Planning and Heritage Statement

The Broughton Charitable Trust

Nos. 27-29 Middleton Road, Crumpsall, Manchester M8 5DT

Regulated by RTPI

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1. Ref 137657/FO/2023 - Drawings Package
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3. Ref 142351/FO/2025 - Delegated Report

1 INTRODUCTION

1.1 This Planning and Heritage Statement has been prepared on behalf of The Broughton Charitable Trust in support of a full planning application for the redevelopment of Nos. 27-29 Middleton Road, Manchester M8 5DT.

1.2 The application relates to the demolition of the existing buildings (Use Class C3) and construction of a new purpose-built synagogue (Use Class F1) with ancillary facilities including offices.

1.3 As summarised in detail in Section 3, the development proposal has been informed by the Council's approval of two previous applications at the site in January 2024 and July 2025. These extant permissions entail the following:

- Demolition of Nos. 27-29 Middleton Road and replacement with a purpose-built synagogue (Ref 137657/FO/2023), and
- Change of use from apartments to Synagogue (Class F1) including single storey rear extension, first floor rear extension and associated external works (Ref 142351/FO/2025).

1.4 The applicant has now chosen to revert to a scheme involving the demolition of the existing building and replacement with a purpose-built synagogue. This is on the basis that the refurbishment and extension scheme is deemed as insufficient to provide adequate community facility space to meet anticipated demand. Furthermore, this approach to development represents a more coherent form of construction, as well as an enhancement compared to the purpose-built synagogue previously approved under application Ref 137657/FO/2023.

1.5 The Statement addresses the following matters:

- A description of the site and surroundings;
- A review of the background and history of the site;
- A summary of the development proposal;
- An assessment of relevant planning policy;
- An appraisal of the relevant planning and heritage issues; and
- Conclusions.

1.6 The Statement should be read in conjunction with the following documentation which forms part of the application submission:

- Drawings package (prepared by Gold Sketch Studios);
- Construction Management Plan (prepared by Samona);
- Dilapidation Survey (prepared by Samona)

- Landscape Plan (prepared by Trevor Bridge Associates);
- Surface Water Drainage Plan (prepared by Aegaea);
- Air Quality Screening Asessement (prepared by Noise Air);
- BNG Statement (prepared by Verity Webster);
- Noise Impact Assessment (prepared by Nova);
- Transport Statement and Travel Plan (prepared by Ashley Helme), and
- Tree Site Appraisal and Drawings (prepared by Rowbottom's).

1.7 The submissions conclude that the development proposal is fully acceptable and supportable in planning and heritage terms.

2 SITE AND SURROUNDINGS

2.1 The site comprises a pair of semi-detached Victorian villas with an enclosed car park area to the rear, extending to 0.05ha. It is broadly rectangular in configuration and positioned on the western side of Middleton Road to the north of the junction between Middleton Road and Moxley Road.

2.2 The villas represent two storey (including half basement) red brick buildings with frontages incorporating horizontal stone sills and surrounds to windows and doors. 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. With the side/rear elevations comprised of non-Victorian rendered extensions in poor condition, the original brickwork on these elevations is now almost completely obscured.

2.3 Having been historically split as two family sized dwellings, each villa accommodates three self-contained flats (six in total), with four x 1 bed units on the ground floor and two x 2 bed units at first floor level. The flats provide a poor standard of accommodation and fall short of national minimum floorspace standards.

2.4 The surrounding area is predominantly residential in character, comprising a mix of houses and apartment buildings of varying scale positioned to the north and south of the site along Middleton Road and to the rear off Moxley Road. The age of properties is varied and includes large detached and semi-detached Victorian villas, early and mid-20th Century dwellings and apartment buildings, in addition to more recent developments. External materials within the immediate surrounding area include red brick and render.

2.5 The area accommodates a large Jewish population and religious buildings are commonplace in the locality. Other community focused uses include schools, recreation spaces and parades of local shops/services.

2.6 The site is well connected by a range of public transport options, as evidenced by its GMAL level of 5. Crumpsall Metrolink tram stop is situated approximately 525 metres (a 6-munite walk) to the east; this provides direct connections between Bury, Manchester city centre and Altrincham. Furthermore, bus stops on Middleton Road provide local connections to destinations such as Oldham, Middleton, Prestwich, Blackley.

2.7 There are no listed buildings on or adjacent to the site, which is also located within Flood Zone 1 (Low Probability).

2.8 The site is located within the Crumpsall Lane Conservation Area, as examined in detail within the heritage assessment presented at Section 6. Please refer to the extract of the site location plan and images of the site overleaf.



Figure 1: Extract of Site Location Plan.

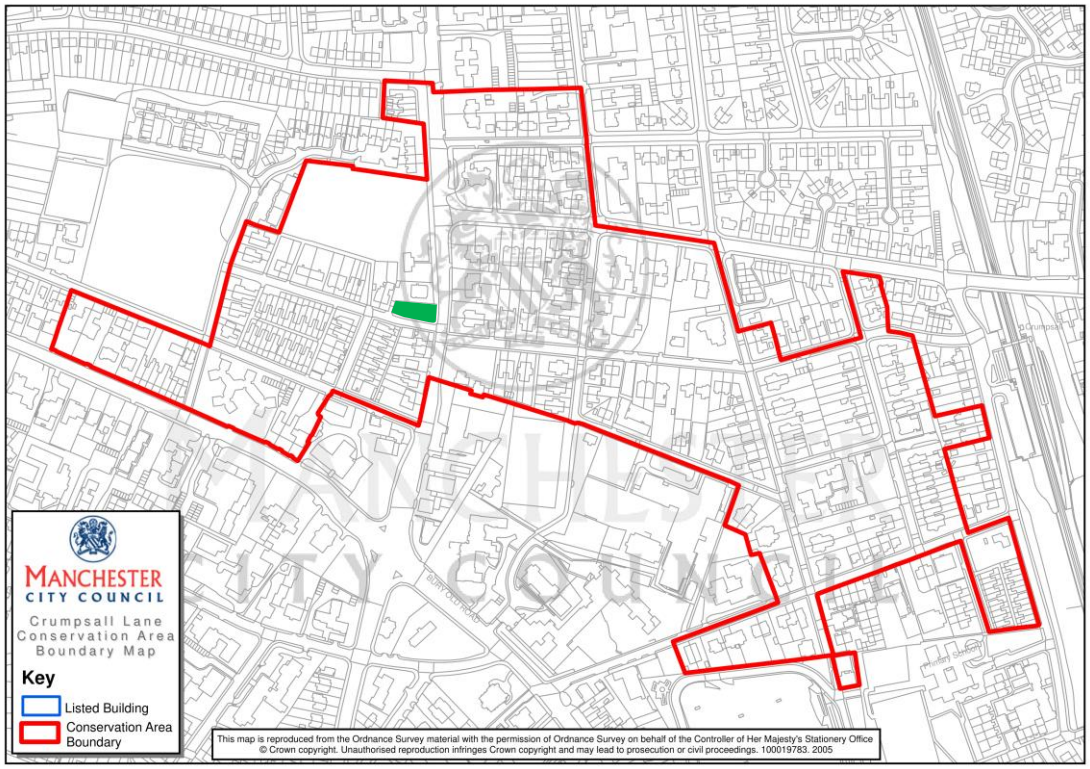


Figure 2: Map of the Crumpsall Lane Conservation Area with the site highlighted in green.



Figure 3: Streetview of the site from Middleton Street, demonstrating the front elevation.



Figure 4: Streetview of the site from Moxley Road, illustrating the poor-quality render on the side elevation which obscures the brickwork.



Figure 5: Streetview of rear elevation showing the non-original extensions.

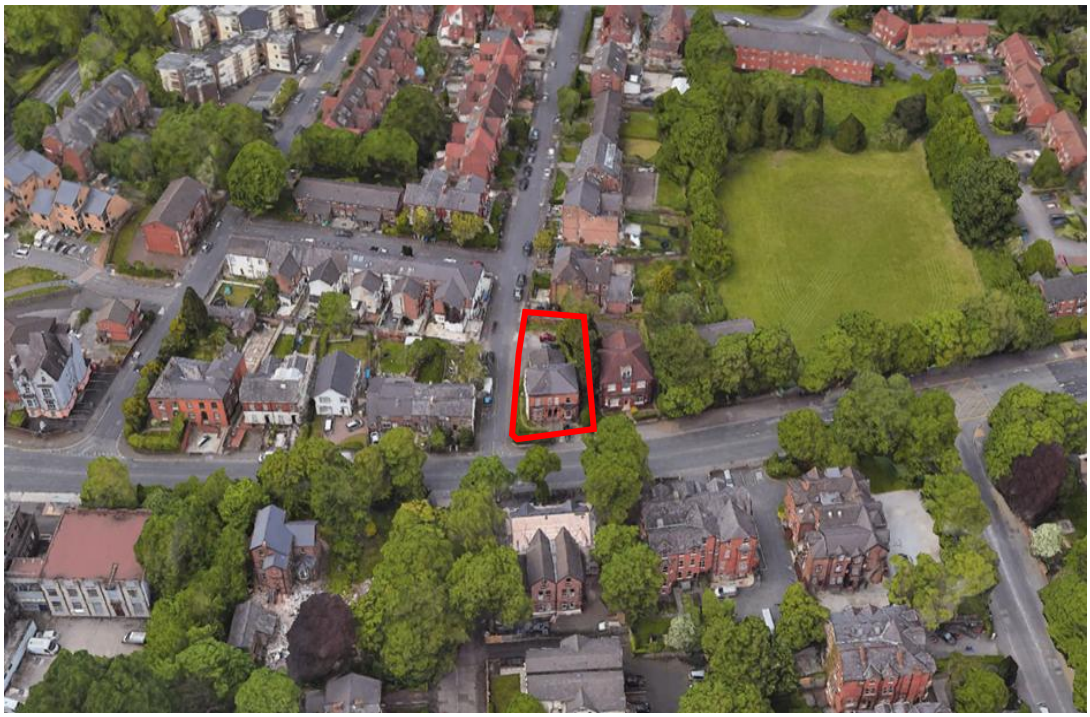


Figure 6: Aerial view of the site (indicative outline in red) facing west.



Figure 7: Aerial view of the site (indicative outline in red) facing west.

3 PLANNING HISTORY

3.1 The site has been subject to two recent applications which are relevant to the determination of the current scheme. These are summarised below.

3.2 Application **Ref 137657/FO/2023**, which proposed the 'demolition of Nos 27-29 Middleton Road and the construction of a purpose built two-storey synagogue (Class F1) with associated parking and landscaping', was approved by Members of Committee on 26th January 2024.

3.3 Please refer to the approved drawings package attached at **Appendix 1** and the model image of the approved scheme below, as well as the Committee Report enclosed at **Appendix 2**.



Figure 8: 3D model of approved building at Nos. 27-29 Middleton Road (Ref 137657/FO/2023, Drawing Number DA21055-092-2).

3.4 Most recently, application **Ref 142351/FO/2025**, which proposed the 'change of use from apartments to Synagogue (Class F.1) including single storey rear extension, first floor rear extension and associated external works' was approved under delegated powers on 11th July 2025. Please refer to the delegated report enclosed at **Appendix 3**.

3.5 These planning permissions establish the principle of the loss of residential floorspace and replacement with a new synagogue to serve the local community. Crucially, the approval of application **Ref 137657/FO/2023** also establishes that the loss of the existing villas is acceptable in heritage terms (in respect of its location within a Conservation Area).

3.6 Accordingly, both applications are directly relevant to this revised application, which seeks to deliver a new synagogue with a return to the demolition and rebuild approach (as opposed to extending and changing the use of the building).

4 THE PROPOSAL

4.1 The application seeks consent for the demolition of Nos. 27-29 Middleton Road (Use Class C3) and the erection of a purpose-built synagogue (Use Class F1) including associated ancillary facilities including offices.

4.2 In comparison to the previously approved synagogue designs under **Ref 137657/FO/2023** and **Ref 142351/FO/2025**, this proposed synagogue represents a more efficient use of the site with an optimised layout. The application entails additional floorspace at both ground and first floors to cater for the anticipated demand of the cultural facility, with the main entrance located off Moxley Road.

4.3 The proposed building has been designed as a contemporary interpretation of the local context (in particular Victorian villa dwellings), whilst avoiding the creation of a pastiche development. It will be of red brick construction with a dark tiled roof to assimilate with the local vernacular. There will also be vertically proportioned metal casement windows alongside projecting bay features. Please refer to the model images presented in Figures 9 and 10.



Figure 9: 3D model of proposed building at Nos. 27-29 Middleton Road, showing the front and southern side elevations.

4.4 The proposed building will have a maximum of height of approximately 11.9 metres with an eaves height of 8.2 metres.

4.5 At ground floor level, the synagogue will comprise of an entrance hall, a separate smaller entrance, a cloak room, a men's WC and a Beis Hamedrash (House of Study) measuring 140.5 sqm in floor area. Meanwhile, there will be a rabbi's room, a library, a children's room, storage space, a women's WC and Ezras Noshim (women's section) at first floor level.



Figure 10: 3D model of proposed building at Nos. 27-29 Middleton Road, showing the rear and southern side elevations.

4.6 At basement level, there will be a mikvah (ritual bath) with showers and a changing room, as well as an entrance hall, storage and plant space. This will be accessed from two external staircases (one at the front/side and one at the rear).

4.7 Although the proposed building will maximise floorspace to the rear of the site, it will occupy a similar position and be of a scale consistent with the existing building. The built form will be set back from Middleton Road by soft landscaping and permeable paving stones, as well as a new brick boundary treatment with railings to replace the existing low rendered wall with hedging. This wall will measure 1.8 metres in height and extend around the southern and eastern boundaries, with pedestrian access gates located outside the front elevation and at the rear of the side elevation.

4.8 The proposed brick wall and railings will harmonise with the external appearance of the new building and create defensible, usable courtyard amenity space for the proposed synagogue, ensuring appropriate security for members of the congregation.

4.9 A sliding vehicle access gate at the rear will provide access to two car parking spaces (with one being accessible) served by an EV charger. In addition, a secure and covered cycle store will provide spaces for 6 bicycles, whilst a wooden refuse store will accommodate four 240 Litre waste bins. This area will be screened from wider views by the proposed building.

4.10 The building will be separated from the rear external space via an external staircase (leading to the basement) and the installation of three steel dome-topped bollards. To confirm, all hardstanding surfaces will consist of permeable paving.

4.11 Furthermore, the sensitive scale and design of the proposed synagogue will successfully harmonise with the surrounding conservation area and ensure that there will be no harmful impact upon the amenity of occupiers of neighbouring dwellings.

4.12 Overall, the design will ensure that the site makes a positive contribution to the visual character and appearance of the Crumpsall Lane Conservation Area.

5 PLANNING POLICY

5.1 This section provides a review of relevant national and local planning policy and guidance.

NATIONAL POLICY

5.2 The National Planning Policy Framework (NPPF) was revised in December 2024 and sets out the Government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development.

5.3 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

5.4 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

5.5 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework.

Promoting Healthy and Sustainable Communities

5.6 Paragraph 96 states that planning decisions should aim to achieve healthy, inclusive and safe places which:

- Promote social interaction and
- Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

5.7 Paragraph 98 discusses the importance of providing social, recreational and cultural facilities and services that communities need. Thus, planning policies and decisions should:

- Plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- Take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;
- Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

Promoting Sustainable Transport

5.8 Paragraph 115 states that in assessing applications for development, it should be ensured that:

- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- Safe and suitable access to the site can be achieved for all users;
- 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
- 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 through a vision-led approach.

5.9 Paragraph 116 states 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

Making Effective Use of Land

5.10 Paragraph 129 sets out that the planning system should support development that makes efficient use of land, taking into account the following:

- The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- Local market conditions and viability;
- The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- The desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and
- The importance of securing well-designed, attractive and healthy places.

Achieving Well Designed Places

5.11 This chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:

- 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;
- Are visually attractive as a result of good architecture and appropriate landscaping;
- Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation;

- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks, and
- Create places that are safe, inclusive and accessible and which promote health and well-being.

Conserving and Enhancing the Historic Environment

5.12 The NPPF builds upon the provision of the Planning (listed Buildings and Conservation Areas) Act 1990 and requires at paragraph 203 that local planning authorities in determining planning applications should take account of:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- The desirability of new development making a positive contribution to local character and distinctiveness; and
- Opportunities to draw on the contribution made by the historic environment to the character of a place.

5.13 Paragraph 215 advises that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including its optimum viable use.

5.14 At Paragraph 219, it is confirmed that local planning authorities should look for opportunities for new development within Conservation Areas and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

5.15 Paragraph 220 declares that not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance.

LOCAL POLICY

5.16 The Development Plan for Manchester includes the Places for Everyone (PfE) Joint Development Plan 2022 to 2039 (adopted 21st March 2024) and the Core Strategy (adopted July 2012). In addition, although the Core Strategy replaced the Unitary Development Plan (UDP), a number of UDP policies remain extant.

5.17 The spatial objectives, policies and guidance relevant to the assessment of this development proposal are summarised below.

Places for Everyone Joint Development Plan

5.18 **Policy JP-S1 (Sustainable Development)** advises that to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its

adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

5.19 **Policy JP-S6 (Clean Air)** states that development should be located in areas that maximise the use of sustainable travel modes (so as to reduce reliance on forms of transport that generate air pollution).

5.20 **Policy JP-P1 (Sustainable Places)** aims for the plan area to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:

- Distinctive, with a clear identity that:
    - Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;
    - Enables a clear understanding of how the place has developed; and
    - Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used
- Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design
- Socially inclusive:
    - Responding to the needs of all parts of society;
    - Enabling everyone to participate equally and independently;
    - Providing opportunities for social contact and support; and
    - Promoting a sense of community;
- Resilient, capable of dealing with major environmental events;
- Adaptable, able to respond easily to varied and changing needs and technologies;
- Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained;
- Resource-efficient with:
    - A low carbon footprint;
    - Efficient use of land;
    - Minimised use of new materials; and
    - High levels of recycling;

- Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster;
- Supported by critical infrastructure, such as energy, water and drainage and green spaces;
- Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage;
- Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places; and
- Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place.

5.21 **Policy JP-P2 (Heritage)** explains that particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy. Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.

5.22 **Policy JP-P3 (Cultural Facilities)** confirms that the Council will proactively develop and support cultural businesses and attractions through a range of measures, where appropriate, including supporting the development of new cultural venues in town centres and places with good public transport connectivity.

5.23 **Policy JP-C6 (Walking and Cycling)** aims to help deliver a higher proportion of journeys made by walking and cycling.

5.24 **Policy JP-C8 (Transport Requirements of New Development)** requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. This will be achieved by (amongst other things) reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development.

Core Strategy

5.25 **Spatial Objective SO1 (Spatial Principles)** that the sustainable development of the City can contribute to halting climate change.

5.26 **Spatial Objective SO5 (Transport)** seeks to improve the physical connectivity of the City, through sustainable and accessible transport networks.

5.27 **Spatial Objective SO6 (Environment)** seeks to protect and enhance the natural and built environment of the city, ensure the sustainable use of natural resources, and secure a high standard of design in all development proposals.

5.28 **Policy SP1 (Spatial Principles)** states that developments should make a positive contribution to neighbourhoods of choice including:

- creating well designed places that enhance or create character;
- making a positive contribution to the health, safety and wellbeing of residents;
- considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income;
- protect and enhance the built and natural environment.

5.29 **Policy EN1 (Design Principles and Strategic Character Areas)** advises that developers should give careful consideration to the city's heritage.

5.30 **Policy EN3 (Heritage)** confirms that new developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including conservation areas.

5.31 **Policy EN8 (Adaptation to Climate Change)** expects all new development to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

5.32 **Policy EN14 (Flood Risk)** states that surface water runoff should be minimised through sustainable drainage systems and use of Green Infrastructure.

5.33 **Policy EN15 (Biodiversity and Geological Conservation)** advises developers to enhance, restore or create new biodiversity, either on-site or adjacent to the site

5.34 **Policy EN16 (Air Quality)** confirms that Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

5.35 **Policy EN19 (Waste)** outlines that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user(s) will be met.

5.36 **Policy T1 (Sustainable Transport)** 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.

5.37 **Policy T2 (Accessible Areas of Opportunity and Need)** 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.

5.38 **Policy DM1 (Development Management)** states that development should have regard to the following specific issues:

- 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, which should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, 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 protect and enhance the built and natural environment.
- 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;
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage, and
- Existing or proposed hazardous installations

Extant UDP Policies

Citywide Development Control Policies

5.39 **Policy DC18.1 (Heritage)** The Council will give particularly careful consideration to development proposals within Conservation Areas. The Council will 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.

5.40 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.

(Area 2 – Cheetham and Crumpsall)

5.41 **Policy CC4** - The Council intends to enhance the character of Cheetham Hill Road, Bury New Road/Great Ducie Street, and the Metrolink line. A high standard of design will be expected from new developments in order to restore the unity and particular character of the roads, and to improve the setting of listed and other important buildings. In addition, the Council will encourage the conservation and refurbishment of buildings of character and quality.

5.42 **Policy CC5** - In addition to the areas mentioned in CC4, the Council will act to maintain and improve areas of recognised townscape value, and will encourage the conservation and refurbishment of buildings of character and quality, especially:- a) within the general area of Crumpsall Lane and Seymour Road; b) in the Crumpsall Green area.

6 PLANNING CONSIDERATIONS

6.1 The planning issues relevant to the determination of the development proposal are assessed in detail below.

Principle of Development

6.2 The NPPF encourages the provision of social/cultural facilities and the services that a community needs. It confirms that planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities including cultural buildings, places of worship and other local services to enhance the sustainability of communities and residential environments.

6.3 The principle of development (namely the change of use of the site from residential (C3) to place of worship (F1)) was previously confirmed as acceptable by the Council in assessing the first relevant application at the site (Ref 137657/FO/2023).

6.4 By way of demonstration, page 17 of the Committee Report (attached at **Appendix 2**) states that:

"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 6no. 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****."*

6.5 Whilst the proposed development would result in the loss of residential accommodation, the Council previously acknowledged that the six existing flats are of poor quality and fall short of minimum internal floorspace standards.

6.6 In these terms, the Committee Report (at Page 18) states that:

"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."*

6.7 The acceptability of the development in principle is reinforced by approval of the most recently approved application (Ref 142351/FO/2025).

6.8 It is also important to note that the applicant has actively engaged with local agents Prizeready Property Management Ltd and Cromwood Housing Group (who collectively manage the tenancies of the six flats at the site) to ensure that the existing tenants (who have now vacated the property) have been provided with alternative accommodation options (within Manchester).

6.9 Discussions with the agents confirmed that a range of comparable apartments within the local area (and managed by the same organisations) were available. Accordingly, the Council can be reassured that the existing tenants have been re-located with minimal disruption. The principle of development is acceptable in accordance with Policy SP1 of the Core Strategy.

Design and Heritage Assessment

6.10 A detailed Heritage Assessment (prepared by Paul Butler Associates) was included as part of the first relevant application (approved in January 2024) at the site.

6.11 The villas are considered to represent non-designated heritage assets and it is therefore necessary to examine the impact of the proposed works upon their significance. The site is also located within the Crumpsall Lane Conservation Area and an appraisal of the contribution that the site makes to its special character and appearance is presented below.

6.12 The villas date from the late Victorian period, first appearing on historic plans from 1894. The buildings will have been constructed as a pair of Victorian villas for the middle classes at this time, in a similar manner to similar Victorian development within the wider area.

6.13 The Crumpsall Lane Conservation Area is based upon the area around Crumpsall Lane and Bennet Road. The Conservation Area is partly bounded to the south by Bury Old Road, with Middleton Road running north to south through the centre.

6.14 The Conservation Area does not include any listed buildings and its character is largely derived from its grouping of large Victorian Villas which display variation in external design but share similar architecture and materiality. Properties are generally three/four storeys in height, often with basements and attics, and display a vertical emphasis.

6.15 The villas are generally constructed from red brick with brick and stone detailing and steeply pitched slate roofs. Bays and vertically proportioned windows are prevalent, and properties are typically set back from the road behind brick or stone boundary walls, often with gate posts, metal railings and hedging and tend to sit comfortably within their respective plots.

6.16 Whilst the historical character of the Crumpsall Lane Conservation Area derives largely from its grouping of Victorian properties, it is noted that there is a wide range of property types, ages and styles. This includes houses and apartments dating from throughout the 20th Century as well as more recent developments. The contribution of these later buildings to the conservation area is varied with some sensitively reflecting the Victorian development and others standing out and having a negative impact.

6.17 Victorian villas which are central to the special character and appearance of the Conservation Area have largely been converted to apartments, bedsits and hotel accommodation as the demographic of the area has changed. Such conversions, and other general forms of updating, have not always been sympathetic to the heritage value of the buildings and harmful works have been undertaken, including new openings/blocking existing openings, UPVC windows, poor quality extensions and removal of boundary treatments and/or landscaping to provide hardstanding for vehicle parking.

6.18 The existing buildings are therefore not unusual in terms of their typology, nor do they 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. Such changes include the following:

- Application of white render to the rear elevations and gable elevation of No. 27;

- Installation of white UPVC windows throughout;
- Installation of new doors;
- Single storey rear extensions, and single storey side extension to No. 27;
- Installation of concrete tiled roof to No. 29;
- Lowering of chimneys to both buildings;
- Painting of stone detail including around windows;
- Replacement of rainwater goods with uPVC;
- Installation of satellite dishes, wiring and other paraphernalia on the elevations;
- Replacement, alteration and removal of boundary walls and vegetation;
- The front garden of No. 29 has been removed to form a tarmacked driveway, and
- Landscaping to the rear has been removed with this area now comprising rough hardstanding.

6.19 The approach to the design of the scheme has been carefully informed by the visual character of both the immediate area and wider Crumpsall Lane Conservation Area. The new building will comprise of high-quality red brick elevations with a dark tiled roof to match the local vernacular.

6.20 Furthermore, the scale and design of the synagogue will successfully harmonise with the immediate street scene as demonstrated on the drawings package and 3D model images which form part of the application submission.

6.21 The proposed red brick wall, pillar and fencing will create defensible, usable courtyard amenity space for the proposed synagogue, ensuring appropriate security for members of the congregation. The red brick finish of the wall and black metal railings will harmonise with the external appearance of the new building.

6.22 Crucially, the design will make a positive contribution to the visual character and appearance of the Crumpsall Lane Conservation Area when compared with the existing building, which is in poor condition and currently displays cracked rendering on its side elevation.

6.23 Accordingly, the proposal is consistent with provisions of the NPPF and accords with all design related criteria set out within Policies SP1, EN1, EN3 and DM1 of the Core Strategy, DC18.1 of the Citywide Development Control Policies and Policy JP-P2 of PfE.

Impact

6.24 The sensitive scale and design of the proposed building will successfully harmonise with the immediate surroundings and ensure that there will be no harmful impact upon the amenity of

occupiers of neighbouring dwellings, and in particular residents of No. 31 Middleton Road and No. 2 Moxley Road.

6.25 The siting of windows within the synagogue and its respective internal layout has also been carefully considered to ensure there is no unacceptable overlooking created between the site and neighbouring properties. Windows on the first floor will be obscured and non-opening to ensure no overlooking of neighbouring properties.

6.26 The extent of the proposed development will project in line with No. 31 Middleton Road. Hence, there will be no unacceptable adverse impact upon neighbouring occupiers by way of overshadowing, loss of light or loss of outlook.

6.27 It is also important to note (as referenced within the previously submitted Transport Statement prepared by Ashley Helme) that the main events at the synagogue will be held on the Sabbath (Saturday) and Jewish festival days. Undertaking trips car to and from the synagogue on these days is forbidden under Jewish tradition.

6.28 Accordingly, there will be no demand for car parking at the site on these days. Events on other days will predominantly relate to smaller group meetings. The majority of the congregation will reside within close walking distance of the site, meaning there will be little car parking demand in general, aside from occasional visitor parking.

6.29 Given these characteristics, travel to and from the site will predominantly be on foot and will not be associated with a level of vehicle movements which could impact upon residential amenity within the immediate surrounding area.

6.30 Ultimately, the activity of the synagogue itself will not be associated with any unacceptable levels of noise or disturbance, as reflected by the prevalence of existing synagogues within the wider local area.

6.31 Furthermore, the application is supported by a Noise Impact Assessment (prepared by Nova) and will largely reflect the size/scale of the synagogue previously assessed as having an acceptable impact upon residential amenity by the Council.

6.32 On the basis of this assessment, the proposed scheme accords with Core Strategy Policy DM1.

Highways and Accessibility

6.33 The application submission includes a Transport Statement and Travel Plan (both prepared by Ashley Helme). As explained above, the main events held at the synagogue will be held on the Sabbath and Jewish festival days, with the vast majority of the congregation arriving on foot or via public transport.

6.34 It is proposed to close the existing vehicular access on Middleton Road and provide a gated pedestrian access only. The existing vehicular access on Moxley Road will be maintained and gated to serve a two-space car park to the rear, with separate access for pedestrians and cyclists.

6.35 One of the proposed parking spaces is for disabled use, with the other an electric vehicle space. It is also proposed to provide six cycle spaces in addition to secure refuse storage within the rear parking area as shown on the enclosed drawings package.

6.36 The location of the site provides good opportunities to access a range of public transport infrastructure, including bus services and tram services. The Transport Statement concludes that the proposed development will generate negligible vehicle trips in the AM, PM and Saturday peak hours.

6.37 Overall, the proposed development is confirmed as acceptable in highway terms and accords with the NPPF, Core Strategy Policies T1, T 2 and Spatial Objective SO5.

Crime and Security

6.38 The application is supported by a Crime Impact Statement (prepared by Greater Manchester Police Design for Security). This report confirms that the development is appropriate from a crime prevention perspective in accordance with Policy DM1.

Trees and Landscaping

6.39 The application submission includes an Arboricultural Report prepared by Rowbottom's.

6.40 In addition to confirming that the development will have an acceptable impact in relation to trees, the proposed scheme also includes the provision of a high quality hard and soft landscaping scheme (prepared by Trevor Bridge Associates). This will ensure enhanced planting of trees and hedging/shrubs which will enhance the biodiversity value of the site in line with Policies EN8, EN9 and EN15.

Accessibility

6.41 Level access will be provided to the building and a disabled WC will be provided at ground floor level. There will be level access throughout the ground floor and a disabled car parking space will be provided to the rear of the building. The proposed scheme therefore accords with Policy DM1.

Flood Risk/Drainage

6.42 The site is positioned within Flood Zone 1 and the proposed works will not increase areas of hardstanding within the site. The additional areas of soft landscaping (together with porous surfacing) will limit water run-off and ensure that the proposed scheme complies with Policy EN14.

7 CONCLUSIONS

7.1 It is concluded that the proposal is in accordance with the NPPF, PfE, the Core Strategy and extant UDP policies. It therefore constitutes appropriate development and should be supported for the following reasons:

- The proposed development will provide a much-needed facility for the local Jewish community and is sited on a previously developed site within an accessible urban location. The principle of development has been established by the Council's previous approvals of applications Ref 137657/FO/2023 and Ref 142351/FO/2025;

- The sensitive scale and design of the proposed building will successfully harmonise with the immediate surroundings and ensure that there will be no harmful impact upon the amenity of occupiers of neighbouring dwellings;

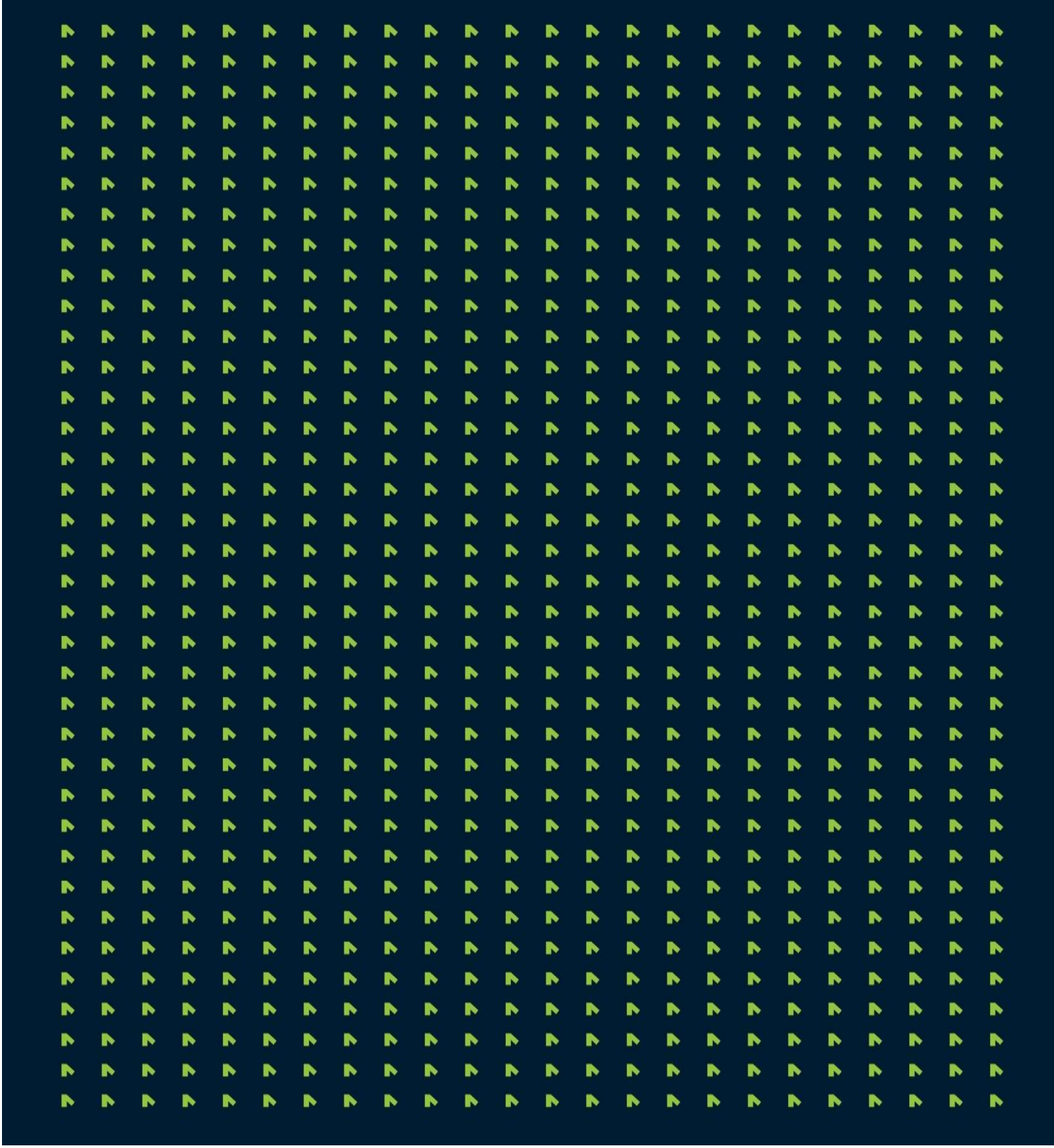
- The high-quality design will ensure that the site makes a positive contribution to the visual character and appearance of the Crumpsall Lane Conservation Area;

- With a reduction in car parking spaces and the removal of residential dwellings, there will be no adverse impact in regard to highways safety. Furthermore, this proposal will encourage sustainable modes of transport with provision for accessible and useable cycle storage at ground floor level within the enclosed rear car park, and

- The application submission is supported by a comprehensive range of specialist consultant reports (including a Planning and Heritage Statement, Crime Impact Assessment, Transport Statement, Noise Impact Assessment, Arboricultural Report and Landscaping Plan) which conclude that the proposal is acceptable in regard to key planning, design, heritage, transport, amenity and landscaping/biodiversity issues.

7.2 Planning permission should therefore be granted for the proposed demolition and erection of a purpose-built synagogue given that there would be no adverse impacts which would significantly and demonstrably outweigh the clear benefits that the scheme will provide.

7.3 The application thereby accords with the NPPF, PfE (most notably Policies JP-S1, JP-S6, JP-P1, JP-P2, JP-P3, JP-C6, and JP-C8), the Core Strategy (most notably Policies SP1, EN1, EN3, EN8, EN14, EN15, EN16, EN19, T1, T2 and DM1), saved policies of the UDP and Policy DC18.1 of the Citywide Development Control Policies, and should be considered acceptable in planning terms.



Appendix 1

MIALEX



PROJECT
27-29 Middleton Road

CLIENT
Kehillas Crampsall

SCALE @ A3

DATE
15 APR 2022

DRAWN BY
SP

STATUS
PLANNING

TITLE
3D Perspective - Proposed Front

PROJECT NO.	DRAWING NO.	REV.
DA21055.	092.	2

REV	DESCRIPTION	BY	DATE
2	Planning Amendments	SP	05/01/24
1	Planning Issue	SP	19/07/23

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E: OFFICE@DEBTAL.CO.UK
W: WWW.DEBTAL.CO.UK



1. Front - Site - Existing

1 : 200



2. Left Side - Site - Existing

1 : 200



3. Front - Site - Proposed

1 : 200



4. Left Side - Site - Proposed

1 : 200

2 0 2 4 6 8 10
m

SCALE 1: 200

REV.	DESCRIPTION:	BY	DATE
3	Planning Amendments	SP	05/01/24
2	Planning Issue	SP	19/07/23
1	Pre-App Amendments	SP	20/04/23

PROJECT: 27-29 Middleton Road	SCALE @ A1: 1 : 200	DATE: 15 APR 2022 — DRAWN BY: SP
CLIENT: Kehillas Crampsall	STATUS: PLANNING	
TITLE: Site Elevations	PROJECT NO.: DA21055.	DRAWING NO.: 005. — REV.: 3

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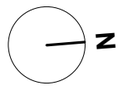
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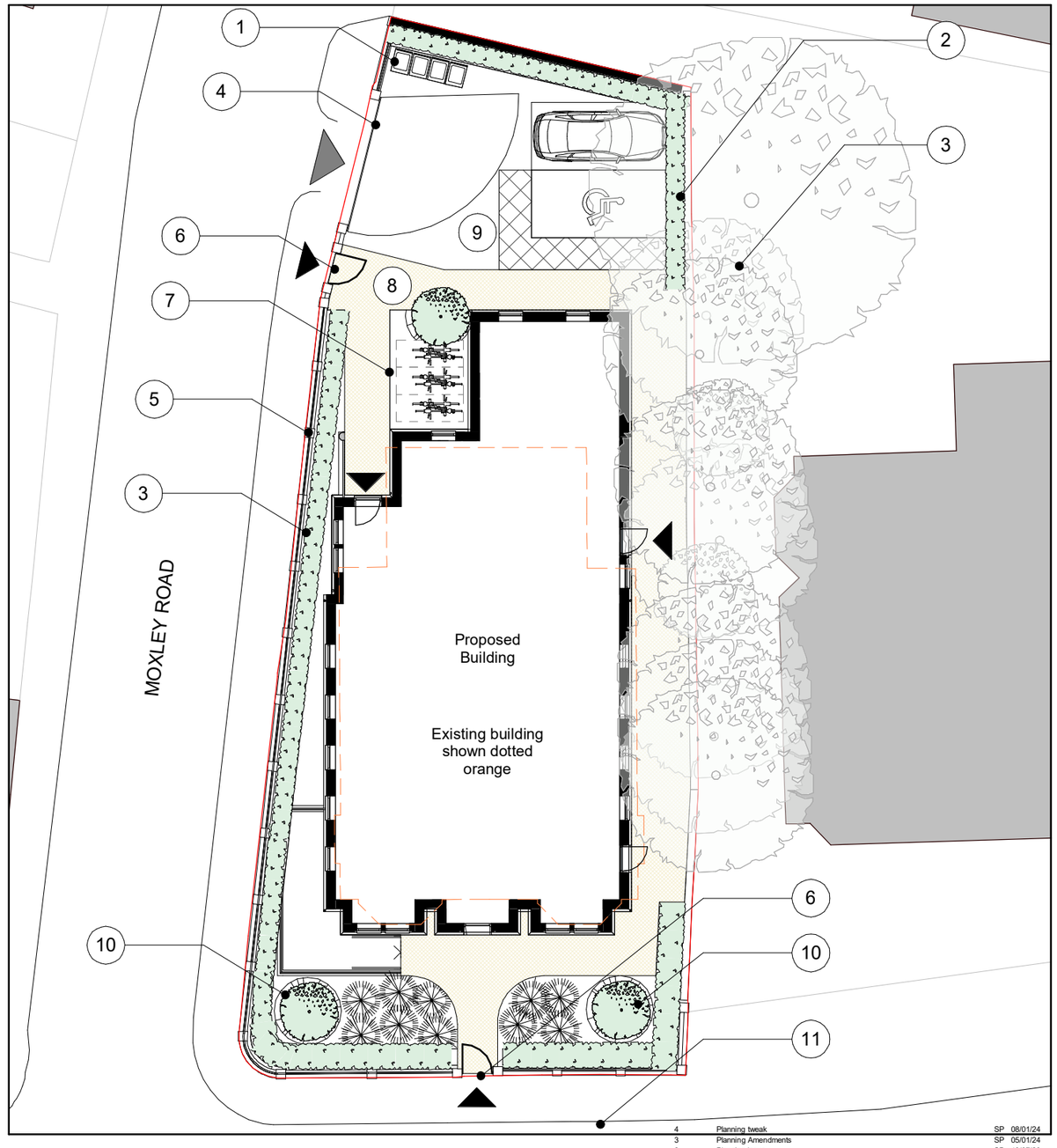
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ANY DISCREPANCIES TO BE REPORTED TO THE DESIGNER PRIOR TO THE COMMENCEMENT OF ANY WORK. ALL WORK AND MATERIALS TO BE IN ACCORDANCE WITH LOCAL AUTHORITY BUILDING REGULATIONS, CODE OF PRACTICE AND BRITISH STANDARDS. ALL DIMENSIONS ON THIS DRAWING ARE IN MILLIMETRES (UNLESS OTHERWISE STATED).



1. Site - Landscaping - Existing

1 : 200





2. Site - Landscaping - Proposed

1 : 200

Note Block - Landscaping

1 Refuse store. 4No. 240L bins shown

2 2No. Parking spaces including 1No. Accessible space. Please refer to specialist report. 2No. EV charging points proposed adjacent to parking spaces.

3 Proposed native hedging.

4 Vehicle site access gate in metal

5 Proposed perimeter stone walling with stone piers, stone coping and metal rail infill. Existing stone copings to be retained and reused where possible. Visusally permeable above 600mm.

Note Block - Landscaping

6 Pedestrian site access gate in metal. To open into site.

7 Cycle storage. 3No. Sheffield stands with shelter over. Please refer to transport statement.

8 Site paviours

9 Tarmacadam surface

10 Proposed small tree and low level shrubbery.

11 Existing dropped kerb to be reinstated.

REV	DESCRIPTION	BY	DATE
4	Planning tweak	SP	08/01/24
3	Planning Amendments	SP	05/01/24
2	Planning Issue	SP	19/07/23
1	Drawing tweaks	SP	04/07/23

PROJECT: 27-29 Middleton Road	SCALE @ A3: 1 : 200	DATE: 15 APR 2022	DRAWN BY: SP
CLIENT: Kehillas Crampsall	STATUS: PLANNING		
TITLE: Landscaping Plans	PROJECT NO.: DA21055.	DRAWING NO.: 006.	REV.: 4

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Appendix 2

MIALEX

Application Number	Date of Appln	Committee Date	Ward
137657/FO/2023	7th Nov 2023	18 January 2024	Crumpsall Ward

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

Location 27-29 Middleton Road, Manchester, M8 5DT

Applicant Mr Roberts , Kehillas Crumpsall

Agent Mr Sunil Parmar, Debtal Architecture Ltd

EXECUTIVE SUMMARY

This application relates to a pair of semi-detached dwellinghouses which have been subdivided into flats. Consent is sought for the erection of a two storey building (with basement) to form a synagogue (Class F.1) following demolition of existing building, together with associated parking and landscaping. The application site is located within the Crumpsall Lane Conservation Area.

7 objections and 103 emails of support have been received.

Key Issues

The principle of the proposal and the scheme's contribution to cultural facilities as set out in the report, accords with national and local planning policies. Any potential impacts on local residents are fully set out and addressed. These include wider impacts from construction to operational impacts such as traffic, as well as design and appearance together with the impact on the character of the conservation area.

Description

The proposed development relates to nos.27-29 Middleton Road which are sited at the junction of Middleton Road and Moxley Road.








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.

Consent is sought for the erection of a two-storey building (with basement) to form synagogue (with associated ancillary facilities including a function hall, offices and ritual bathing following demolition of existing building, together with associated parking and landscaping. The ground floor would comprise the main synagogue facility, including the man prayer hall, with the upper floor housing the ladies prayer gallery, and an office, and the basement accommodating the Mikvah bathing pools and associated facilities.



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).



6no. cycle storage spaces are proposed to be located to the west of the proposed building.

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
Address: 27/29 Middleton Road, Crumpsall
Description: Conversion and extension of two dwellinghouses into 8 self-contained flats.
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
Approved 20 June 1990
Address: 27/29, Middleton Road, Crumpsall

Consultations

103 emails of support were received which can be summarised as follows :

- 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.
- Having to walk each way a minimum of three times on each Sabbath can be a strain. It would also 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.
- The project will have a positive impact on the area and will add to the blend of ethnic culture in the Crumpsall locality.

- As far as activity & noise are concerned the site is an ideal place where the noise of the main road - 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.
-
- At present, the outlook of this location is neglected and leaves much to be desired, whereas a newly built building would modify the impression of the complete area giving it an up-to-date, modernised style of architecture.

7 emails of objection (4 are emails from two local residents) and can be summarised as follows :
-Major concerns relating to traffic congestion as Moxley Road is only a small road and already very congested and difficult to park on street; Middleton Road is a very busy road at all times and would not support the extra traffic. During the construction process there would be a high volume of construction traffic.
- Loss of two houses with architectural merit and features within the Crumpsall Lane Conservation Area which is at odds with the status as a conservation area.. Should only be acceptable if the houses are in a poor state of repair.
- Loss of affordable apartments, especially when there is a synagogue a few hundred yards down the road.
-The demolition and construction works will cause disturbance to local residents.
-There are other synagogues in the local area, and fair number do not get a prayer quorum on a daily basis and need supporting.
-There are existing parking problems locally with people parking up on the pavements already. This will be a very problematic for traffic when cars are trying to turn down Bennett Rd in rush hour. Parents also collecting and taking children to school also give rise to parking issue in the local area. They question whether parking restrictions would be introduced, and if the scheme goes ahead whether residents be supplied with parking permits.

Highway Services

The Transport Statement demonstrated 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 a minimal number of trips to the site. It is noted that other events will happen outside of these peak hours and could result 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 space 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 should be provided by the applicant prior to any construction works beginning. It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. It is recommended that the above is conditioned and attached to any planning permission that may be granted.

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 submission of a Demolition/ Construction Management Plan, an air quality impact/exposure assessment, ground contamination, imported soils, electric charging points, acoustic insulation of the property 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.

Greater Manchester Police- Any comments received will be reported to Committee.

United Utilities Water PLC-
DRAINAGE – Strongly encourage all developments to include sustainable drainage systems to help manage surface water and to offer new opportunities for wildlife to flourish. Request that measures to avoid surface water entering the public sewer are incorporated into the proposal. If new developments can manage flows through sustainable drainage systems that discharge to an alternative to the public sewer, it will help to minimise the likelihood of sewers spilling into watercourses and the flooding of homes and businesses.
Further advise that it is the applicant's responsibility to investigate the existence of any pipelines that might cross or impact their proposed site and also to demonstrate the exact relationship between United Utilities' assets and the proposed development.

Greater Manchester Ecology Unit - The bat survey was undertaken in April 2022, which is a time of year when bats are known to be less active. The survey comprised of an internal and external inspection of the property. The building is a two storey detached house which is due to be demolished. They advise that are happy with the methodology and findings of the survey.

However, the survey recommended that "*due to the amount of potential ingress/egress points and suitable roosting features, the buildings were deemed as having moderate potential for bats to roost. Therefore, two activity surveys are required during the bat survey season (May to September, inclusive)*.

The overall potential for roosting bats in the building has been assessed by the surveying ecologist moderate.

No reference was made to the trees within the footprint of the development and their potential to support roosting bats.

In line with good practice guidelines, the ecologist has recommended that for buildings with moderate roost suitability; two presence/ absence surveys are carried out. The surveys should be undertaken between May to August. These presence/absence surveys have not yet been provided.

As all species of bat and their roosts are protected under UK and European legislation and are a material consideration when determining planning applications. As such they advise that if the development is likely to disturb a potential bat roost then a bat survey should be carried out before the application is determined.
The application should therefore not be determined until a bat survey is submitted. Such a survey should be undertaken by a licensed bat specialist and at an appropriate time of year. If bats are found, then appropriate mitigation would need to be proposed and the other two tests considered by the Local Authority.

Policy

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation to the Plan. The Examination of the Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The following policies are relevant:
i.JP- S1- Sustainable development
ii.JP- S2 – Carbon and energy
iii.JP- S5 – Flood risk and the water environment

National Planning Policy Framework (December 2023)

The revised NPPF was adopted in July 2018, and has been subsequently re-issued, with the latest version issued in December 2023. 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 97 discusses the importance of providing social, recreational and cultural facilities and services that communities need.

Section 9 ‘Promoting sustainable transport ‘Paragraph 114 states that in assessing applications for development, it should be ensured that: a) Appropriate opportunities to promote sustainable transport modes can be made dependent of 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 115 goes onto 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 123).

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 creation of a new synagogue. The proposed accommodation would be in the form of a two storey building with basement accommodation synagogue (Class F1) with associated facilities, access, car parking arrangements, landscaping and boundary treatment. The proposed built form has been designed to be traditional in nature and is considered to be acceptable in terms of its form and siting. 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 157 seeks that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

Paragraph 162 expects new development to comply with any relevant development plan policies relating to decentralised energy, where viable, and take account of design-based factors including landform, layout, building orientation, massing and other criteria to minimise energy consumption. Paragraph 165 seeks to direct development away from areas which are at the highest risk of flooding. Paragraph 173 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 has been designed with a fabric first approach, and through location and design would give rise to a sustainable development. On this basis, it is considered that chapter 14 would be appropriately responded to.

Section 15 – ‘Conservation and enhancement of the natural environment’ Paragraph 180 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 189 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 191 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 200 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 201 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 202 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 203 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 205 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 209 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.

Paragraph 213 , however stated that not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 207 or less than substantial harm under paragraph 208, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.
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 . The agent has provided a justification in respect of why the front facade of the building could not be retained and this matter is considered further elsewhere in this report.

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. The design and access statement submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

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 removal 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 EN 8- Adaptation to Climate Change
All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:
- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability.
-Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways .
- The need to control overheating of buildings through passive design.
- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation.
An Environmental Standards Statement is included as part of the submission for this application. This in conjunction with the design in the Design and Access Statement demonstrates that the proposed synagogue would be a well-insulated modern building thereby reducing carbon emissions. This is welcomed and will assist in managing matters arising from climate change in the future. The development would therefore accord with the aspirations within policy EN8.

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 run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off 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 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 electric charging points 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 Assessment 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.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007)
In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines. The importance of considering the needs of children and young people in the proposed design of open space areas is also recognised, with particular reference given to the requirement for safe routes to schools needing to be an integral feature of new development schemes. Guidance within Chapter 3 requires developments to be fully inclusive and accessible for all and take into consideration the requirements of disabled people. Chapter 4 seeks the adoption of

energy efficient design. In respect to non-residential developments the guidance identifies that the City Council will encourage developers to use the BREEAM standards to assess the environmental performance of buildings and that development should achieve a post construction rating of 'very good'. However, the guidance indicates that alternative modelling tools that enable the developer to exceed the requirements of BREEAM are also encouraged. Chapter 8 promotes consultation with Greater Manchester Police, to incorporate measures to help crime prevention through design. The proposed development is considered to have been designed to reflect the sites context and relationships with the surrounding area to a provide strong built form and therefore accords with the general principles of the Guide to Development SPD.

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 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 6no. 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.

Loss of residential accommodation
The proposed development would lead to the loss of 2 two bedroom 4 persons flats and 2no. 1 bed 2 person flats. The applicant has stated 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 has been designed in the form of a contemporary interpretation of the local vernacular of a Victorian Villa dwelling, whilst delivering the functional requirements of the internal spaces.
The synagogue would comprise red brickwork as the main material with a grey tile hipped roof, and the incorporation of aluminium framed windows. The fenestration is vertically proportioned, with recessed brick surrounds on the front elevation, a projecting plinth, soldier course bands and lintel details, in addition to the eaves, to create modelling and provide visual interest.

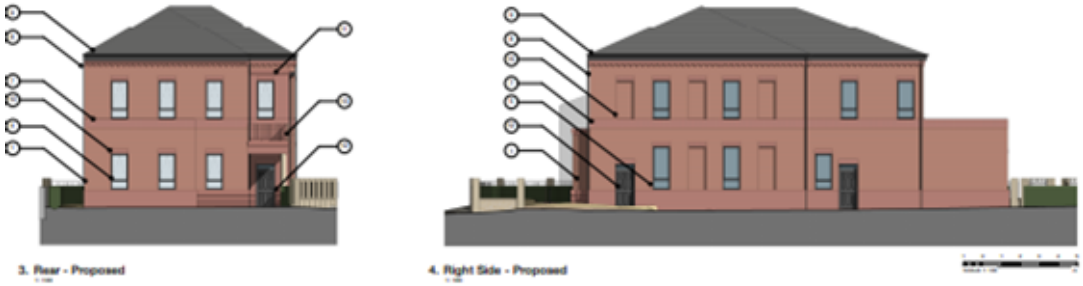




The proposed building has a projection for the Ark of the synagogue, and this has been reinterpreted as a projecting square entrance bay with decorative plinth and faux door detail . Similar square bays to each side of the Ark projection are proposed which reference bay projections at ground floor level of the buildings, which are to be demolished.
Brick detailing has been used to contribute to visual interest, with a projecting stepped brickwork plinth at ground level. Brick detailing has also been incorporated at eaves level, acknowledging the presence of this design detail present on the front façade of the existing building on the site. The building has subdivided by the introduction of a horizontal double brick soldier course between ground and first floor

levels, with the eaves of the proposed building and the crown of parapet areas accentuated with corbelled bricks.

Whilst it is proposed to use railings to the edge of the flat roofed Moxley Road entrance to form a feature, this would not be used as a balcony as there is no access.



The proposed building has been sited broadly in the same location as the current buildings on the site, which would enable the provision of tree planting and soft landscaping to the rear and perimeter of the site and provide a landscaped setting to the proposed building. The height of the development has been assessed in relation to the character of the surrounding area, in particular the two storey dwellings in the vicinity of the site.
Given the location of the building it is considered that the proposed scale of the proposed development is a suitable and appropriate response to the local area in which it 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
It is inevitable that the proposed building on this site would result in a visual change in the locality. The design for the synagogue building has been formulated to assimilate appropriately to its surroundings and the host site and is considered to be in-keeping with the scale of neighbouring buildings in the surrounding locality. The synagogue building itself would be set back within the site, but would have a frontage to Middleton Road, and would create a focal point in the street scene.



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 a overly sensitive location in respect to visual amenity. The design proposed is considered to be appropriate for the existing character of the surrounding physical environment, using high quality materials to provide visual interest within both the Middleton Road and Moxley Road street scene, through presenting a modern approach using a traditional design. 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. Furthermore, it is 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. These however have also been subject to a significant degree of change with UPVC windows, new doors, painted stonework, UPVC rainwater goods, and satellite dishes installed.

The planning agent was asked to consider the retention of the front façade, but has advised that to meet the functional requirements of the synagogue, the proposed development would have a basement level that would include the mikvah (ritual bath) which is an essential element of worship. The excavation of the basement whilst simultaneously retaining the façade, would be technically difficult. Despite best efforts, in their view, movement is likely to occur to the retained façade and signs of movement / cracking would likely require subsequent remedial action. Furthermore, were the front façade to be retained then adaption would be required to form the niche / ark, which would involve further elevation change and further reduce any rationale in retention of the façade.

Paragraph 213, of the NPPF acknowledged that not all elements of a Conservation Area will necessarily contribute to its significance. In this instance the loss of the pair

of semi-detached properties is considered to lead to less than substantial harm under paragraph 208, 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 loss of 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 loss of the existing pair of properties.

Residential Amenity

There are existing residential properties facing the site where the proposed synagogue would be located. The development of the site would undoubtedly have some impact; however, it is not considered this would be significant, particularly as the proposed building would primarily be two storeys in height, with a basement, and not dissimilar in height to the existing semi-detached properties to the north and west of the site. The orientation and siting of the synagogue building would be in a similar location on the site as the existing buildings.

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 on the proposed northern elevation would be obscurely glazed, and windows to the western elevation relate to a stairwell, toilet facilities, and a secondary office. As the office and stairwell windows 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 refusal.

Furthermore, the applicant has reduced the numbers of window openings in the northern elevation, and has indicated that these would be obscurely glazed. 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.

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 purposed 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 insultation requirements for the building fabric 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 spaces for disabled users), and with electric vehicle charging points, 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
Within the Environmental Standards Statement it is advised from the survey visit undertaken on the site, it is concluded that the surveyed structures contain moderate

bat roost potential. Therefore, two further activity surveys were recommended to be undertaken during the bat survey season during the optimal period May to August. There was however no evidence of bird activity on the site, but this may be partly due to the lack of trees and soft landscaping.
Further recommendations within the statement relate to the provision of a 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 and areas of soft landscaping proposed, if native species planting were to be used, with areas of biodiverse planting, and 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 therefore proposed to attach a condition to any approval relating to the submission of a scheme to encourage bio-diversity within the application site including the provision measures to encourage habitats for native bird and bat species. With a further condition relating to the type design and location of bird and bat boxes to be submitted for approval prior to their installation.
Whilst the concerns in connection with the potential for a protected species to be present on site from statutory consultees have been acknowledged, it is considered that a condition to prevent the demolition of the buildings on the site, before the additional recommended bat surveys are undertaken would be an acceptable approach in this particular case. This is on the basis that the demolition of buildings within conservation areas is controlled through planning legislation. Therefore, the proposed condition would prevent the removal of the buildings unless the bat surveys have been undertaken, which would not be the case if the properties lay outside of a conservation area.

It is consideration the proposed measures, and conditions would ensure that the scheme accord 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 3 no. trees. It is therefore recommended that a condition is attached to any approval to require the requirement for the submission of the planting densities and species to be submitted for consideration so that any new planting includes appropriate native species and trees which can provide nectar sources for insects and berries/fruits for invertebrates and birds; and that the approved finalised scheme is implemented not later than 12 months from the date the synagogue is first occupied.

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 proposed new building construction would require foundation excavation that would overlap, by differing amounts, the southern segments of the calculated root protection areas (RPA) of most of the trees in the garden of the neighbouring property along the northern boundary of the site. However, given the existing brick boundary wall, the location of the existing building and the hardstanding gravel area (used for vehicle parking at the rear of the building); the applicant's arboriculturalist is of the view that the soil conditions within these southern segments would be likely to be unfavourable for root growth. The majority of tree root growth is likely to be in the more favourable soil conditions to the north (neighbour's side) of the brick boundary wall. Therefore, 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 demolition of the existing building and the extensive construction works of the new build, 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 size of the floorplate for the proposed synagogue, 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 electric charging points, and sustainable travel measures (cycle storage and travel plan) to accord with the aspirations in policy EN16 of the Manchester Core Strategy.

Middleton Road is in an air quality management area. Due to the proximity of the proposed synagogue to Middleton Road, it is anticipated that measures may need to

be incorporated in regard to air quality to safeguard the users of the proposed synagogue, and that these may overlap with noise attenuation measures It is therefore recommended that this aspect of the scheme is conditioned.

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. The site is, however, located within a Critical Drainage Area (CDA), and given the comments received from consultees it is recommended that conditions relating to surface water drainage and the on-going maintenance of any approved surface water drainage scheme are attached to any approval.

Sustainability

The content of the Environmental Standards Statement advises that a fabric first approach by optimising certain design elements of the building (high insulation values, specification of sustainable materials) to minimise heating and cooling requirements.

The management and reduction of energy use will help to reduce the impact on the environment from within the building, therefore reducing pollution and CO2 emissions.

The proposed scheme has been evaluated and could achieve an Excellent BREEAM rating.

It is therefore recommended that an appropriately worded condition is proposed in relation to this matter to secure the delivery of an energy efficient development.

Waste

Refuse storage is to be provided at the rear of the site adjacent to the parking area, within a gated bin store comprising vertical timber cladding. 240 litre waste storage capacity is proposed for each of the following waste streams - general waste , pulpable recycling, mixed recycling, and food waste.

The current 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.

Secure by Design

The application has been supported by a Crime Impact Statement (CIS) prepared by Greater Manchester Police. The CIS indicates that proposed development is suitable for this area, and that there are several features of the development which will

minimise the risk of criminals targeting the building. A number of matters have been identified, which would enhance security at the site, relating to increasing the height of the western boundary , installing a lockable gate to the external steps to basement, the installation of lighting and CCTV , installation of locks to gates and the use of a visitor entry system at the main door.
A condition is recommended to be attached to any approval to ensure that the development achieves Secure by Design accreditation.

Inclusive Access

The proposed building would have level access and disabled accessible toilet provision at ground floor level in proximity to the entrance.

Boundary treatment
It is proposed to erect a stone wall with piers with metal railing infills. It has been advised that existing stone copings are to be retained and re-used if possible. The proposed approach is considered to be acceptable in this location, however, as no finalised detailed elevational design of the boundary treatment has been submitted for consideration, it is proposed 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 the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application 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 Minded to Approve (subject to statutory notices lapsing and no new issues being raised)

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 parking provision and the potential for the loss of privacy to neighbouring dwellings These matters has 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:
Location and Block Plan ref: DA21055 001 rev.2
Proposed GA plans ref: DA21055. 003 rev.3;
Design and Access Statement ref: DA21055 dated July 2023
Crime Impact Statement ref: 2022/0226/CIS/01 Version A 17.07.2023
Site Tree Appraisal ref: RTS /29042022 rev.001 dated 3rd May 2022
Transport Statement ref: 1801/1/8 dated July 2023
Planning and Heritage Statement ref: 22.1705 dated 25 July 2023
Received 24th July 2023

Noise Impact Assessment ref: NP-009981 re.01 dated 19th October 2023

3D perspective- Proposed Front plan ref: DA21055.092 rev.2;
Proposed GA elevations ref: DA21055.004 rev.3
Site elevations ref: DA21055.005 rev.3
Received 5th January 2024

Landscaping Plan ref: DA21055.006 rev.4 received 8th January 2024.

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

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

- The routing of construction traffic;
- Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete;
- Identify advisory routes to and from the site for staff and HGVs;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

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 the commencement of above ground works of the hereby approved building, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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

5.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 in the Design and Access statement, in the location shown on plan ref: Landscaping Plan ref: DA21055.006 rev.4 shall be submitted to and approved in writing by the City Council as local planning authority, prior to the development hereby approved being occupied or used. The approved facilities shall then 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).

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) and the Guide to Development in Manchester SPD (2007).

8. a) Prior to any above ground works, finalised specifications of the electric vehicle charging points shall be submitted to and approved in writing by the City Council as local planning authority.

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).

9. Notwithstanding the information referenced in condition no.2; (and with the exception of the removal of vegetation) no development shall take place until surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards have been submitted to and approved in writing by the Local Planning Authority. The approved surface water drainage scheme shall be implemented prior to occupation of the synagogue hereby approved, in accordance with those details that have been approved in writing by the Local Planning Authority.

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

10.No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include: • Verification report providing photographic evidence of construction as per design drawings; • As built construction drawings if different from design construction drawings; • Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

11.The development shall be carried out in accordance with the Crime Impact Statement ref: 2022/0226/CIS/01 Version A 17.07.2023 (in particular section 4).The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

12.The development hereby approved shall undergo a Sustainability Review to demonstrate the achievement of a BREEAM rating of at least 'very good'. A post construction Sustainability Review document demonstrating achievement of a BREEAM rating of at least 'very good' shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of the building hereby approved is first occupied. The Sustainability Review document will provide evidence once the building has been erected that it has been built in accordance with the relevant BREEAM criteria based on the current appropriate BRE manual and has incorporated feasibility measures to minimise the environmental impact and energy use.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

13. 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.

14.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 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.

15.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-009981 re.01 dated 19th October 2023

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.

16.a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority 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).

17.The development shall be implemented in accordance with the Waste Management Strategy, and plan ref: Landscaping Plan ref: DA21055.006 rev.4, prior to first occupancy of development and shall remain operational thereafter.

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).

18.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).

19.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).

20.a) Prior to above ground works, an air quality impact exposure assessment together with mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

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).

21.Before the occupation of the synagogue hereby approved, a scheme to encourage bio-diversity within the application site shall be submitted to and approve in writing by the City Council as local planning authority, including the provision measures to encourage habitats for native bird and bat species. The development shall be implemented in accordance with approved scheme prior to the occupation of the synagogue shall be maintained in situ thereafter.

Reason - in the interests of residential development and to encourage bio-diversity pursuant to policies EN15 and DM1 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

22. 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).

23. In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the Tree Protection Plan RTS/29042022/TPP 001 in the Site Tree Appraisal ref: RTS /29042022 rev.001 dated 3rd May 2022 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).

24. All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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).

25.a) Before implementation of the hard and soft landscaping treatment scheme, Landscaping Plan ref: DA21055.006 rev.4 , finalised details of tree, hedge and shrub species, together a management and maintenance strategy, shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are 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).

26. Prior to above ground works, finalised details of elevational designs and colouration of the proposed boundary treatment and gates on plan ref Site elevations ref: DA21055.005 rev. 3 shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details, prior to the occupation of the building and shall thereafter be retained.

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 saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

27. The windows in the northern gable elevation, shall be non-opening , and 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).

28. 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 a synagogue.

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

29. 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).

30. 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.

31. Prior to commencement of development, 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).

32. Prior to the demolition of buildings on the site, two additional bat activity surveys during the period between May and September shall be undertaken and the results submitted to and approved in writing by the City Council as local planning authority, together with details of any necessary mitigation package if bats are found to be present. The development shall be implemented in accordance with any mitigation measures which are identified as being required.

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

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 137657/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

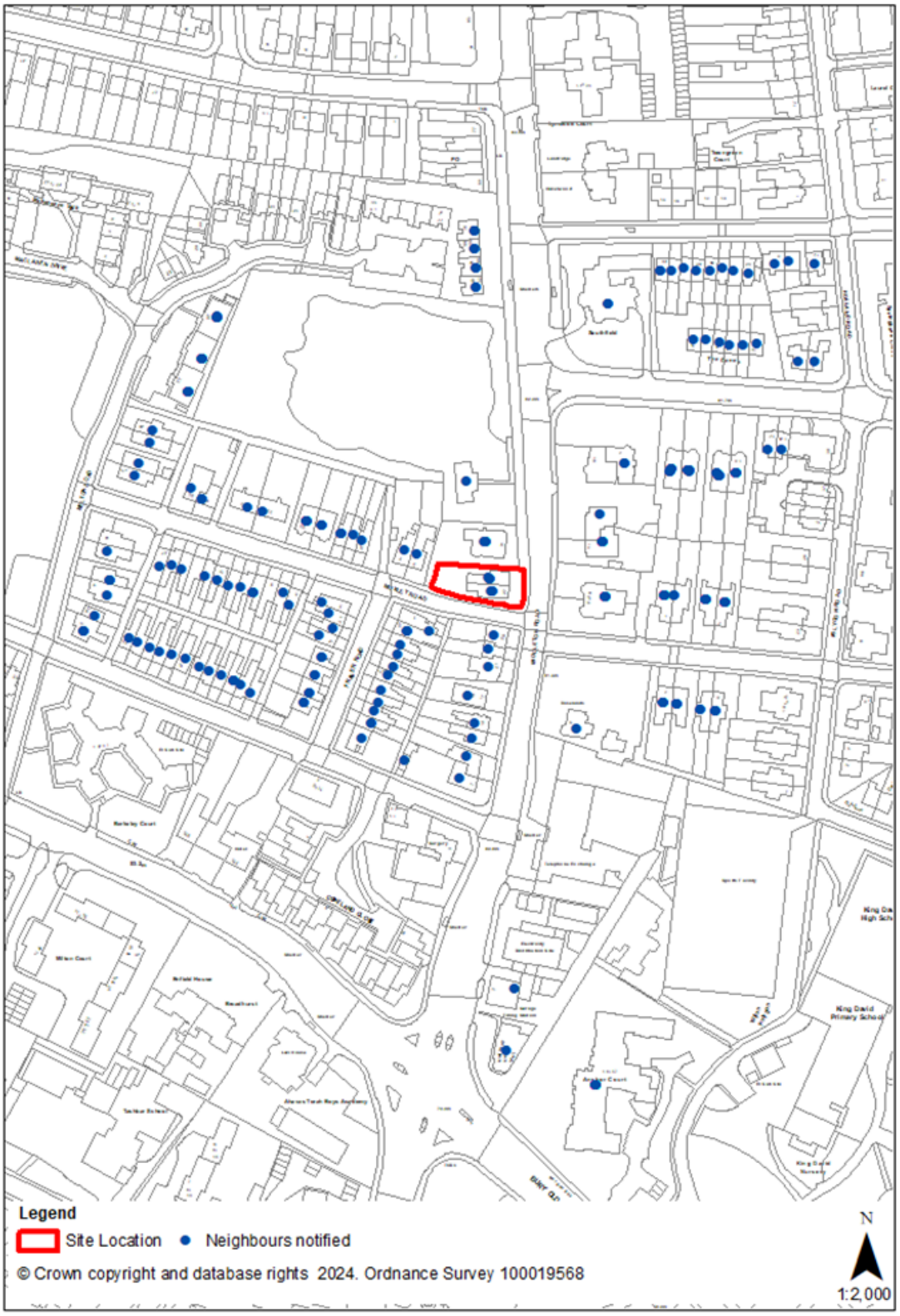
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit

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

Representations were received from the following third parties:

Relevant Contact Officer : Sue Wills
Telephone number : 0161 234 4524
Email : sue.wills@manchester.gov.uk


Legend
Site Location
Neighbours notified
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1:2,000

Appendix 3

MIALEX

MANCHESTER CITY COUNCIL

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.





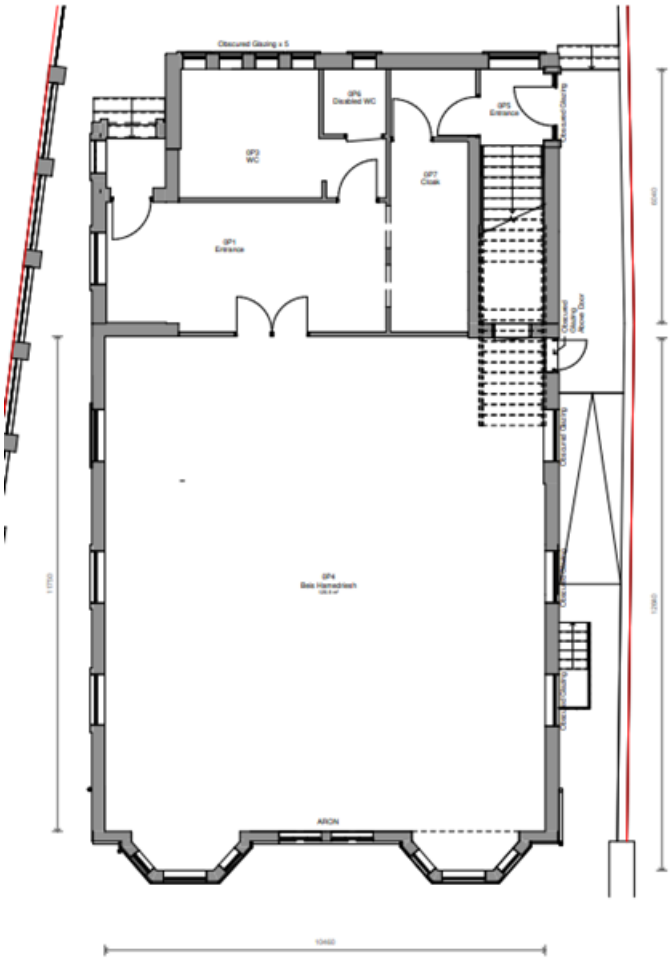
Listed building: Not applicable

Conservation area: Crumpsall Lane Conservation Area 2004

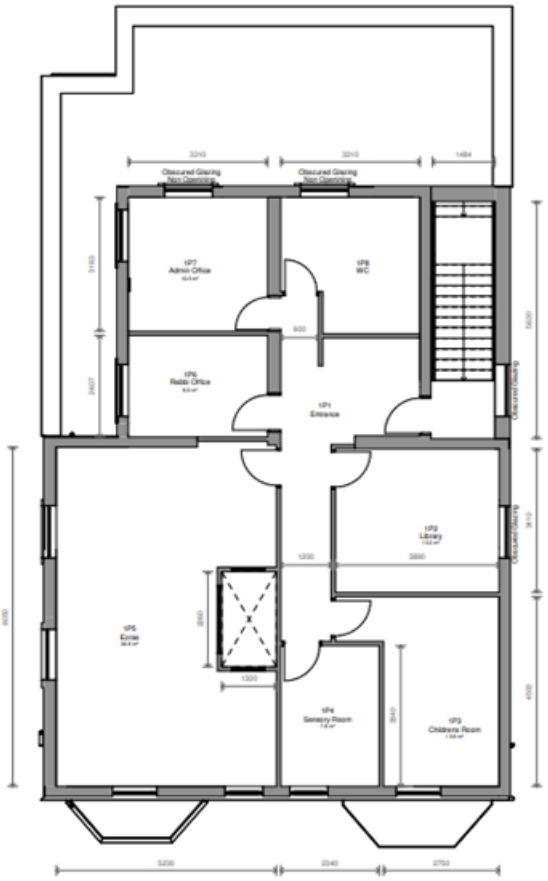
Tree Preservation Order: Not applicable

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.



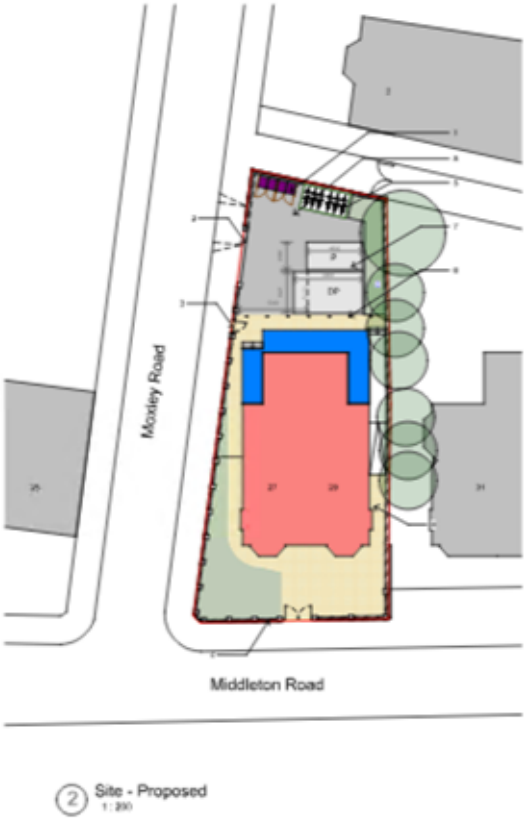
Proposed Ground Floor



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).6no. cycle storage spaces are proposed to be located to the west of the proposed building, together with refuse storage. A ramped access sis 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 a 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 a minimal number of trips to the site. It is noted that other events will happen outside of these peak hours and could result 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 space 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 onto 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 6no. 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 2no. 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 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.

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-rend. Due 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 Cyress 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 Cyress.

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 insultation 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 consideration the proposed measures, and conditions would ensure that the scheme accord 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 sis 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 polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: 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 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