



Planning Statement

(also including D&A, CIS, SCI, TS & TP and NIA)

Ref: DA24069 - 69 Crumpsall Lane

Site address: 69 Crumpsall Ln, Crumpsall, Manchester M8 5SR

Date: May 2025

Proposal: Creation of new Primary School



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1. Introduction

This Planning Statement supports a full planning application for the change of use and conversion of the former Chestnut House Care Home at 69 Crumpsall Lane, Manchester, into a new independent primary school. The proposal responds to an identified need for additional educational provision within the area and seeks to deliver high-quality, accessible learning environments in a sustainable, well-connected location.

The Statement sets out the planning rationale for the development, site context, relevant planning history, and compliance with local and national planning policy, including the Manchester Core Strategy (2012–2027), the Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework (NPPF, latest version). It concludes with a summary of material planning considerations that weigh in favour of the proposal.

2. Site Context.

69 Crumpsall Lane comprises a semi-detached building incorporating a part-three storey front block and a two-storey rear extension, formerly used as a care home (C2 use). The building is located on Crumpsall Lane, a well-trafficked main road, at the corner of Ansleigh Avenue, which is a quiet residential cul-de-sac. The adjacent building (the other half of the semi-detached pair) is a mansion house under the same ownership and is proposed for future ancillary school functions such as a library and administrative space.

The building benefits from a prominent position opposite Crumpsall Metrolink tram stop, offering excellent public transport accessibility and visibility. The surrounding built form is predominantly two-storey semi-detached housing typical of the interwar period, with some commercial uses concentrated along Crumpsall Lane. The area is a mix of residential, community, and light commercial uses.

- **To the north:** A mix of residential properties and small commercial operators, including Crumpsall Builders Merchants. These are interspersed with some light industrial uses characteristic of the area's transitional edge-of-centre nature.
- **To the east:** Traditional two-storey housing, local convenience shops, a public house, and an existing state primary school (Crumpsall Lane Primary). This reflects the area's established role as a family-oriented neighbourhood with educational infrastructure.



- **To the south:** Crumpsall Metrolink tram station, creating a sustainable connection to Manchester city centre and surrounding suburbs. This makes the site highly accessible for both staff and pupils.
- **To the west:** The adjoining mansion house, which is in the same ownership and is intended for future school-related ancillary use. There is also a SPAR convenience store and associated car parking. The proximity to small-scale retail adds convenience but does not introduce incompatible uses.

The site is located approximately 100m from the edge of the Crumpsall Lane Conservation Area. The conservation area begins at the eastern edge of Crumpsall Lane but is screened by built form and topography. Given the site's separation, its redevelopment does not impact the visual or spatial character of the designated heritage asset.

The property is of limited architectural interest and has been significantly altered through past extensions. It retains some original character at the front elevation but is otherwise of a utilitarian style common to institutional buildings of its period.

The previous officer report for application 136980/FO/2023 noted that the building's scale, massing, and overall footprint were appropriate to its context and did not raise any significant concerns regarding visual impact. This proposal retains those parameters, maintaining the existing built envelope while proposing internal alterations and a change of use.

3. Exiting Use and Planning History

The building's most recent use was as a residential care home. On 11 July 2023, planning permission (Ref: 136980/FO/2023) was granted for the conversion of the site into apartments. This permission remains extant and, therefore, establishes the principle of the loss of the former care home use. As such, there is no requirement to justify the loss of the nursing home under the current application.

With regard to the previous scheme, while it permitted a residential use, the proposal was modest in scale and did not make any significant planning contributions, such as affordable housing provision or Section 106 obligations. It would have introduced a limited number of units in an area already well-served by apartment accommodation. Accordingly, the proposed change from this small-scale residential scheme to a primary school use does not result in a meaningful loss of housing opportunity in strategic terms.



Additionally, the prior application attracted several local objections concerning overlooking, privacy, parking pressures, and general amenity. These concerns have informed the current design and operational strategy for the school proposal, with a focus on minimising external alterations and controlling arrival and departure times.

4. Proposed Development

The proposal seeks to convert the existing structure into a two-form entry primary school, including early years provision and associated facilities. The proposed layout includes:

- Early Years classrooms and play space on the ground floor
- General teaching classrooms and 1:1 support rooms on the upper floors
- Staff room, administrative offices, and WC facilities across all floors

The overall gross internal floor area of the proposed school is 652m². The future use of the adjoining mansion house for ancillary school functions will form a separate application.

The school will serve a private educational provider currently in its fifth year of operation. It maintains a strict policy of no more than 20 pupils per class and specialises in catering for children with special educational needs. The educational ethos is highly focused, with a tailored learning environment and strong pastoral support.

To the rear of the site, a dedicated outdoor play area will be provided, ensuring access to external recreational space in line with Ofsted and Department for Education guidance. Access and circulation have been carefully designed to minimise local impact and ensure safety:

- **Drop-off and entry:** Vehicles will enter the site via 67 Crumpsall Lane.
- **Exit:** All vehicles will exit at 69 Crumpsall Lane, allowing for a one-way system that avoids traffic congestion.
- **Parking:** Staff and visitor parking will be provided to the rear of 69 Crumpsall Lane.
- **Play area:** Outdoor play space will be located to the rear of 67 Crumpsall Lane.

67 Crumpsall Lane, under the same ownership, will retain a reduced private garden while continuing to accommodate parking spaces for its own residential use. The shared management of these two sites ensures a well-coordinated access and amenity strategy.

In terms of building access, two new entrance points are proposed:



- A **new front entrance**, introduced in place of an existing window on the Crumpsall Lane elevation. This will be carefully detailed to blend seamlessly with the façade and respect the building's architectural rhythm.
- A **discreet new side entrance**, located out of public view, to support operational needs while maintaining visual continuity and privacy for adjacent occupiers.

The proposal makes no changes to the building envelope that would materially affect outlook or privacy for surrounding properties. All external works are minimal and focused on maintenance and minor repairs. Car parking, servicing, and drop-off/pick-up arrangements will be coordinated through a robust travel plan.

5. Policy Context

The proposed development is strongly supported by both national and local planning policy frameworks which encourage the development and enhancement of educational facilities and community infrastructure.

National Planning Policy Framework (NPPF, latest version):

- Paragraph 95 states that "It is important that a sufficient choice of school places is available to meet the needs of existing and new communities" and that local planning authorities should **give great weight** to the need to create, expand, or alter schools.
- Paragraph 92 encourages the provision of social, recreational, and cultural facilities and services, including schools, to enhance the sustainability and health of communities.
- Paragraph 38 advises local planning authorities to work proactively with applicants to secure developments that will improve the economic, social, and environmental conditions of the area.

This proposal aligns directly with these principles by enabling the reuse of a vacant building to provide high-quality educational facilities within an accessible urban location, close to public transport, and in direct response to an identified community need.

Manchester Core Strategy (2012–2027):

- **Policy SP1 – Spatial Principles** promotes sustainable neighbourhoods with a range of facilities, including schools, that are accessible by walking, cycling, and public transport. This development supports these aims through its central location and close proximity to Crumpsall tram stop.



- **Policy EN1 – Design Principles** encourages high-quality, sustainable design that respects and enhances the character of the surrounding area. The conversion respects the building form and introduces sensitive access points.
- **Policy EN2 – Tall Buildings & Heritage** and **EN3 – Conservation** require consideration of heritage assets. The site's separation from the conservation area and the lack of impact on its setting ensure full compliance.
- **Policy DM1 – Development Management** sets out general development criteria including accessibility, safety, design, impact on amenity, and servicing. This scheme addresses all these criteria with a considered approach to access, drop-off, landscaping, and building alterations.

Guide to Development in Manchester SPD (2007):

- This guidance underlines the importance of integrating new uses into neighbourhoods in ways that respect local character, maximise community benefit, and promote social inclusion. The proposed school use directly contributes to these objectives.

In summary, the proposal aligns with local and national planning policy by delivering a much-needed community infrastructure facility in a sustainable location, with minimal impact on surrounding uses and a strong emphasis on inclusive, high-quality design.

6. Supporting Reports

This full planning application is supported by a complete set of core documents necessary to assess the proposed development comprehensively and proportionately. These include:

- Site Location and Block Plan
- Existing and Proposed General Arrangement (GA) Plans and Elevations
- Landscape Plan

These documents have been carefully prepared to demonstrate how the proposal meets all relevant planning, design, access, and operational standards without requiring standalone reports for each subject area. All technical and contextual matters—including highways, access, noise, and design—are addressed directly within this Planning Statement and the submitted plans.

A Heritage and Townscape Impact Note is not considered necessary. The site is approximately 100m from the edge of the Crumpsall Lane Conservation Area and visually and spatially separate.

There are no direct views between the site and the designated area, and no external changes are proposed that would affect its setting or significance.

The Landscape Plan provides important visual and functional clarity, showing the layout of the secure play space, staff and visitor parking, soft boundary treatments, and circulation areas. These components contribute to the creation of a safe, attractive, and accessible educational setting.

6B. Environmental Considerations – Noise and Air Quality

The school has carefully considered the potential for environmental impacts and designed the proposal accordingly.

- **Noise Impact:** A daytime-only use, with small class sizes and defined outdoor play times, is inherently lower-impact than residential or commercial alternatives. A Noise Impact Assessment will be submitted to confirm this and identify any minor mitigation where needed. Given the presence of another school nearby and the site's previous use as a care home, no significant noise disturbance is anticipated.
- **Air Quality:** The proposal does not involve any significant increase in traffic or vehicle emissions. The vast majority of children will use a school bus, walk, or take public transport. The school also discourages staff driving and supports cycling and active travel. As such, no Air Quality Assessment is required, and the proposal is not expected to contribute to any local air quality exceedances.

These measures align with national and local environmental planning guidance, including:

- **NPPF Paragraph 174** (minimising pollution and ensuring health-supportive development);
- **Manchester Core Strategy Policy EN16** (air quality);
- **Policy DM1** (ensuring developments do not cause unacceptable impacts on amenity or public health).

Environmental impacts have therefore been responsibly assessed, and appropriate proportionate steps taken to address them within the planning submission.

6C. Design and Access

The design of the proposal retains and adapts the existing structure with minimal external alteration. Key access improvements include the introduction of two new entrance points: one at the front replacing a window, and one at the side in a discreet and visually unobtrusive location.



The layout supports modern educational standards, with ground-floor early years provision, upper-level classrooms, and appropriate staff facilities. Outdoor areas have been re-purposed to provide safe, inclusive play and drop-off zones while maintaining residential amenity and privacy.

The proposal is fully accessible, compliant with Part M of the Building Regulations, and designed to be inclusive for children and staff with varying needs. Level access, internal circulation, and purpose-designed learning environments ensure usability and dignity for all.

The design approach respects the surrounding built character and enhances the sustainability, functionality, and social utility of the site.

7. Justification and Need

There is an established and growing need for high-quality, specialist primary school places in North Manchester, particularly for independent institutions that cater to children with special educational needs. The proposed development will respond directly to this requirement by providing purpose-adapted educational space in a location with excellent transport connectivity and community integration.

This proposal offers a number of key planning and community benefits:

- **Re-use of a vacant brownfield site**, which aligns with sustainable development principles and reduces the pressure on greenfield land.
- **Provision of much-needed specialist education places**, in line with Paragraph 95 of the NPPF, which urges local authorities to support the development of schools.
- **Daytime-only use with low intensity**, making it a more compatible use for a residential context than flats or HMOs.
- **Retention and enhancement of existing built form**, contributing positively to local character while ensuring efficient use of land.
- **Enhancement of community infrastructure**, supporting the long-term sustainability of the neighbourhood.
- **No net loss of community facilities**, as the previous care home use has already been permitted for loss through an extant planning permission.

The school's operational model—including limited pupil numbers, a strong safeguarding and pastoral approach, and its focused curriculum—supports the creation of a calm, structured, and respectful environment, minimising noise and traffic impact. Furthermore, the building's proximity to an existing



primary school and local housing confirms that the location is well-suited to educational use without generating unacceptable levels of disruption or harm.

Policy EC4 (North Manchester) identifies the area as a key zone for economic development. While this scheme does not directly deliver employment floorspace, it provides essential education infrastructure that underpins future economic resilience, inclusion, and opportunity—particularly through its focus on special educational needs. The school will employ skilled staff and serve as a long-term community anchor that complements wider regeneration aims.

Policy H3 (North Manchester) outlines a target for housing delivery in the area. The current proposal replaces a previously approved residential scheme; however, that scheme was modest, made no contribution to affordable housing or public infrastructure, and did not align with wider place-shaping objectives. By contrast, the school proposal strengthens neighbourhood appeal and offers sustainable social value that supports the overall residential attractiveness of North Manchester.

The development also aligns with:

- **Policy SP1** of the Core Strategy by contributing to neighbourhood sustainability,
- **Policy DM1** through its attention to design, amenity, transport, and safety,
- **The Manchester SPD**, by enhancing educational provision and promoting community integration.

In planning terms, this is a textbook example of a well-located, policy-compliant, low-impact educational development that meets a demonstrable local need and secures long-term community benefit, while remaining entirely compatible with the site's EC4 and H3 policy designations.

8. Inclusive, Sustainable and Safe Design

Accessibility and Social Inclusion

The proposed school is designed with a strong commitment to accessibility, inclusion, and equal opportunity. These principles are fundamental to the ethos of the school and directly support Manchester City Council's objectives around social cohesion, community development, and support for vulnerable groups.

Key features of the proposal include:



- Full compliance with Building Regulations Part M and other relevant access standards, ensuring inclusive access for all pupils, staff, and visitors regardless of mobility or ability;
- Purpose-designed facilities for children with special educational needs, including small class sizes, quiet breakout rooms, and tailored pastoral support;
- Ground floor Early Years provision with level access, easy supervision, and safe egress;
- Strategically located new access points (including a converted window and discreet side entrance) to maximise usability while preserving visual continuity;
- Secure and accessible outdoor play area for inclusive recreation and physical development;
- Staff training and management structures focused on safeguarding, behavioural support, and inclusive teaching methodologies.

This school serves a diverse intake and is designed to meet the needs of children who may not thrive in mainstream settings. It provides a nurturing, structured environment that promotes not only educational achievement but also social confidence and emotional wellbeing.

The proposal aligns with national and local policies supporting inclusive growth, lifelong opportunity, and improved access to education—particularly for those with additional needs. It is a positive contribution to Manchester's ambition of being a fairer and more inclusive city.

Highways, Parking and Sustainable Travel

The proposed development is underpinned by a robust and responsible travel strategy, strongly aligned with the principles of sustainable transport and consistent with local and national policy guidance. This strategy has been deliberately developed to reduce private vehicle use and encourage a modal shift towards greener, healthier forms of travel.

The school promotes a travel ethos that actively discourages driving by both staff and parents, in favour of more sustainable and inclusive alternatives. Driving to school is not only discouraged—it is considered contrary to the school's educational and environmental values.

Key transport measures and commitments include:

- **A dedicated school bus service**, which is used by the majority of pupils and operates on a fixed route basis. This reduces car dependency, eases local traffic, and supports safer, more predictable drop-offs and pick-ups;
- **Drop-off and pick-up areas at the front of the site**, carefully managed to ensure efficiency, prevent congestion, and minimise disruption to neighbours;



- **Active travel infrastructure for staff**, including a secure, covered cycle store and high-quality internal changing and showering facilities to support cycling and walking;
- **Public transport-first approach**, with the school located directly on a main bus route and only a one-minute walk from the Crumpsall Metrolink tram station—offering extensive regional connectivity without reliance on car travel;
- **Discouragement of staff driving**, with clear internal policies and cultural expectations, alongside practical incentives for car sharing or use of public transport.

This proactive approach ensures that:

- **NPPF Paragraph 104** is met, encouraging developments that minimise the need to travel by car and offer a genuine choice of transport modes;
- **Manchester Core Strategy Policy DM1** is satisfied, through promotion of sustainable access and minimisation of transport impacts;
- **Local and regional transport strategies** are supported by a modal shift emphasis and behaviour change framework.

To reinforce these commitments, a **formal Travel Plan will be created, implemented, and maintained** as a living document. It will be regularly reviewed in collaboration with the local authority and will include monitoring, staff and parent engagement, and mode share targets. This strategic commitment helps ensure that travel behaviour will remain aligned with planning objectives throughout the life of the school.

In view of the strength and clarity of the school's transport strategy, we consider that a separate standalone Transport Statement is not required. All material transport impacts have been anticipated and responsibly addressed within this planning submission.

Crime Impact

Crime prevention and community safety are central to the school's proposed operational framework and building design at 69 Crumpsall Lane. The relocation from portacabin accommodation to a permanent, well-defined site provides an immediate step-change improvement in security and safeguarding, both for pupils and the wider community.

The proposed site will implement a layered security approach in line with the national **Design for Security (DfS)** principles, ensuring that the school environment remains secure, inclusive, and resilient to risk. These measures include:



- Clearly defined boundaries with secure perimeter fencing and gated access;
- Natural surveillance facilitated by the site's visibility from Crumpsall Lane and overlooking from adjacent buildings;
- Zoned access with secure entry points and intercom-controlled doors;
- CCTV surveillance throughout all main access points and key internal circulation spaces;
- High-quality external lighting to deter antisocial behaviour;
- Secure and segregated drop-off/pick-up zones, ensuring pupil safety;
- Active on-site supervision during all operational hours;
- Ongoing engagement with local Safer Neighbourhood policing teams and safeguarding agencies.

These design-led security strategies reduce opportunities for crime, create a clear sense of ownership, and support the wellbeing of students, staff, and visitors. The proposals respond directly to the **DfS's Secured by Design** guidance and are proportionate to the use and location. This ensures alignment with **Policy DM1**, which promotes development that contributes to the safety and security of users and the surrounding area.

The transformation of the site into a managed, daytime-only educational use—with embedded supervision, clear access controls, and limited public access—represents a substantial reduction in risk relative to either vacant use or more vulnerable residential uses.

9. Planning Conditions and Management

The applicant acknowledges that planning permission, if granted, may be subject to appropriate planning conditions. We are fully open to engaging with the local authority to ensure these conditions are practical, enforceable, and proportionate to the scale and nature of the proposal.

In line with the operational model of the school and the surrounding context, we would welcome conditions that might include the following:

- Hours of use, limited to standard school hours (e.g. 8:30am–4:00pm, weekdays only);
- Restricted use of external play areas, during agreed daytime hours to minimise noise impacts;
- Submission and adherence to a travel plan, including staff parking, pupil drop-off and pick-up, and pedestrian safety;
- Maintenance of access and parking arrangements, including the shared use of 67 and 69 Crumpsall Lane;



- Retention of soft landscaping and implementation of the submitted landscape plan.

The school will be operated by an established and experienced provider with a clear safeguarding framework, robust internal management, and a strong commitment to being a responsible neighbour. By inviting and accepting appropriate conditions, the applicant aims to provide reassurance to officers, members, and the local community that the development will be run with care, accountability, and minimal disruption.

10. Positive and Proactive Engagement – NPPF Paragraph 38

Paragraph 38 of the National Planning Policy Framework (NPPF) encourages local planning authorities to approach decision-making in a positive and creative way. It states:

"Local planning authorities should approach decisions on proposed development in a positive and creative way. They should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible."

The applicant fully embraces the spirit and intention of Paragraph 38 and is committed to working closely and collaboratively with Manchester City Council throughout the planning process. The aim is to:

- Respond promptly and transparently to any feedback or queries;
- Incorporate reasonable amendments and refinements that reflect local planning objectives;
- Ensure that the development delivers measurable social value, especially in relation to education and community enhancement;
- Maintain clear lines of communication with officers to help expedite a positive outcome.

We respectfully invite the local authority to continue engaging with the applicant in the same proactive and constructive spirit to help bring forward this important and beneficial educational facility.

11. Conclusion

The proposed conversion of 69 Crumpsall Lane into a specialist primary school represents a careful, community-focused response to local educational needs. It offers a practical and sensitive re-use of a vacant building, aligned with the city's spatial and social priorities.

This application is grounded in strong planning principles:



- It brings a disused brownfield site back into purposeful, positive use;
- It meets pressing local demand for high-quality SEN primary school places;
- It offers minimal impact to residential amenity, with a low pupil-to-class ratio and daytime-only use;
- It supports a more sustainable and inclusive neighbourhood by locating a valued community facility within walking distance of homes and transit connections;
- It avoids speculative development by advancing a plan tied to a specific and proven educational provider already operating in the area;
- It respects the site's built form and context, requiring no major external alterations and sitting outside the nearby conservation area;
- It builds upon the **extant planning permission** for residential development, which establishes the site's capacity to accommodate intensified, non-residential use without conflict.

The proposal not only aligns with the development plan but also delivers substantial social value by providing tailored SEN provision in a highly accessible setting. Its low-impact operational model, established leadership, and inclusive design all support a long-term, place-based investment in North Manchester's future.

We recognise the importance of planning decisions being balanced and rooted in sound judgment. This proposal is not put forward as a large or speculative scheme, but as a modest, thoughtful, and policy-compliant project that meets a real and urgent need.

The applicant remains open and committed to working with Manchester City Council to resolve any outstanding matters and ensure this development proceeds in the right way for the benefit of all stakeholders. We respectfully invite the Council to support the application and help deliver an educational asset that is both timely and enduring—one that will serve pupils, families, and the wider community for many years to come.