancy of development and shall remain operational thereafter.

b) Finalised elevational design detail of the proposed bin store shall be submitted to and approved in writing by the City Council as local planning authority, prior to first occupancy of development. The bin store shall be implemented in accordance with the approved details.

Reason - To protect the amenity of the occupants of nearby residential accommodation once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

15. The synagogue hereby approved shall not be used outside the following hours :

07:00 — 21:00 on Sundays to Fridays;

and 08:00 – 21:00 on Saturdays and Festival days.

Reason - To safeguard the amenities of the occupiers of nearby residential 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 Manchester Core Strategy (2012).

16. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Mondays to Saturdays, with no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential 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 Manchester Core Strategy (2012).

17. Before the occupation of the synagogue hereby approved, full details of the design and locations of bat and bird boxes to form part of the development shall be submitted and agreed with the Local Planning Authority. The permanent bat and bird boxes shall be installed in accordance with the agreed designs.

Reason - To provide a roost for bats a European Protected Species (Habitats Regulations 1994) and bird boxes to comply with policy EN15 of the Manchester Core Strategy (2012).

18. In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained in the Site Tree Appraisal ref: RTS/27112024 02 rev.02 dated 27th November 2024 and on Tree survey plan ref: RTS/29042022/TPP 002 and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building 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).

19.a) The landscaping shall be implemented in accordance with the details on plan Landscape proposal plan ref: 7595.01 rev.B received 21st May 2025 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).

20. The windows and doors in the northern gable elevation, as annotated on Proposed Plans plan ref: GSS24118.9 - 27-29 Middleton Road – 004, and Materials Schedule plan ref: GSS24118.9 - 27-29 Middleton Road – 006 shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, 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).

21. The windows and doors in the western gable elevation, as annotated on Proposed Plans plan ref: GSS24118.9 - 27-29 Middleton Road – 004, and Materials Schedule plan ref: GSS24118.9 - 27-29 Middleton Road – 006 shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, 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).

22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2020 (or any order revoking and re-enacting that Order with or without modification) ground and first floor of the premises shall be used for a Synagogue and for no other purpose (including any other purpose in F.1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of F.1.

Reason - To safeguard residential amenity, pursuant to policies DM1 and SP1 of Manchester Core Strategy (2012).

23. No more than 70 patrons shall be within the host premises at any time.

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

24. There shall be no provision for externally mounted equipment for the amplification of sound at the property.

Reason To protect the amenity of residents from the harmful effects of noise pursuant to Core Strategy policy DM1 and saved Unitary Development Plan policy DC26.

25. Prior to above ground works, a relocation strategy with full details of measures to support the relocation of the existing tenants in nos. 27 and 29 Middleton Road shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the agreed relocation strategy.

Reason – To ensure the management of the loss of residential accommodation, pursuant to policy H3 of the Manchester Core Strategy (2012).

26. Finalised design details of the proposed bollards shall be submitted to, and approved in writing by, the City Council as local planning authority, within 3 months of the commencement of development. The development shall be implemented in accordance with the approved details, prior to the occupation of the synagogue.

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 in order to comply with Policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012), and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

Informatives

1. Construction/demolition works shall be confined to the following hours: Monday - Friday:

7.30am - 6pm Saturday: 8.30am - 2pm Sunday / Bank holidays: No work

2. Protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. An informative should be used so that the applicant is aware that they must seek ecological advice should they find or suspect that the proposals will impact on protected species.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit

18 Moxley Road, Manchester, M8 4HJ
Flat 2, 20 Moxley Road, Manchester, M8 4HJ
1 Moxley Road, Manchester, M8 4HJ
25 Middleton Road, Manchester, M8 5DT
Flat 8, 14 Middleton Road, Manchester, M8 5DS
24 Moxley Road, Manchester, M8 4HJ
Flat 2, 16 Moxley Road, Manchester, M8 4HJ
Flat 1, 18 Moxley Road, Manchester, M8 4HJ
Flat 2, 18 Moxley Road, Manchester, M8 4HJ
29 Middleton Road, Manchester, M8 5DT
Flat 3, 31 Middleton Road, Manchester, M8 5DT
14 Fraser Road, Manchester, M8 4HH
Flat 4, 6 - 8 Middleton Road, Manchester, M8 5DS
Flat 5, 14 Middleton Road, Manchester, M8 5DS
Flat 7, 14 Middleton Road, Manchester, M8 5DS
16 Middleton Road, Manchester, M8 5DS
Wilton Grange Hotel, 2 Crumpsall Lane, Manchester, M8 5FB
7 Moxley Road, Manchester, M8 4HJ
13 Moxley Road, Manchester, M8 4HJ
4 Moxley Road, Manchester, M8 4HJ
12 Moxley Road, Manchester, M8 4HJ
Flat 1, 16 Moxley Road, Manchester, M8 4HJ
27 Middleton Road, Manchester, M8 5DT
Flat 2, 29 Middleton Road, Manchester, M8 5DT
31 Middleton Road, Manchester, M8 5DT
Flat 2, 31 Middleton Road, Manchester, M8 5DT
Flat 6, 31 Middleton Road, Manchester, M8 5DT
20 Fraser Road, Manchester, M8 4HH
Flat 7, 6 - 8 Middleton Road, Manchester, M8 5DS
22 Moxley Road, Manchester, M8 4HJ
Flat 2, 9 - 11 Moxley Road, Manchester, M8 4HJ
Flat 1, 9 - 11 Moxley Road, Manchester, M8 4HJ
Flat 5, 9 - 11 Moxley Road, Manchester, M8 4HJ
2 Moxley Road, Manchester, M8 4HJ
3 Moxley Road, Manchester, M8 4HJ
Flat 3, 29 Middleton Road, Manchester, M8 5DT
Flat 4, 31 Middleton Road, Manchester, M8 5DT
18 Fraser Road, Manchester, M8 4HH
16 Fraser Road, Manchester, M8 4HH
Roselands Doctors Surgery, 4 Middleton Road, Manchester, M8 5DS
Flat 1, 6 - 8 Middleton Road, Manchester, M8 5DS
Flat 4, 14 Middleton Road, Manchester, M8 5DS
Flat 1, 14 Middleton Road, Manchester, M8 5DS
14 Moxley Road, Manchester, M8 4HJ
Flat 3, 16 Moxley Road, Manchester, M8 4HJ

Flat 4, 20 Moxley Road, Manchester, M8 4HJ
20 Moxley Road, Manchester, M8 4HJ
5 Moxley Road, Manchester, M8 4HJ
15 - 17 Middleton Road, Manchester, M8 5DT
19 Fraser Road, Manchester, M8 4HH
Flat 2, 6 - 8 Middleton Road, Manchester, M8 5DS
Flat 3, 14 Middleton Road, Manchester, M8 5DS
Flat 9, 14 Middleton Road, Manchester, M8 5DS
Flat 1, 20 Moxley Road, Manchester, M8 4HJ
Flat 6, 20 Moxley Road, Manchester, M8 4HJ
Acf Hut, 26 Middleton Road, Manchester, M8 5DS
21 Middleton Road, Manchester, M8 5DT
Flat 3, 6 - 8 Middleton Road, Manchester, M8 5DS
Flat 5, 6 - 8 Middleton Road, Manchester, M8 5DS
Flat 6, 14 Middleton Road, Manchester, M8 5DS
2 Crumpsall Lane, Manchester, M8 5FB
9 - 11 Moxley Road, Manchester, M8 4HJ
21 Fraser Road, Manchester, M8 4HH
Flat 5, 20 Moxley Road, Manchester, M8 4HJ
Flat 1, 29 Middleton Road, Manchester, M8 5DT
Flat 1, 31 Middleton Road, Manchester, M8 5DT
Flat 7, 31 Middleton Road, Manchester, M8 5DT
23 Middleton Road, Manchester, M8 5DT
Flat 6, 6 - 8 Middleton Road, Manchester, M8 5DS
Flat 9, 6 - 8 Middleton Road, Manchester, M8 5DS
Flat 8, 6 - 8 Middleton Road, Manchester, M8 5DS
Flat 2, 14 Middleton Road, Manchester, M8 5DS
Flat 4, 9 - 11 Moxley Road, Manchester, M8 4HJ
Flat 3, 9 - 11 Moxley Road, Manchester, M8 4HJ
Flat 4, 16 Moxley Road, Manchester, M8 4HJ
Flat 3, 20 Moxley Road, Manchester, M8 4HJ
Flat 2, 27 Middleton Road, Manchester, M8 5DT
Flat 3, 27 Middleton Road, Manchester, M8 5DT
Flat 5, 31 Middleton Road, Manchester, M8 5DT
12 Fraser Road, Manchester, M8 4HH
17 Fraser Road, Manchester, M8 4HH

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Crumpsall Lane Conservation Area 2004
Area Team Boundary - Name: NORTH AREA