



Outlook

Re: DA24069 - 69 Crumpsall Lane - 143452/FO/2025

From [REDACTED]
Date Mon 18/05/26 10:17 AM
To Steven Mccoombe [REDACTED]

Hi Steve

The information within the acoustic assessment submitted is not what EH asked for.

We asked for NSE1 - to ensure noise breakout (such as music rooms etc) did not affect NSR
NSE6 - external equipment to be 5dB below background noise levels.

These have not been addressed.

Thanks
[REDACTED]

[REDACTED]
Environmental Protection Officer
Environmental Protection Section
Environmental Health
Neighbourhoods Directorate
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I ❤️ MCR

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From: Steven Mccoombe [REDACTED]
Sent: 14 May 2026 8:57 AM
To: [REDACTED]
Subject: Fw: DA24069 - 69 Crumpsall Lane - 143452/FO/2025

[REDACTED]

I would be grateful if you could let me know if you have any further comments in relation to the attached Noise Assessment for the above planning application.

Thanks

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

Tel: 0161 234 4607

Email: [REDACTED]
www.manchester.gov.uk

From: David Bitan [REDACTED]
Sent: 17 March 2026 1:32 PM
To: Steven Mccoombe [REDACTED]
Cc: Debtal | Planning [REDACTED]
Subject: RE: DA24069 - 69 Crumpsall Lane - 143452/FO/2025

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Hi Steve,

Thank you for your email.

I respond to the points raised as follows:

Biodiversity Net Gain

You have referenced Schedule 14 of the Environment Act and the ability for the LPA to recognise post-2020 habitat degradation. This legislation allows the LPA to have regard to degradation where appropriate; it does not require this to be applied in every case. Isn't the question whether, on the planning balance, it is reasonable and proportionate to apply a retrospective baseline in the specific circumstances of this site.

The following are a number of factors which weigh against applying a pre-2020 baseline:

- The site was acquired by the applicant through an arm's length transaction, with no involvement in any possible prior clearance
- Any changes to the site pre-date both the applicant's ownership and the introduction of mandatory BNG requirements
- There is no evidence of deliberate degradation to circumvent policy
- The proposals will deliver biodiversity enhancements over the current site condition within the operational constraints of a primary school use

Having regard to the above, would the existing site baseline not represent a reasonable and proportionate approach in this case?

Trees

Please find attached the Tree Survey. Updated drawings will clearly identify trees to be retained.

Drainage

The scheme can be delivered on a fully permeable basis with no increase in impermeable area. We are content for the detailed drainage design to be secured by condition and discharged prior to commencement.

Highways

We are coordinating with the transport consultant and will provide a consolidated response covering:

- Confirmation and source of travel survey data
- Robust trip generation and justification
- Trip distribution and any required junction assessment
- Detailed access design, including widths and visibility splays
- Swept path analysis for safe manoeuvring
- Compliance with parking standards (bay sizes and aisle widths)
- Revised cycle provision in line with guidance

Metrolink

We have reviewed the TfGM response and will:

- Amend the red line to reflect correct ownership and exclude any third-party / Metrolink land
- Update the layout accordingly (ensuring no encroachment for play area or fencing)

- Provide details in respect of boundary treatment, drainage and construction matters as required

Noise

The proposed use is a primary school, with external activity limited to daytime hours and term-time only. The site fronts a busy main road with other existing ambient noise sources, and in that context any additional impact is considered negligible. The Noise Assessment is reattached for ease of reference.

In any event, we are willing to incorporate acoustic boundary treatment if required, which can be secured by condition.

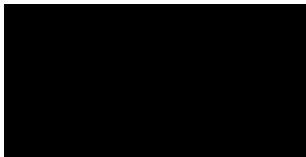
We will revert with the remaining technical information within the agreed period and look forward to hearing from you.

Best regards

David Bitan

Managing Director

DEBTAL | ARCHITECTURE



Address: 72 Bury New Road, Prestwich, Manchester, M25 0JU

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From: Steven Mccoombe [REDACTED]

Sent: 17 March 2026 12:54

To: David Bitan [REDACTED]

Subject: 69 Crumpsall Lane 143452/FO/2025

David

Change of use from care home (Class C2) to primary school (Class F1), with minor external alterations, associated parking, access, and play space.

Westwood Nursing Home

69 Crumpsall Lane

143452/FO/2025

With reference to the above planning application there are a number of concerns and further information requested as follows:

Biodiversity Net Gain

The site has been cleared of most of the trees and soft landscaping post January 2020. Whilst your ecologist has argued that since the site has changed ownership since the degradation has taken place, the new owners are not liable for the degradation, this is not the case. Regardless of previous ownership, within Schedule 14 of the Environment Act, which sets out the biodiversity gain condition for development, measures are included that allow planning authorities to recognise any habitat degradation since 30th January 2020 and to take the earlier habitat state as the baseline for the purposes of biodiversity net gain. In order to ascertain the habitats present and their condition on 30th January 2020, aerial imagery or data sets from that time could be used. Please can you re-submit the BNG metric with an amended baseline, which recognises the pre-degradation habitats.

Trees

Please provide a plan showing which trees are to be retained.

Drainage

Please can you confirm whether the proposed works will increase the impermeable area, either temporarily or permanently.

Highway Impact

The TS confirms that the existing Belz School is located in Salford. The school currently has 95 students enrolled and 40 members of staff with a maximum of 20 members of staff at the school at any given time. Details have been provided of the existing travel patterns of the students: 1/3 of students walk (c. 32 students) 1/3 of students travel via public transport and the school bus (c. 32 students) 1/3 car share (c. 32 students), Confirmation is requested whether the above is taken from a recent travel survey? Whilst it is acknowledged that the school operates in a sustainable manner, it is queried whether there will not be some level of car trips via a single pupil (and parent). Therefore, it is requested that more robust data is collected to evidence the very low proportion of car trips, as the resulting 32 total two-way peak trips is unusually low for a school of 120 pupils. Further, the submission states that 4 members of staff drive and the remaining staff use sustainable modes. As above it is requested that more robust data is collected to evidence the very low proportion of car trips for staff.

The TS confirms that the net impact of new vehicular traffic generated by the proposed development would be 34 additional two-way trips in the AM peak and 32 additional two-way trips in the PM peak. It is noted that this would result in 1 additional vehicle every 1 to 2 minutes during the AM & PM peak hours. The trip generation assessment demonstrates that the 30 vph threshold is triggered. Therefore, a trip distribution exercise should be undertaken and as a minimum it is recommended that the access junction is assessed. The distribution exercise will determine if any further junctions need to be modelled.

Plan 'DA24069.004. Proposed Landscaping' and the TS confirms that the two existing access points on Crumpsall Lane would be utilised to create a one-way access and egress to introduce a drop-off facility. Highways request that an engineering plan be submitted to confirm the proposed access and egress widths, demonstrate visibility splays, and identify appropriate signage. In addition, swept path analysis should be provided to demonstrate that vehicles can safely access, manoeuvre within, and exit the drop off area.

The car parking spaces should accord with MCC's standard minimum requirement. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6 metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces.

10 cycle spaces are proposed as part of the development. This level of provision falls below guidance which suggests a minimum of 1 per 10 students and 1 per 20 staff, which results in 14 spaces as a minimum. TfGM would suggest that as the development aims to have a high level of accessibility for active travel and public transport trips, this provision is increased further. Cycle storage should be secure, with CCTV, lighting and natural surveillance.

Metrolink

Please see the attachment comments of Metrolink for your response.

Noise

A play area is proposed right next door to residential properties which would cause noise and disturbance issues. Please provide details of how noise would be managed. Is an acoustic fence proposed for instance?

I would be grateful if you could respond to the above concerns within 21 days of the date of this e-mail.

Regards

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

Tel: 0161 234 4607

Email: [REDACTED]

www.manchester.gov.uk

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