

Planning

Growth & Development

Delegated officer report for planning application

Application no. 145461/FO/2026

Date registered valid: 17 March 2026

Proposal: Installation of 2 no. double stacked classrooms (4 no. total) for a temporary period of 3 years.

Address: The Manchester College (Openshaw Campus), Ashton Old Road, Manchester, M11 2WH

Ward(s): Clayton & Openshaw Ward

Applicant: Mr Niall Wright, The Manchester College

Agent (if any): Mrs Melissa Murphy, 10architect Ltd

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

Recommendation: Approve

Date of recommendation: 17th May 2026

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 10 April 2026

Standard consultations:

Printed: 25 March 2026 Expired: 17 April 2026

Neighbour notifications

No neighbour notifications have been printed and sent.

Site notice

Posted: 24 April 2026 Expired: 16 May 2026

Press advert

Published: 31 March 2026 Expired: 16 April 2026

Departure from Development Plan: No

Environmental Statement: Not required

Background

The Manchester College is currently based at 15 sites across Manchester: as well as several locations in the City Centre. The Openshaw Campus is to become a Centre of Excellence for Automotive, Construction, Engineering and Logistics as well as Sports, Health and Social Care. Openshaw is a well-established campus consisting of a wide variety of building sizes and types. Existing buildings such as the Whitworth and Cube buildings are accessible and have been designed with a focus on curriculum delivery.

Following a curriculum review the College have become aware of a classroom shortfall for the next academic year (2026-2027), so wish to apply for permission for the erection of a temporary teaching building in the lower car park on the site of the demolished former Auto Electrical Workshop. The building is proposed to provide 4 temporary classrooms to cover the shortfall, arranged in a double stack.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of site/building/ area

This application relates to the Openshaw campus of The Manchester College. The proposal relates to site of a recently demolished detached single-storey auto electrical workshop (which was located towards the rear of the site), with the proposed new engineering, fabrication and welding workshops (currently under construction) being located on an area of the car park lying to the east of the former auto electrical workshop.



Visual looking eastwards with the former auto electrical workshop in the foreground.



Site following demolition of the auto electrical workshop facing westwards

The Manchester College is located within a predominantly commercial area of Openshaw. The application site is located in an urban setting of commercial buildings on Ashton Old Road within Openshaw and Clayton ward. The application site is characterised by college properties to the west, east and north, commercial premises further to the east, Bridge College further to the west, and the Manchester to Marple rail line and associated former Ashburys sidings to the south.

Whitworth Street runs in a west-east direction through the Openshaw campus route. A Stopping-up Order was obtained for Whitworth Street between Oddell Street and Clayton Lane South in 1997, effectively creating a pedestrianised link between the CUBE building, the Bungalow building and the rest of the campus.

Description of development

This site was previously proposed to be used to provide car parking, to off set the loss of parking due to the siting of the new proposed engineering fabrication and welding workshops further to the east of the site on part of the rear parking area serving the Campus (planning reference: 144410/FO/2025). The changes related to the loss of parking to serve the previously approved engineering, fabrication and welding workshops development and wider college form part of the consideration of planning application ref: 145460/JO/2026.

This proposal relates to the installation of 2 no. double stacked classrooms (4 no. total) for a temporary period of 3 years on the site of the former Auto Electrical workshop. The proposed classrooms would comprise plastic coated steel external finish and plastic coated steel fascia with either single ply membrane or steel roof depending on the available building. The classrooms would be grey in colouration with anthracite grey fascias.

Consultations & Notification Responses

Publicity

The proposal, by virtue of being of public interest, has been advertised in the local press (Manchester Evening News) on 31st March 2026 and a site notice was displayed at the application site on 24th April 2026 .

Local residents and local businesses – No comments received.

Highway Services – Have made the following comments:

The accompanying Transport Statement (TS) confirms that the temporary classroom will not generate any additional staff or student numbers beyond those assessed in the engineering building TS (144410/FO/2025). This planning application therefore focuses on the temporary building itself and the impact of the short term reduction in parking spaces.

TRIP GENERATION: The TS Addendum states that the temporary classrooms will not result in additional staff or students. Therefore, trip generation is as per the consented scheme 144410/FO/2025.

SITE ACCESSIBILITY: The site is well accessed by sustainable modes. Regular bus services, railway services and Metrolink services are available within walking distance of the site. The Campus has a GMAL rating of 6 (good level of accessibility).

PARKING AND ACCESS: Access:

As per the consented scheme 144410/FO/2025.

2025 Surveyed Car Parking Demand: A car parking survey was undertaken in October 2025. The survey found that 12pm on a Tuesday was the peak period for parking demand with 315 spaces occupied.

Future Demand with Engineering Building: The assessment for planning application 144410/FO/2025 concluded that the new engineering building will accommodate an additional 144 students and 7 staff, generating a requirement for 7 extra parking spaces (based on the TRICS assessment).

This results in a total parking demand of 322 spaces.

It is also noted that the construction of the engineering building will reduce on site parking capacity from 372 to 359 spaces, creating a net loss of 13 spaces.

Impact of Temporary Classroom: The temporary classroom will remove 12 parking spaces, reducing the overall capacity from 359 to 347 spaces.

However, survey data indicates that even with this reduction, parking capacity continues to exceed demand by approximately 25 spaces. As the temporary classroom does not increase staff or student numbers, the temporary loss of parking does not create capacity issues. Parking supply remains sufficient to accommodate both existing campus activity and the future demand associated with the new engineering building. Overall, the temporary classroom does not raise any parking or transport concerns from a highways perspective.

Disabled Parking: It is noted that one of the parking spaces to be lost is a disabled parking space. If disabled parking provision is currently limited within the car park, it is recommended that one of the remaining standard spaces be converted into a disabled parking bay.

CYCLE PARKING: As per the consented scheme 144410/FO/2025.

BOUNDARY TREATMENTS: It is understood that no changes are proposed to the existing boundary treatments.

REFUSE AND SERVICING: As per the consented 144410/FO/2025 application.

TRAVEL PLAN: It is understood that the College operates a Travel Plan. As agreed in consented application this will include staff and students at the new building (144410/FO/2025). The Travel Plan should include any appropriate and necessary information in relation to the temporary arrangements for the period the classrooms are in place.

CONSTRUCTION MANAGEMENT: The Construction Management Plan should include:

- o The duration/phasing of construction works and associated vehicle trips;
- o Confirmation of display of an emergency contact number;
- o Contact details of the site manager/responsible person to discuss issues/amendments that arise;
- o Wheel Washing, dust suppression measures and schedule for maintenance of drains and gulleys;
- o Requirements for any tower crane, including arrangements for delivery, assembly and removal.
- o Routing of construction traffic and associated swept-path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas;
- o Impact on adjacent TROs including loading bays, bus stops/shelters (to be agreed with TfGM), taxi bays etc.
- o Traffic Management measures for vehicles, pedestrians and cyclists;
- o Details/mitigation of any impacts on street furniture, crossing points, highway layout, lines etc.
- o Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway.
- o The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality; and
- o Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The following informatives should also be included in any subsequent permission:

- o The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, skips and temporary points of access (Section 50) with MCC's Highways Licensing Team via Email.
- o The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.

Further comments 09.04.2026

DISABLED PARKING:

Plan 'OPEB-10A-V9-XX-DR-A-9010-L2 Proposed Site Plan' indicates that 2 additional disabled parking spaces will be provided to the west of the proposed temporary teaching building. This is acceptable in principle.
All other highways comments remain applicable.

Director Of Education – Advise that Education supports this application, and that additional space is needed at the college to accommodate the growth in the post 16 cohort they are projecting.

Environmental Health - confirm that they have no objections to the above application. Any additional waste arising from the proposals is considered capable of being accommodated within the existing waste management arrangements and, whilst no external plant (such as air conditioning units) is proposed as part of the application, the installation of such equipment would not be expected to result in noise impacts given the absence of nearby residential receptors.

Policy Context

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

Draft National Planning Policy Framework (December 2025)

The Government has published a consultation National Planning Policy Framework. Of relevance to the application proposal, the draft NPPF makes it clear that Local Planning Authorities should amongst other things:

- Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision.
- Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals.
- Decisions on development proposals should apply a presumption in favour of sustainable development and this means that for development within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.
- In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal: Be located where a genuine choice of sustainable transport modes exists, and improve opportunities for walking, wheeling, cycling and public transport; support good access to facilities to limit the need to travel, whether through the development's location, through development densities which improve catchment populations for local services, or by incorporating community facilities and premises to support local employment opportunities; Use design approaches which conserve energy and other resources; Take advantage of opportunities to re-use existing structures and materials, including by re-using non-contaminated excavated soil and hardcore within the site.
- Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are, or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes for residents and users.
- Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use.

- To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible/ to facilitate easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services. -Substantial weight should be given to the benefits of providing new or improved public service infrastructure or community facilities.

-Liveability: support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after.

National Planning Policy Framework (NPPF) (December 2024)

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

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

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

i. Chapter 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 100 discusses the importance of sufficient choice of early years, school; and post 16 places available to meet the needs of existing and new communities.

It is considered that the proposal would enable the provision of teaching accommodation to meet a classroom shortfall at an existing college. It is not considered that the development would harm residential amenity.

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

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

d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

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

Paragraph 135 states that planning and decisions should ensure that developments:

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

In this case, the development would involve the development of temporary classrooms. The proposed built form takes account of the function of the proposed accommodation, and the location within the site. On this basis, it is considered that chapter 12 would be appropriately responded to.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

- 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.

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

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

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

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

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

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

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

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

Relevant Local Policies

The Development Plan consists of: - The Manchester Core Strategy (2012); and - Saved policies of the Unitary Development Plan for the City of Manchester (1995) The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF). Section 38(6) of the 2004 Act requires planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF also refers to this requirement. The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles'

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

Policy T1- 'Sustainable Transport' This policy seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. (The element of this policy related to use the broad hierarchy of road uses is superseded by Places for Everyone policy JP-C1). The proposal is located in an area where there is access to public transport modes, including regular bus services on Ashton Old Road, and is in walking distance of Ashburys Station on Pottery Lane. The proposed development would have access to existing cycle storage and electric charging points within the wider campus. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T 2 'Accessible areas of opportunity and need' Policy T2 also outlines a requirement for developments to provide the appropriate level of parking that meets the realistic requirements of the users of the development. The supporting information which has been submitted indicates the level of parking that will serve the development is based on surveyed parking demand at the campus, to make sure the provision meets the operational needs of the proposal. Furthermore, the site benefits from a good level of accessibility by all transport modes. Measures are included at the wider Openshaw Campus to support non-car based access.

Policy EC 5 'East Manchester' The project will provide enhanced educational facilities for courses for local residents and residents in the wider Manchester area.

Policy EN 1- 'Design Principles and Strategic Character Areas' Openshaw is located within the Central Arc Character Area. The character of the immediate context of the campus is a mix of long span industrial buildings clad with metal sheet cladding in a variety of colours, 2 and 3 storey red brick and render housing units, unused 2 storey red brick commercial buildings. In terms of the character of the Manchester College Site the Whitworth building which is predominantly composed of long span industrial units clad with black composite metal cladding. The front of the building facing Ashton Old Road is two storey and clad with two shades of brown brick. The West facing façade of the building has a series of ceramic clad fins supporting a roof over and external area in front of the refectory. There is a landscaped area in front of the West elevation of the Whitworth Building containing two ponds, various stepped levels, seating

areas and grass lawns. The Cube Building is a four-storey building located on Ashton Old Road and clad with terracotta brick and metal cladding panels. There is a single storey brick bungalow on the northwest corner of the site with terracotta roof tiles.

There are no listed buildings on the site, and it is not in a Conservation Area.

The proposed classrooms would comprise a grey plastic-coated steel external finish and plastic-coated steel fascia (anthracite) with either single ply membrane or steel roof depending on the available building. The design approach is considered to be appropriate in this location.

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

Policy EN 8 'Adaptation to Climate Change' states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. (Specific elements relating to flood risk and linked diverse green spaces within policy EN8 have been superseded by Places for Everyone policies JP-S2, JP-S4 and JP-G8).

Policy EN 14 – 'Flood Risk' The site is in an area identified as having a 'low' probability of flooding on the Environment Agency Flood Map and is located in Flood Zone 1.

Policy EN16 'Air Quality' states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. (The element of the policy relating to traffic routes has been superseded by Places for Everyone policy JP-S5). The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process, through a construction management plan.

Policy EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The College currently has a waste management and recycling strategy that sorts wastes into the following types: General Waste, Plastic and Cans, Paper and Cardboard, Food, Glass, Garden Waste, Bulky Waste.

Policy DM1 – 'Development Management' Follows the principles advocated in the aforementioned policies and informs that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private. –
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Developers will be required to demonstrate that new development incorporates sustainable construction techniques.

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

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

Manchester Climate Change Framework (2020 – 2025)

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

Issues

Principle

The principle of the provision of additional educational facilities within an existing education establishment is generally acceptable. The western half of the Openshaw campus site was occupied by buildings for Openshaw Technical College In 1968. By 1985 the Whitworth Building was in place beside the Technical College, and by 2010-2014 the site was in its current layout. The principle of the site for educational purposes has therefore been established. However, the potential impact of the proposal on the neighbouring properties must be assessed.

Siting /Layout

The proposed temporary classrooms would be located on the site of the former, recently Auto Electrical workshop in the southwestern area of the wider college site and be set behind the main college buildings. This area of the campus is set at a lower level, and as such the proposed temporary accommodation would be screened for the most part from Ashton Old Road.

Appearance

As advised above the proposed classrooms would comprise a grey plastic-coated steel external finish and plastic-coated steel fascia (anthracite) with either single ply membrane or steel roof depending on the available building.

It is considered that the height and mass and appearance of the proposed development would be satisfactory in the location proposed within the wide college campus.

Visual Amenity

The proposed building would be set well within the site forming the Openshaw campus, located to the rear of the Sports and Social Care building. The design of this building (as described above) is considered to be satisfactory in this location, would not adversely impact on visual amenity of the local residents on Ashton Old Road or the adjacent college or local businesses.

Residential Amenity

The proposed development lies some 156.23m from the residential properties to the north side of Ashton Old Road. The reconfigured parking arrangements would lead to the decrease in parking spaces by 11, and would retain the current level cycling storage provision on the site. Although the provision of 4 additional classrooms will give rise to an increase in activity on and around the application site, as a result of students arriving and leaving the college at the beginning and at the end of the day, it is not considered that arrival and departure of students for a temporary period of 3 years would give rise to unacceptable impacts on residential amenity. In view of the distance of the development to the existing houses, it is not envisaged that the proposal would give rise to privacy and overlooking issues. Furthermore, as the nearest houses lie to the north of a main radial route into the City Centre is considered that the impacts of the proposed development would not give rise to a significant increase in disturbance and that the proposal would not cause any undue harm on the residential amenity currently enjoyed by the surrounding occupants, and would accord with policy DM1 of the Core Strategy.

Noise

The proposed temporary classrooms would be located towards the rear of the site and set behind existing college buildings. As such any noise associated the use of the proposed temporary classrooms are not considered to give rise to significantly adverse impacts, particularly as the accommodation would be expected to be used during daytime /evening hours.

Air Quality

The proposed development is located within the Manchester College Openshaw campus, which fronts onto Ashton Old Road, which is an area identified as experiencing elevated pollutant concentrations. As such there is potential for the proposals to cause impacts at nearby sensitive receptors during the construction phase. During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. It is considered that matters related to any mitigation measures required can be managed through a construction management plan condition.

Highways Impacts

The applicant has submitted a Transport Statement Addendum report alongside the application that considers parking provision. The report suggests that the temporary classroom accommodation is required at the Campus to accommodate some of the students who will ultimately occupy the new engineering building; and that the applicant has confirmed that the temporary classroom will not result in additional staff or students above that examined in the Transport Statement which accompanied the recently approved planning application for the new engineering, fabrication and welding workshops(ref: 144410).

This shows that the site is well served by public transport and walking and cycling routes offer opportunities to access by non-car modes.

It is considered that the proposal accords with NPPF and provides suitable access to the development.

Access, parking and Servicing

Vehicle access to the Campus is provided via entrances on Clayton Lane South, Whitworth Street (opposite Odell Street) and Whitworth Street (E). These junctions all connect to Ashton Old Road and would be retained.

The scheme would involve the temporary loss of 12 car parking spaces from the arrangements within the wider campus. The existing parking provision across the campus is 372 spaces (of which 17 are for disabled users, four are visitor spaces and six are EV parking spaces). Following the proposed reconfiguration in connection with the approved proposed engineering fabrication and welding workshops further to the east of the site on part of the rear parking area serving the Campus (planning reference: 144410/FO/2025), and overall provision of 359 parking spaces was approved.

A TRICs forecast was used in conjunction with the previously approved new engineering, fabrication and welding workshops (ref: 144410). The assessment indicated a total campus demand of 322 vehicles, with those vehicles accommodated within the reconfigured car park (359 spaces).

The proposed temporary classroom accommodation would remove 12 parking spaces, reducing the overall capacity from 359 to 347 spaces. However, survey data indicates that even with this reduction, parking capacity continues to exceed demand by approximately 25 spaces. As the supporting information suggests that the temporary classroom would not increase staff or student numbers, it is considered that the temporary loss of parking would not give rise to capacity issues.

The retained parking spaces to the west of the proposed temporary classroom accommodation (within the college campus) would be demarcated to ensure the provision of three spaces for disabled users. It proposed that this aspect of the scheme is conditioned, and that the demarcated takes place before the temporary accommodation is occupied

The proposed parking arrangements are considered to be acceptable and not give rise to displaced on street parking in the wider locality.

In regard to cycle storage the College is served by a total of 117 cycle parking spaces with 36 cycle spaces located to the north of Whitworth Street, with 60 cycle spaces located to the west of the main car park, and 21 cycle lockers across the campus. Cycle parking would remain as existing.

Highway Services have not raised any objections to these parking and cycle storage amendments.

Accessibility

A steel ramp is proposed to provide access for all into the ground floor of the accommodation via the front entrance doors. No disabled access is proposed for the two classrooms to the first floor. The supporting information indicates that this will not disadvantage any students as the needs of each student will be considered prior to confirming room scheduling.

As advised above the retained parking spaces to the west of the proposed temporary classroom accommodation (within the college campus) would be demarcated to ensure the provision of three spaces for disabled users. However, as no details of the type or gradient of the proposed ramp have been provided for consideration, it is recommended that this aspect of the proposed development is conditioned.

Crime and Safety

The proposed development lies within an existing college campus, with secure perimeter boundary treatment and CCTV coverage. It is envisaged that the proposed accommodation would be linked into existing security measures.

Flood risk / Drainage

The development is located within Flood zone 1. i.e. land assessed as having less than a 1 in 1000 annual probability of fluvial flooding (0.1%). Clayton Lane South on the western boundary of the college campus is shown as within Flood Zones 2/3, associated with the surcharging of Corn Brook. Whilst there are also areas within the wider college campus which are at a high and medium risk of surface water, the site where the proposed temporary classroom accommodation does not lie within these areas.

On this basis no conditions related to drainage are recommended.

Waste Storage

The College currently has a waste management and recycling strategy that sorts wastes into the following types: General Waste, Plastic and Cans, Paper and Cardboard, Food, Glass, Garden Waste, Bulky Waste. The proposed temporary accommodation would utilise the existing waste arrangements which are located to the eastern edge of the rear car parking area.



View of Service Yard from vehicular entrance off the access road. Fencing to the left hand side to be altered to allow for the creation of 12 additional car parking spaces.

Ecology/ Trees / Biodiversity

The site is comprised of hardstanding following the demolition of the former detached single-storey auto electrical workshop, and on this basis there is no Biodiversity Net Gain requirement.

Hours of Use

The proposed accommodation would be used by students who in the future will be based in proposed engineering fabrication and welding workshops (approved as part of planning application ref: 144410). As some of the teaching will be in the evening it is proposed to enable the proposed temporary teaching accommodation to be used between 8a.m. to 9p.m. on Mondays to Fridays.

This is considered to be an acceptable approach, taking account that the sport/social care and workshop facilities on the wider campus operate on Mondays to Fridays 6am to 11pm, and the

Sports Hall facilities also available for use on Saturdays from 7a.m. to 11p.m. on Saturdays and on Sundays between 7a.m to 10.30 p.m.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application, including the loss of parking.

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

1) The permission hereby granted is for a limited period only, expiring on 31st May 2030; and the buildings, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued. The land shall be reinstated within 3 months of the expiry date.

Reason - The classrooms are required for a temporary period only pursuant to accommodate changes to the curriculum. It is anticipated that after three years the courses will be accommodated within the main buildings, pursuant to policies SP1, and DM1 of the Manchester Core Strategy (2012).

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

Temporary Teaching Building Planning Statement ref: 1461 rev. P1 dated 12th March 2026

Existing Site Plan ref: OPEB-10A-V0-XX-DR-A-0221- L1
Proposed Plans and Elevations plan ref: OPEB-10A-V0-XX-DR-A-0710- L1
Location Plan ref : OPEB-10A-V1-ZZ-DR-A-0010- L1
Transport Statement Addendum report date 25th February 2026
Received 17th March 2026

Proposed External Landscape with temporary teaching building (Proposed site plan) plan ref: OPEB-10A-V9-XX-DR-A-9010- L2 received 7th April 2026.

Agent email 23rd April 2026 confirming colouration of the proposed temporary accommodation.

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;

- o Phasing and quantification / classification of vehicular activity.
- o Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.
- o Consideration of ongoing construction works and contractor parking in the locality.
- o Include a detailed Traffic Management Plan.
- o Requirements for any tower crane, including arrangements for delivery, assembly and removal.
- o A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.
- o 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;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o Identify measures to reduce noise emissions.

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

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

4) Prior to the occupation of the temporary teaching accommodation hereby approved, finalised details of the design (including handrails and gradient) of the proposed ramped access, shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the agreed details prior to the occupation of the temporary teaching accommodation.

Reason - To improve accessibility, and 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 arrangement to the west of the proposed temporary building on plan ref: Proposed External Landscape with temporary teaching building (Proposed site plan) plan ref: OPEB-10A-V9-XX-DR-A-9010- L2 received 7th April 2026, shall be surfaced, demarcated and made available for use before the development hereby approved by this permission is occupied or brought into use. The car parking spaces shall then be available at all times whilst the building is occupied, and shall not be used for any other purpose than the parking of vehicles associated with the use of the college.

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 proposed building shall not be open outside the following hours:

Mondays to Fridays 08:00 to 21:00

Reason - To safeguard the amenities of the occupiers of nearby accommodation, 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).

Informatives

1) The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, skips and temporary points of access (Section 50) with MCC's Highways Licensing Team via Email to highwaylicences@manchester.gov.uk

The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Director Of Education

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
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA