

Application Number	Date of Appln	Committee Date	Ward
144151/FO/2025	3 Jan 2026	11 June 2026	Hulme Ward

Proposal Change of use from business centre (Class E) to SEMH school (Class F1)

Location Cornbrook Enterprise Centre, 70 Quenby Street, Manchester, M15 4HW

Applicant Hashim Ubeid, Supreme Child Care Ltd

Agent Mr Umayr Azam, Northedge Architecture

Executive Summary

This application relates to part of a former school (520 sq.m.) which has subsequently been in use as offices. This application is for the establishment of a SEMH (Social, Emotional and Mental Health, school (Class F1) within the existing premises at Cornbrook Enterprise Centre. Three objections have been received from residents, as well as an objection from a ward councillor, with comments also received from a local business. These issues are covered in more detail in the report, as are the potential impacts on local residents and associated matters. These include wider operational impacts such traffic, noise and associated impacts to residential amenity from the development itself.

Description

To the north, south, east and west of the site are terraces of residential properties, with a recently approved Care and Repair and community use adjoining the application site to the west. Further to the southwest of the site is Barrack Park. The site is not located within a conservation area, and there are no Tree Preservation Orders within the site area.

The site comprises part of a former school (520 sq.m.) which has subsequently been in use as offices and is bounded by a combination of wall and railing to the Quenby Street frontage, and high railing boundary treatment to the rear of the site which is and secured by a lockable gate across the existing vehicular access from Barrack Street.



The western end of the wider property has been granted planning approval on 15th 2026 for change of use to Class Ec(iii) (Other Services) and F2 (Community Building) for use by Manchester Care and Repair. (ref:145085/FO/2026).

This application is for the establishment of a SEMH (Social, Emotional and Mental Health) school (Class F1) within the existing premises at Cornbrook Enterprise Centre.

The premises would be used in their current form and would operate with a maximum capacity of 30 pupils on site at any one time with 20 members of staff. No external or internal structural alterations are proposed.

The proposed hours of use would be 07:30 to 17:30 on Mondays to Fridays.

Consultations

Local residents/ Local Businesses- Two emails objecting to the proposal have been received from a local resident and can be summarised as follows -

- the facility would not be for children in the St Georges area.
- already have problems in St George's due to people leaving their vehicles parked on the street and not return to remove their vehicles for a number of days, and that this is not actioned by parking enforcement.
- complain that their streets are not being cleaned.
- the Cornbrook area does not need any extra congestion. The area is continuously struggling to cope with the demand on parking due to all the newly built high rises; moreover the location on match days, traffic overflow from the busy ring road, affects streets. Extra vehicles of staff and parents will add to their parking issues
- This centre is not appropriate for a school environment as it is a residential communal area, with houses and gardens overlooking the Cornbrook Centre. It might be worth considering the safeguarding of those children since it is overlooked by houses.

A local business wrote to advise that the originally submitted site red was incorrect and included an area of the wider building. They further advised that they had no specific objections to these proposals, but were of the view that the number of toilet facilities for the proposed level of occupation seemed insufficient.

Ward Councillors -

Councillor Glover recognises that the existing building is currently in use and that the application proposes an educational use. Furthermore, acknowledge the importance of ensuring appropriate provision for children with Special Educational Needs and Disabilities (SEND). However, wishes to oppose this application on the grounds of:

- Lack of Evidence of Local Authority Partnership or Commissioning
The applicant states that the organisation works in partnership with local authorities to deliver SEND education and references positive engagement with neighbouring councils. However, no documentary evidence has been provided to demonstrate any formal relationship with Manchester City Council in relation to this proposal. The application does not include:
 1. Any service level agreement, commissioning arrangement, or memorandum of understanding with Manchester City Council;

2. Evidence that the proposed provision has been requested or endorsed by the local authority responsible for SEND planning and sufficiency;
3. Confirmation that places would be allocated to Manchester pupils or that the school forms part of the city's strategic SEND provision.

Given that SEND provision is planned and commissioned by the local authority to meet identified local need, consider this omission to be significant and unresolved.

- Insufficient Evidence of Local Need

The application asserts that there is a “clear and growing demand” for SEMH provision in Manchester. However, no local needs assessment, data, or supporting evidence has been submitted to substantiate this claim.

Manchester City Council already provides a range of SEMH and alternative provision, supported by specialist schools, resource bases, and commissioned services. In the absence of clear evidence demonstrating a shortfall in provision within the local area served by this site, the application fails to justify why an additional facility at this location is necessary.

- Inadequate Outdoor and Recreational Provision

Serious concerns regarding the lack of suitable and dedicated outdoor space. While the Planning Statement refers to “ample outdoor space”, the plans indicate that: External space is limited in size; The outdoor area is shared with neighbouring building users; No clear arrangements are set out for exclusive or safeguarded use by pupils; There is no clarity on how conflicts with other users will be avoided.

For a primary school catering to pupils with SEMH needs, access to safe, secure, and dedicated outdoor space is a critical requirement. Reliance on shared space, without formalised arrangements or guarantees of exclusive access, raises concerns about safeguarding, wellbeing, and the suitability of the site for the proposed use.

- Over-Reliance on Internal Space for Physical Activity

The application places significant emphasis on the use of an internal hall to compensate for the limited outdoor provision. While indoor facilities are important, they are not an adequate substitute for regular access to outdoor play and recreation, particularly for children with social, emotional, and behavioural needs. This further reinforces concerns that the site is not appropriately suited to the proposed intensity and nature of educational use.

- Impact on the Surrounding Area and Residential Amenity

The site is located within a mixed-use area with nearby residential properties. The application provides limited detail on:

1. Daily arrival and departure arrangements for up to 50 pupils;
2. The cumulative impact of staff, pupils, and associated transport movements;
3. Noise and disturbance arising from school operations, particularly given the lack of dedicated outdoor space.

Without a robust management plan addressing these matters, not satisfied that the impact on neighbouring occupiers has been fully considered or mitigated.

In conclusion there is support in principle of high-quality SEND provision, but do not consider that this scheme demonstrates that the Cornbrook Enterprise Centre is a suitable or necessary location for the proposed use. In particular, the lack of evidence of local authority support or commissioning, the absence of a demonstrated local need, and the shortcomings in outdoor space and safeguarding arrangements lead to the conclusion that the proposal is premature and inadequately justified.

Environmental Health - Recommend that conditions are attached to any approval relating to fume extraction, service/delivery hours, external plant. A condition related to the submitted waste management strategy is also requested.

Design for Security – have made detailed comments in relation to the need for the reception to be staffed at all times when the building is operational, and that the external entrance doors should be capable of being secured and controlled remotely by reception staff if required, and visitors to the school should be restricted within a secure lobby area to allow staff to vet them prior to granting further admission inside the building.

Comments are also made in regard to the need for secure lockers for staff, lighting of the building between dawn and dusk, and the use of a monitored alarm system, together with a CCTV system.

They further recommend any alterations to the building should be to Secure by Design standards.

Children and Educational Services- Advise they are generally not supportive of independent schools for pupils with SEN opening in Manchester. Their strategic approach is investment in the state-funded sector to meet the needs of Manchester residents.

TfGM- have advised that the trip generation exercise is acceptable, and the distribution analysis indicates a low volume of traffic expected as a result of the development in the weekday peak hours. As a result, no further impact analysis is expected. They suggest a review of the existing Traffic Regulation Orders (TROs) should be undertaken surrounding the site with a view to introducing additional parking restrictions as appropriate. It is noted that existing TROs exist outside the site entrance which exist between 11am and 3pm Monday to Friday. Given the nature of the development, TfGM would suggest this period is extended to cover the school opening and closing times.

A Travel Plan is provided as part of the application, which is welcomed. The actions outlined are suitable and achievable.

In terms of active travel to the site, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible.

They provide detailed comments in relation to reinstatement of any redundant vehicle access points; footway resurfacing and renewal; 2-metre-wide footways; implementation of additional cycle infrastructure and cycle route signing; walking

signage to City Centre and provision of dropped crossings and tactile paving at junctions in the vicinity of the site.

Highway Services-

TRIP GENERATION & PARKING:

Overall, it is anticipated that the level of trips associated with the proposals are unlikely to raise any network capacity concerns.

The majority of pupils will travel to and from the school by taxi, with all drop-off taking place within the existing rear car-park which is accessed from Barrack Street. Pupil drop-off and collection arrangements will be staggered.

The car-park will provide 30 parking spaces (including 3no. disabled bays) and will also be utilised by staff and any visitors associated with the school. No other premises will have access to the car-park.

In order to ensure safe and efficient parking practices/operations, Highways request the following conditions:

- Demarcation of all parking bays (in alignment with MCC minimum dimensions); and
- Parking & Traffic Management Plan.

As part of the Parking & Traffic Management Plan, a review of on-street parking / TRO provision should be carried out within the vicinity of the building to ensure that any future parking generated by the school will not unreasonably impinge on the local residents or highway operations.

EV parking provision should also be provided in alignment with MCC Electric Vehicle Charging Strategy standards.

ROAD SAFETY:

An inspection of Personal Injury Accidents has shown that the roads around the site have no patterns attributable to defective road conditions or other characteristics associated with the road layout that suggest further analysis is required.

PEDESTRIAN ACCESS:

Pedestrian access for pupils will be provided internally via the car-park area where pupil drop-off/pick-up will take place.

Additional external points of pedestrian access for staff/visitors will also be provided.

CYCLE PARKING:

The applicant is providing four cycle parking spaces. This is in line with the guidance for the staff. It is advised that additional cycle parking should also be provided for visitors and any pupils travelling by bike.

All long-stay cycle parking provision should be sheltered and secure.

SITE ACCESSIBILITY:

The site is considered to be accessible by sustainable modes of transport. The nearest bus stops to the school are located 230 meters to the north of the site on the A56 Chester Road which both offer a 30 minute interval service to eight major attractions. Cornbrook Tram Stop is located approximately 800 metres from the site. There is approximately 1 departure per minute from this stop.

TRAVEL PLAN:

The submitted travel plan is considered to be an Interim Travel Plan. This plan sets out the incentives and targets that could assist in reducing the reliability on car travel, single use in particular. Highways request that a full Travel Plan is conditioned.

WASTE STORAGE AND COLLECTION

It is understood that waste servicing will align with existing operations, and internal bin storage facilities will be provided (details to be conditioned). This is considered acceptable to Highways.

CONSTRUCTION MANAGEMENT PLAN:

It is expected that internal fit-out works will be required only. The applicant should make use of the rear of the building to accommodate materials, vehicles etc that could be involved in any minor works within the building. Highways recommend that a brief CMP is conditioned.

SUGGESTED PLANNING CONDITION(S):

- Parking & Traffic Management Plan
- Car-park demarcation
- Cycle Parking
- Travel Plan
- EV provision
- Brief CMP

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.

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 also states that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen the choice in education. Furthermore, that great weight should be given to the need to create, expand or alter early years, schools and post 16 facilities though decisions on planning applications.

It is considered that the proposal would enable the provision of teaching accommodation. 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 not involve any external alterations to the existing building.

Other Ministerial Guidance Ministerial Planning Policy Statement – Planning for Schools Development

This Planning Policy Statement (PPS) was published in August 2011 and sets out the Government's commitment to ensuring there is sufficient provision to meet the growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. The PPS stipulates that there should be a presumption in favour of the development of state-funded schools, in accordance with the NPPF.

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

Policy JP -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-P2: Heritage: seeks to ensure that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised.

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 Chester Road, and is in walking distance of Cornbrook Tram stop. The proposed development would also have access to proposed cycle storage. 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 would serve the development, to make sure the provision meets the operational needs of the proposal. Furthermore, the site benefits from a good level of accessibility by sustainable transport modes.

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. The proposed development site is not located within a Conservation Area, but the building which is the subject of this application is considered to be a non-designated heritage asset.

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).

Policy EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). This matter is considered in detail elsewhere in this report.

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 educational facilities within a building which has been used historically for education establishment is generally acceptable. Such facilities are usually located within residential areas. However, the potential impact of the proposal on the neighbouring properties must be assessed.

The applicant is seeking approval for a Class F1 use comprising a Special Educational and Social, Emotional and Mental Health primary school within the existing premises at Cornbrook Enterprise Centre. Information supporting the application indicates that the primary school would focus on children with emotional and behavioural difficulties (EBD) and SEMH needs, delivering an alternative to mainstream education through smaller class sizes, personalised learning, and a nurturing, therapeutic environment, with the aim being to provide a structured but flexible setting.

The premises will be used in their current form and will operate with a maximum capacity of 30 pupils on site at any one time. For clarity when the application was originally submitted the number of pupils was 50, and this has since been reduced to a maximum of 30.

The proposed development would be located within the eastern end of the building at the junction of Quenby Street and Barrack Street. 9 classrooms are proposed, together a gym area, and ancillary office, storage and toilet facilities at ground floor level. The area outlined below to the right of the proposed floor plan is related to planning consent ref: 145085/FO/2025.

40 BARRACK STREET

It is noted that it is proposed to use the current facilities within the floor area of the building. Concerns have been expressed in regard to the level of toilet provision and pupil changing facilities, and plans are awaited which show an increased level of provision. It is recommended that this aspect of the scheme is conditioned to ensure that the floor plans are updated.

Heritage

The proposal is related to a building which is a non-designated heritage asset. No extensions or external works are proposed to the building or its grounds. The existing character and appearance would therefore not be impacted by the proposed use.

Appearance/ visual amenity

The application relates solely to the use of the existing building as a school facility, with no external or internal structural alterations proposed.



Barrack Street frontage

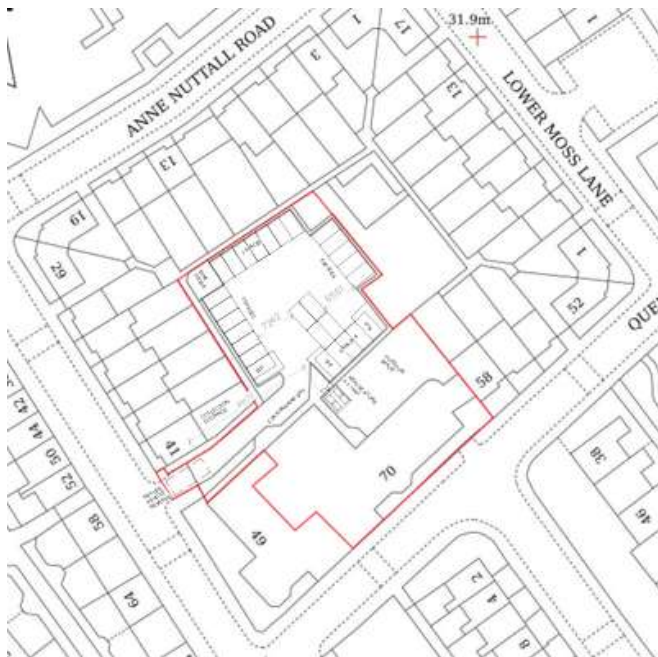
Access/parking /Servicing

The vehicular access from Barrack Street to the rear of the site would remain as existing. This comprises a gated access, with the gates set back from Barrack Street to allow a vehicle to stand clear of the highway when accessing the site



Supporting information states that 75% of the pupils at the school would arrive by a taxi or dedicated school bus, but also indicates that whilst the staff would arrive by various transport modes, the highest percentage (76%) would travel by car.

The existing car park to the rear of the building comprises 30 spaces. These would be retained and are available for the proposed SEN school, with 20 spaces reserved for staff, and 3 would be accessible spaces for disabled users. It is recommended that a condition to require the demarcation of spaces is attached to any approval.



Barrack Street is subject to Traffic Regulation Orders (TRO) including a resident permit scheme in front of the terrace houses on the western side (where parking is limited to 3 hours between 8am and 6pm unless a parking permit is held), with further TRO's to the eastern side of the street. Quenby Street is also subject to Traffic Regulation Orders, and both adjacent streets are subject to 20mph speed restrictions.

The Transport Assessment, however, indicates that drop offs could be facilitated on Quenby Street and Barrack Street, subject to the parking restrictions which are in place (no waiting between 11 am to 3pm adjacent to the proposed school and the same restriction as for the western side of Barack Street beyond the school frontage on Quenby Street) . It is understood that daily arrival and departure would be structured and staggered, with pupils arriving and departing in small, supervised groups, primarily via pre-arranged transport, and staff on duty to manage access.

Subsequent correspondence from the planning agent indicates the applicant's confirmation that the majority of pupils travel to school by taxi/SUV (7 seater Sports Utility Vehicle), with some travelling by private car, rather than by dedicated buses. Furthermore, that drop offs and pickups would take place in the existing car park and the arrivals and departures would be staggered. Due to the size of the car park there is sufficient space for the drop off and pick up to take place within the dedicated car park.

In view of the concerns raised in regard to impacts from the daily arrival and departure arrangements for pupils, and the cumulative impact of staff, pupils, and associated transport movements. It is recommended that a condition relating to a traffic management plan for pupil drop off and collection be attached to any planning approval.

Observations from Highway officers in regard to a review of the Traffic Regulation Orders relating to parking restrictions on Barrack Street and Quenby Street are noted and it is recommended that this aspect of the scheme is conditioned.

The site is accessible by transport modes, with regular bus services along Chester Road within 250m from the site and Cornbrook Tram stop approximately a 10-minute walk from the site, which will assist in encouraging the use of sustainable travel options.

In relation to servicing, the Transport Assessment indicates that the existing site access via Barrack Street can accommodate a standard refuse vehicle to enter and exit the site in forward gear safely, and that this is an existing movement in the carriageway.

In relation to the provision of electric charging points, the comments from Highway officers have been noted. This application is related to the change of use of an existing building with an existing tarmacked car park to the rear. As such, it is proposed to condition the demarcation of the parking bays, with a further condition in regard to the installation of electric charging points.

Highways Impacts

The applicant has submitted a Transport Assessment report alongside the application that considers existing conditions, the accessibility of the proposal, trip rates and traffic generation.

The proposed development (based on the originally submitted figure of 50 students (now reduced to 30 students))) is predicted to generate up to 41 vehicle movements during each of the weekday (a.m.) peak hours and 114 vehicle movements during a typical weekday (7 a.m. – 7 p.m.). Due to the location of the site, it is likely that these trips would equally be distributed between the Barrack Street junction and the Lower Moss Lane access.

It is considered that this level of traffic increase would be highly unlikely to cause operational or safety issues on the local highway network

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.

The overall existing building (the northeastern end being related to this application) has had approval to be used for offices, and managed workspace units, which would have the potential to generate more traffic related to staff and deliveries than what is currently being proposed.

Cycle Storage

The parking standard for higher and further education is for 1 space per 5 staff plus 1 per 3 number students. Whilst the provision for staff would be applicable in this case, the provision for pupils is in excess of requirements, with the majority of SEMH students requiring transport to the school. It would be expected that high numbers of pupils would be travelling to school by taxi, minibus or parent drop off. Cycle parking for 4 bicycles will be provided, in line with the 1 per 5 staff figure, with 20 number staff being expected to work at the facility.

A cycle store is shown on the layout plan in the parking area to the rear, but no design details of the proposed store have been provided for consideration. It is recommended that this aspect of the scheme is conditioned, and that the cycle storage provision is available prior to the school being brought into use.

Furthermore, it is recommended that 4 secured cycle space are provided for visitors, and that this is conditioned.

Travel Plan

A Travel plan accompanies this application, the objectives of which are::

- To reduce the impact and frequency of car travel especially single occupancy vehicle use.
- To improve travel choice for staff and students, as appropriate, by enhancing and/or promoting the more sustainable modes of transport such as walking, cycling and public transport and encouraging car sharing.
- To create an awareness of and promote the travel plan.
- To improve the health and well-being of the staff and students of the school.

In view of the comments from Highway officers, recommending a full Travel Plan to be submitted and approved by the Council within 12 months from the date of the opening of the school, it is recommended that this aspect of the proposed development is conditioned.

Residential amenity

The proposed development lies in proximity to residential properties on all boundaries of the site. The existing access and parking arrangements would remain as existing. Consideration has been had to the former office use and prior to that the overall building was in use as a school, furthermore, that the proposed school would have a maximum number of 30 pupils and 20 staff. This level of occupancy would be below when the premises were formerly occupied by a school historically, when there was no restriction in relation to occupancy.

The subsequently approved office and managed workspace uses were not restricted in relation to operating hours.

The proposed hours of use would be 07:30 to 17:30 on Mondays to Fridays.

It is acknowledged that the intervening office use may have resulted in a quieter external environment to the rear of the building, but given the extent of the soft landscaping and external space for pupils and the applicant's confirmation that that the school would operate with small cohorts and structured, timetabled outdoor access, together with the proposed hours of operation, are not expected to give rise to significant adverse impacts to residential amenity. A condition to restrict the hours of operation to those which have been applied for and a further condition to limited servicing hours are recommended to be attached to any approval.

As advised earlier in the report the proposed development (based on the originally submitted figure of 50 students (now 30 students)) was predicted to generate up to 41 vehicle movements during each of the weekday (a.m.) peak hours and 114 vehicle movements during a typical weekday (7 a.m. – 7 p.m.) with these trips likely to equally be distributed between the Barrack Street junction and the Lower Moss Lane access. It is acknowledged that the scheme will lead to vehicle movements, which would take place in proximity to rear gardens of dwellings on Barrack Street, and Nuttall Road, Lower Moss Lane and Quenby Street, but these movements would take place in an existing car park which already serves the property. Taking account of the proposed hours of use (07:30 to 17:30 on Mondays to Fridays), and that the drop of pupils is proposed to be staggered, it is considered that any adverse impacts to residential amenity due to traffic movement in the existing car park would not be so significant as to warrant the refusal of permission. No objection has been raised to these impacts from the Council's Environmental Health Team.

The proposed external play area for the school is related to an existing grassed area with some trees located to the immediate rear of the school building in a private secure location (highlighted in green on the plan below).



Due to the location and extent of the retained green space, and the staggered times for the use of this space by a maximum number of 10 pupils at any one time, any impacts to residential amenity from the use of this area for play is not expected to be significantly detrimental. Environmental Health officers have not sought any conditions in regard to this aspect of the proposed development.

There are no external alterations proposed, and all existing window and door openings serving this element of the property face onto Quenby Street or the rear parking area. 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.

It is considered that the impacts of the proposed development would not give rise to a significant increase in disturbance and that the proposal would not cause any undue harm on the residential amenity currently enjoyed by the surrounding occupants and would accord with policy DM1 of the Core Strategy.

Accessibility

The access into this part of the property has double doors and accessed from the parking area and is level. As referenced elsewhere in this report concerns have been expressed in regard to toilet provision and pupil changing facilities, and plans which show an increased level and type of provision are proposed to be conditioned.

Secure by Design

No external alterations are proposed.

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%).

Whilst there are also areas on the Quenby Street carriageway which are at a medium risk of surface water, the proposed school accommodation does not lie within these areas. On this basis no conditions related to drainage are recommended.

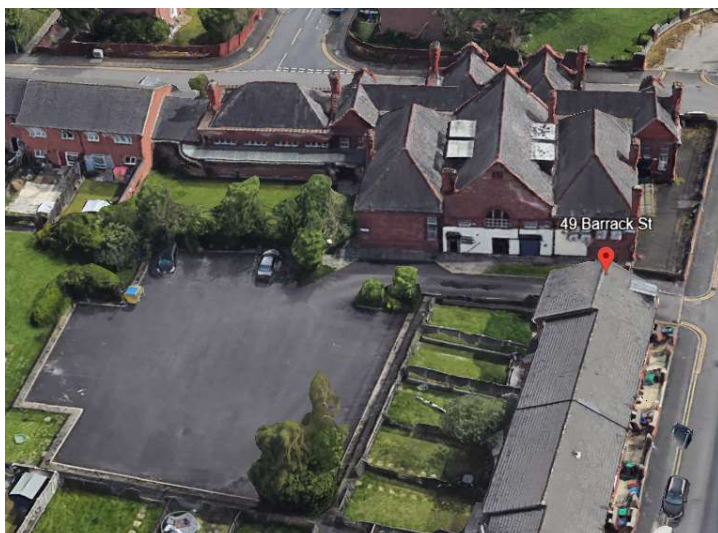
Waste Management

The submitted waste management information indicates that a 1x 1100 Litre bin would be provided for each of the following waste streams; General Waste; Paper Cardboard; Dry Mixed Recycling (DMR), and Food Waste, in an external store with a frequency of weekly collection due to the size of the school. The proposed location of the bin store would be located to the rear of the proposed school in proximity to the rear car park.

However, no detailed design of the proposed bin store has been provided for consideration. It is therefore recommended that this aspect of the scheme is conditioned.

Ecology/ Trees / Biodiversity

The area to the rear of the proposed school is predominantly hard surfaced and used for parking. The grassed area directly to the north of the school and bounded by trees would be retained. The proposed development would not lead to the loss of any trees or soft landscaping



Aerial view of site

Boundary treatment

The boundary treatment including brick wall and railings at the back of pavement to Quenby Street, the high railings to the rear of the site and gated access which is set back from the street to allow vehicles to stand clear of the highway would all be retained

Other matters

The applicant has responded to the issue of allocation of places, advising that while pupil place allocation is ultimately a matter for the local authority through its statutory processes, they have confirmed that the proposed provision is intended to serve Manchester pupils and to operate as part of the wider SEND system. Furthermore, they advise that the school would be open to commissioning by Manchester City Council and other neighbouring authorities, subject to future agreement.

In response to the matter raised regarding insufficient evidence of local need, they have forwarded a copy of the MCC document 'Forecasting demand for SEND provision for School Capacity Survey 2025' and the 'Manchester Special Educational Needs and Disabilities (SEND) and Alternative Provision (AP) Inclusion Plan' which outline the growing demand for SEND provisions. This matter is not covered by planning legislation, but is subject to other legislation (Special Educational Needs and Disability Regulations). As such is not a matter which can be taken into consideration from a planning perspective, and all material impacts have been assessed.

They have responded to the observation in regard to inadequate outdoor and recreational provision for a primary school catering to pupils with SEN needs, advising that access to safe, secure, and dedicated outdoor space is a critical requirement. Furthermore, that the school would operate with small cohorts and structured, timetabled outdoor access, ensuring the external space is sufficient to meet pupils' needs safely and effectively. The outdoor space would be exclusively allocated to the school between 9:00am and 3:00pm, aligning with core teaching hours. In regard to the outdoor area being shared with neighbouring building users,

the applicant confirms that they occupy all of the area within the site edged red (within which the outdoor space is located).

In terms of the reference to no clear arrangements are set out for exclusive or safeguarded use by pupils, the applicant has forwarded their safeguarding and behaviour policy.

In terms of the reference to over-reliance on internal space for physical activity, the external space to the rear of the building would be retained, and outdoor access would be provided through structured, supervised, and timetabled use.

Other Legislative Requirements

Equality Act 2010

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

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

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

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 drawings and documents:

Planning Statement received 1st October 2025

Waste Management Proforma
Transport Assessment dated November 2025
Travel Plan dated November 2025
Received 14th November 2025

Agent email 22nd December 2025

Location Plan
Proposed Floor and site plan ref: 25-86-20-001 rev. R3
received 3rd January 2026

Content of email from planning agent dated 29th May 2026
Content of email from planning agent dated 1st June 2026 related to vehicle sizes and security
Content of email from planning agent dated 1st June 2026 related solely to usage of external play space

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. The car parking arrangement to the rear of the building on plan ref: Proposed Floor and site plan ref: 25-86-20-001 rev. R3, shall be 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 school is occupied and shall not be used for any other purpose than the parking of vehicles associated with the use of the school.

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).

4. a) The secure cycle storage arrangements for the Class F1 (school use) shall be implemented in accordance with the location shown on Proposed Floor and site plan ref: 25-86-20-001 rev. R2 received 3rd January 2026.

b) Finalised design details of secure cycle storage for visitors to the school shall be submitted to and approved in writing by the City Council as local planning authority, prior to the implementation of the secure visitor cycle storage arrangements.

c) Finalised design details of the proposed cycle store shall be submitted to and approved in writing by the City Council as local planning authority, prior to the implementation of the cycle store.

d) The cycle storage arrangements for both the school staff and visitors shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation being brought into use and be retained thereafter.

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

5. a) Before the school 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 school 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 phase of 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).

6. a) Prior to occupation of the building, details of a Traffic Management Plan for the drop off and collection of pupils shall be submitted to and approved in writing by the

City Council as local planning authority. The Traffic Management plan shall then be implemented within one month of approval.

b) The results of the monitoring and review processes shall be submitted in writing to the local planning authority within a timescale to be agreed and any measures that are identified that can improve the effectiveness of the management of the drop off and collection of pupils shall be adopted and implemented.

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

7.a) Prior to occupation of the building, any changes to existing traffic regulation orders (TRO's) resulting from the approved Traffic Management Plan shall be submitted to and approved in writing by the City Council as local planning authority.

b) Any changes to the existing traffic regulation orders (TRO's) shall be implemented in accordance with the approved scheme and within a timeframe to be agreed with the City Council as local planning authority.

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

8. Prior to occupation of the building, details of the provision, location and specifications of electric charging points shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented before the school development is occupied 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. Before development commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy (2012).

10. The school hereby approved shall not be used outside the following hours :- Mondays to Fridays 07:30 to 17:30.

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).

11. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, 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).

12.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. The scheme shall be implemented in full before the use commences.

b) Prior to the operation of the scheme 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 non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to operation of the scheme 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).

13. a) The waste management arrangements for the proposed development shall be implemented in accordance with the Waste Management Proforma and in the location shown on Proposed Floor and site plan ref: 25-86-20-001 rev. R3 received 3rd January 2026.

b) Finalised design details of the proposed bin store development shall be submitted to and approved in writing by the City Council as local planning authority, prior to the use commencing.

c) The details of the approved scheme shall be implemented as part of the development, prior to the use commencing and shall remain in situ whilst the use or development is in operation.

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

14. Prior to the occupation of the school hereby approved, finalised details of additional toilet and changing facilities for pupils and staff, 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 school.

Reason - To improve facilities for the future occupiers of the building. pursuant in policies SP1 and DM1 of the Manchester Core Strategy (2012).

15. The development hereby approved shall only be used for the provision of education (school) (Class F1) and for no other purposes in Class F1.

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

16. The maximum number of pupils present at any one time within the school hereby approved shall be 30.

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

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.

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: 144151/FO/2025 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
Department For Education
Greater Manchester Police**

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:

Environmental Health
Greater Manchester Police

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

