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

From

Date Thu 21/05/26 10:26 AM

To Steven Mccoombe

Cc

ALERT This message originated outside of the Manchester City Council network. **BE CAUTIOUS** before clicking any links or opening any attachments. Please remember your Cyber Training and report anything suspicious.

Steven,

Application number: 143452/FO/2025

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

Location: Westwood Nursing Home, 69 Crumpsall Lane, Manchester, M8 5SR

Thank you for sharing the revised plans.

As discussed previously Metrolink operates in a deep cutting adjacent to the property and the cutting slope has a steep engineered slope and it is of paramount importance that the stability of this cutting slope is not adversely impacted by the works.

The stability of a cutting slope can be impacted by many things including not just obvious works and excavations but changes to the drainage, the removal of trees or damage to tree roots.

In view of the foregoing we would request that the following conditions are attached to any planning consent granted.

Conditions

1. Working safely near Metrolink

No development shall take place, including any works of demolition or tree works/removal, until a Metrolink specific Construction Management Plan (CMP), has been submitted to, and approved in writing by Manchester City Council (approval to be in consultation with Transport for Greater Manchester).

Reason: To ensure that the developer understands and complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system. Further details can be found via the Metrolink Website at; Working safely near Metrolink | Bee Network | Powered by TfGM

2. Earthworks Stability and Monitoring

No development shall take place until a monitoring regime for the cutting slope and Metrolink track has been agreed with Metrolink and the equipment installed to ensure that construction works do not adversely affect the Metrolink cutting slope stability which in turn could generate track movement.

Reason: To protect the integrity of Metrolink infrastructure and ensure that the development does not adversely affect the track alignment and therefore the operation of Metrolink, pursuant to policies

3. Boundary Treatment and Landscaping

No development shall take place until full details of any changes to the boundary treatment and landscaping adjacent to the Metrolink tramway have been submitted to, and approved in writing by, the Local Planning Authority (approval to be in consultation with Transport for Greater Manchester). Reason: To ensure that a safe and secure boundary treatment is installed on the boundary of the Metrolink and that invasive species are not introduced to Metrolink land.

4. Tree Protection

No development shall take place until an arboricultural impact assessment has been carried out and full details of the tree protection to the trees located within or whose roots extend into the Metrolink boundary have been submitted to, and approved in writing by, the Local Planning Authority (approval to be in consultation with Transport for Greater Manchester). Any trees that cannot be adequately protected will need to be considered for removal to prevent future damage to Metrolink infrastructure resulting from trees that may fail in future due to excessive root damage. The impact of any tree removal on the slope will also need to be considered/addressed.

Reason: To protect trees against root damage and to maintain the status quo with regards the stability of the cutting slope.

5. Drainage

No development shall take place, until the detailed design for the drainage of the development has been submitted to and approved in writing by Manchester City Council as Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

Reason:

To manage the risks associated with water run-off onto the Metrolink infrastructure and tramway pursuant to policies

6. Vehicle Incursion

No development shall take place until the scope and specification of vehicle incursion protection to be installed along the boundary of the development which is shared with Metrolink has been submitted to, and approved in writing by the Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

Reason:

1. To protect Metrolink infrastructure.
2. In the interests of safety.
3. To safeguard the amenities of the locality.

Regards

[Redacted Signature]

Approvals and Consents Manager
Metrolink
Transport for Greater Manchester

Mobile number [Redacted]

<https://beenetwork.com>

Please don't print this e-mail unless you really need to!

TfGM supports working flexibly. If I contact you outside your usual working hours then please reply when it's convenient for you.

From: Steven Mccoombe [Redacted]
Sent: 14 May 2026 08:59
To: [Redacted]
Subject: Fw: DA24069 - 69 Crumpsall Lane - 143452/FO/2025

Following your consultation comments (attached) please see amended plan for any comments.

Regards

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

Tel: 0161 234 4607

Email: steven.mccoombe@manchester.gov.uk
www.manchester.gov.uk

From: David Bitan [REDACTED]
Sent: 13 April 2026 7:31 PM
To: Steven Mccoombe [REDACTED]
Cc: Debtal | Planning [REDACTED]
Subject: RE: DA24069 - 69 Crumpsall Lane - 143452/FO/2025

ALERT This message originated outside of the Manchester City Council network. **BE CAUTIOUS** before clicking any links or opening any attachments. Please remember your Cyber Training and report anything suspicious.

Hi Steve,

I hope you're well and had a good Easter break.

I have arranged for the BNG assessment to be updated in line with your comments and will forward the revised report as soon as it is received.

I also attach an updated site layout and landscape plan following the Metrolink comments.

There was an error previously, which has now been corrected.

In the meantime, it would be helpful if you could confirm the current position of the application, including:

- Whether there are any further consultee responses requiring attention
- Whether any additional information is outstanding at this stage – besides BNG
- The position on neighbour consultation / any representations received (there do not appear to be any comments online at present)

I look forward to hearing from you.

Best regards

David Bitan
Managing Director

DEBTAL | ARCHITECTURE

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

This email and any attachments is confidential and intended solely for use by the individual to whom it is addressed. If you are not the intended recipient please notify the sender and delete this email and any attachments from your system. The recipient should check this email and any attachments for the presence of viruses. The sender accepts no liability for any loss or damage arising from this email or any attachments.

From: Steven Mccoombe [REDACTED]
Sent: 19 March 2026 08:48
To: David Bitan [REDACTED]
Cc: Debtal | Planning [REDACTED]
Subject: Re: DA24069 - 69 Crumpsall Lane - 143452/FO/2025

David

I have contacted GMEU and they request that the BNG be retrospectively assessed as previously advised. The statutory rules were in place when the landowner made the purchase and should have been aware that the previous owner had degraded the habitats and that there would be a requirement to consider them when the statutory Biodiversity Net Gain rules were applied.

Please can you submit an updated assessment.

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

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

ALERT This message originated outside of the Manchester City Council network. **BE CAUTIOUS** before clicking any links or opening any attachments. Please remember your Cyber Training and report anything suspicious.

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.

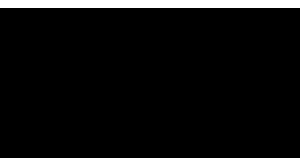
We will revert with the remaining technical information within the agreed period and look forward to hearing from you.

Best regards

David Bitan

Managing Director

DEBTAL | ARCHITECTURE



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

This email and any attachments is confidential and intended solely for use by the individual to whom it is addressed. If you are not the intended recipient please notify the sender and delete this email and any attachments from your system. The recipient should check this email and any attachments for the presence of viruses. The sender accepts no liability for any loss or damage arising from this email or any attachments.

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 

www.manchester.gov.uk

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error, please notify the sender, or dpo@manchester.gov.uk, and then permanently delete the email, attachments and all copies.

The full text of the Council's email disclaimer is available at: www.manchester.gov.uk/emaildisclaimer.

Your personal data is very important to us. Please refer to our privacy notice at: www.manchester.gov.uk/privacy for further information.

This footnote also confirms that this email message has been swept for the presence of computer viruses.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed.

If you have received this email in error, please notify the sender, or dpo@manchester.gov.uk, and then permanently delete the email, attachments and all copies.

The full text of the Council's email disclaimer is available at: www.manchester.gov.uk/emaildisclaimer.

Your personal data is very important to us. Please refer to our privacy notice at: www.manchester.gov.uk/privacy for further information.

This footnote also confirms that this email message has been swept for the presence of computer viruses.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed.

If you have received this email in error, please notify the sender, or dpo@manchester.gov.uk, and then permanently delete the email, attachments and all copies.

The full text of the Council's email disclaimer is available at: www.manchester.gov.uk/emaildisclaimer.

Your personal data is very important to us. Please refer to our privacy notice at: www.manchester.gov.uk/privacy for further information.

This footnote also confirms that this email message has been swept for the presence of computer viruses.

This email and any files transmitted with it are intended solely for the use of the individual or entity to whom they are addressed and may contain confidential and/or privileged information. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon this information by individuals or entities other than the intended recipient is prohibited. If you are not the intended recipient please notify the sender immediately and delete the email and any attachments. As a public body, Transport for Greater Manchester may be required to disclose this email or any response to it under the Freedom of Information Act 2000, unless the information in it is covered by one of the exemptions in the Act. This email has been scanned by anti-malware and anti-spam controls using Defender for Office 365.