
RE: 69 Crumpsall Lane - 143452/FO/2025

From [REDACTED]
Date Mon 18/05/26 4:09 PM
To Steven Mccoombe [REDACTED]

Hi Steve,

I hope you are well and had a lovely weekend.

Please see MCC and TfGMs comment below.

FURTHER HIGHWAYS RESPONSE 18TH MAY 2026:

An updated TS (Ref: 2006/1/A/May 2026) and Travel Plan (Ref: 2006/2/A/May 2026) has been submitted.

TfGM has been consulted and their comments have been incorporated into this updated response.

TRIP GENERATION:

Existing School Modal Split:

The updated TS confirms that a hands up travel survey was undertaken at the existing school site.

- A total of 12 students and 45 staff responses were received.

The above methodology is acceptable to Highways.

The results confirm:

- Half of students travel via the school bus service.
- Almost a third walk, cycle or use public transport,
- Almost 13% travel via multiple occupancy car.
- 5% travel via a single occupancy car.
- Almost a quarter of staff walk.
- 60% of staff walk, cycle or use public transport.

- 13% of staff use taxis.

In terms of students the TS has assessed the potential mode share of trips based on a maximum occupancy of 120 students.

The TS states that taking into account multi-occupancy car trips, single car trips and taxi trips there is an anticipated 16 arrivals and 16 departures (32 two-way trips) in the AM and PM peak.

Taking into account the breakfast club and after school club and the 20% anticipated level it is assumed that 5 vehicular arrivals and departures (10 two-way trips) are discounted.

Therefore, the total AM & PM school peak arrival and departure trips for students is estimated to be 22 two-way trips.

In terms of staff the school will employ 45 members of staff, but it is anticipated that 20 members of staff at the proposed school site at any given time.

The staff travel survey information supplied by the client indicated that only 3 members of staff currently drive to the existing school.

Therefore, the anticipated total vehicular trips (students and staff) are 31 two-way trips in AM peak (17 arrivals and 14 departures) and 36 two-way trips in the PM peak (14 arrivals and 17 departures).

Net Impact:

- In summary, the splits have been updated using survey data from the existing school site. The updated two-way trips are 31 in the both the AM and PM peak hours, which when taking into consideration the former site use, reduces to 29 in the AM peak and 27 in the PM peak, which falls below the standard threshold for further work to be undertaken.

PARKING AND ACCESS:

- As per our initial comments Highways recommends that this 20mph speed limit is moved to the west of this site as part of this development, to provide a safer environment for future pupils and staff.

- As per Highways initial comments a review Traffic Regulation Orders should be undertaken in the vicinity of the site. This should include double yellows along the frontage of the site to prevent drop-off / pick-up taking place on Crumpsall Lane.

Proposed Drop-Off & Access on Crumpsall Lane:

- Plan '2006/01 May 2026 Proposed Access Arrangements' indicates that the access and egress point on Crumpsall Lane will be 3m wide. The plan demonstrates that a 2.4m x 43m visibility splay can be achieved at the egress point. The plan also indicates the proposed signage to be in place. The above is acceptable in principle.

Plan '2006/SP/01 May 2026 Swept Path Analysis: Estate Car' demonstrates that an estate car can access via Crumpsall Lane, use the internal-drop off area and egress onto Crumpsall Lane.

As per Highways initial comments it is noted that the school currently operates a school bus. Confirmation is required on whether this bus will make use of the proposed drop-off area. If so, this vehicle must be included within the swept path analysis.

As per Highways initial comments to protect the visibility splays, it is requested that Traffic Regulation Orders (TROs) are implemented across both access points. As on-street parking does occur in this location, an appropriate TRO will be necessary to ensure the visibility and safety of the new arrangement are maintained.

Proposed Ansleigh Avenue Access:

- As per Highways initial comments it is requested that an engineering plan is submitted to confirm the proposed access width and visibility splays. In addition, swept path analysis should be provided to demonstrate that vehicles can safely access, manoeuvre within, and egress safely.

- To protect the visibility splays, it is requested that Traffic Regulation Orders (TROs) are implemented across the access point. As on-street parking does occur in this location, an appropriate TRO will be necessary to ensure the visibility and safety of the new arrangement are maintained.

- DROP-OFF / PICK-UP ARRANGEMENTS AND MONITORING:

As per Highways initial comments Highways request that a robust Drop-Off / Pick-Up Management Plan is in place at the school to ensure that peak times are managed appropriately and manage congestion / parking issues on the local highway network. It is requested that this is conditioned.

It is noted that a level of car sharing and school bus will be in place at the site. The TS and Travel Plan suggest that the school wants to ensure that the percentage of students arriving by car does not exceed 20% and staff does not exceed 33%.

The TS anticipates a total of 31 two-way trips in the AM and PM peak associated with total school vehicular trips. Therefore, in addition to the robust TP and robust school initiative a drop off and pick up strategy is required.

It is noted that a Park and Stride initiative will be introduced at the school. This is welcomed by Highways and it should be ensured that a suitable location is found which not result in parking in busy residential areas.

The development, submission, implementation and monitoring of a Drop-Off / Pick-Up Strategy should be included in the conditions of any planning consent.

CYCLE PARKING:

- Plan '2006/01 May 2026 Proposed Access Arrangements' indicates that 14 secure and sheltered cycle parking spaces will now be in place at the rear of the school. This provision is acceptable to Highways.

The cycle spaces can be accessed via the new access on Ansleigh Avenue

As per Highways initial comments it is noted that the Ansleigh Avenue will accommodate both vehicle (to a car park) and pedestrian access. It is understood that cycles can enter via a segregated pedestrian/cycle access and travel through the site via the car park to reach the cycle store, it should be ensured that appropriate management measures—such as the presence of a traffic marshal—are in place. This is required to ensure that no vehicle movements occur within this area when students are cycling or scooting on-site, thereby maintaining safety.

Highways also request that cycle parking demand be monitored through the School Travel Plan and that additional cycle parking be provided when required.

Many thanks,

[REDACTED]

[REDACTED]

Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

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Out of Office: Tuesday 29th May

Annual Leave: Wednesday 20th May – Monday 25th May

From: Steven Mccoombe [REDACTED]

Sent: 14 May 2026 08:49

To: [REDACTED]

Subject: 69 Crumpsall Lane - 143452/FO/2025

Hi [REDACTED]

Further to your response dated 5 March 2026 in relation to the above application, please find further information attached. I would be grateful for your further comments.

Thanks

Steve McCoombe
Senior Planner
Development Management
Planning Building Control and Licensing
Growth and Development Directorate
Manchester City Council

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Email: [REDACTED]

www.manchester.gov.uk

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