PLANNING, DESIGN & ACCESS STATEMENT

Change of use from Class E to a tuition/education centre (Use Class F1(a))

62-64 Reddish Lane, Gorton, Manchester M18 7JL

July 2026

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1.0 Introduction

1.1 This Planning, Design and Access Statement has been prepared in support of a planning application for the change of use of the ground floor of 62–64 Reddish Lane, Gorton, Manchester (M18 7JL) from a Class E use to a small-scale tuition and education centre (Use Class F1(a)). The lower ground floor (cellar) is retained in its existing ancillary storage function and does not change use.

1.2 The proposed tuition centre will provide supplementary, out-of-school education at Key Stage 2 and Key Stage 3 level, covering Maths, English and other GCSE subjects, including languages. Two classroom spaces are provided, each accommodating up to 10 pupils, supervised by up to two members of staff, together with a reception/registration area, back office and staff welfare facilities. The centre will operate on weekday evenings (16:00–20:00) and at weekends (10:00–17:00), outside normal school hours, to supplement daytime school provision.

1.3 No external alterations are proposed to the building's elevations, shopfront or roof. The only physical works outside the existing building line are a small bin store and a secure cycle store, both located within the existing rear yard and not visible from Reddish Lane. The means of access to the building is unchanged from the existing lawful use.

1.4 A change of use from Class E to Class F1(a) does not benefit from permitted development rights under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), and full planning permission is therefore required. This statement should be read alongside the accompanying drawings prepared by JAAN Architects Ltd: drawing 62-64REDD001 (existing site plan, location plan, lower ground floor plan and ground floor plan, dated 12 March 2026) and drawing 62-64REDD002 (proposed site plan, location plan, lower ground floor plan and ground floor plan, dated 15 June 2026).

1.5 The remainder of this statement is structured in three further sections: Section 2 describes the site and its policy context; Section 3 analyses the proposal against the key material planning considerations, including the principle of development, design, residential amenity, highway safety, and cycle and pedestrian accessibility; and Section 4 sets out the overall conclusion that permission should be granted.

2.0 Site & Context

2.1 The application site comprises a mid-terrace, two-storey commercial building (ground floor plus lower ground floor/cellar) fronting Reddish Lane, within the Gorton area of east Manchester. The building was most recently in lawful use as an estate agents, falling within Use Class E, with the cellar used for ancillary storage. The site sits within a parade of similar commercial and retail premises that front directly onto Reddish Lane, giving this stretch of the road an active, mixed commercial character at ground floor level, with residential streets — including Bowling Road and Chatham Road — immediately to the rear and side.

2.2 The site is not located within a Conservation Area, is not a Listed Building, and there are no known heritage or other statutory designations that constrain the proposed change of use.

2.3 Reddish Lane is a busy, two-way distributor road connecting the Gorton and Reddish areas of east Manchester and north Stockport. The immediate surroundings include the Aspinall Methodist Church a short distance to the south, a Asda superstore with its own public car park directly on Reddish Lane, and a mix of local shops, services and residential dwellings typical of an established, well-used local parade. The area is well served by public transport, with numerous bus services running along Reddish Lane linking Gorton, Reddish, Belle Vue and Manchester city centre, and is within the wider catchment of Reddish North railway station.

3.0 Analysis

Principle of Development

3.1 The proposal involves the reuse of an existing, unaltered commercial building for a new commercial/community use, with no loss of housing, no external building works, and no intensification of the site's footprint. The change from one Use Class E activity (estate agents) to a small Use Class F1(a) tuition centre represents a like-for-like reoccupation of ground floor commercial space within an established parade, sustaining an active frontage on Reddish Lane rather than allowing the unit to fall vacant.

3.2 Ordinarily, a sequential, town centre first approach would apply to main town centre uses of this kind, directing them toward town centre locations ahead of edge-of-centre or out-of-centre sites. In this instance, however, the proposal simply involves the property switching from one established main town centre use (a former Estate Agents, Use Class E) to another (a tuition/education centre, Use Class F1(a)), within a highly accessible location amongst an existing cluster of retail and commercial premises fronting Reddish Lane. As the site is itself already part of an established commercial parade, rather than a new or edge/out-of-centre location, no sequential assessment is required in this case.

3.3 Supplementary education provision of this kind — covering core KS2/KS3 subjects including Maths, English and GCSE-level languages — delivers a clear community and educational benefit to the surrounding Gorton and Reddish neighbourhoods, consistent with the Core Strategy's support for a diverse range of uses that serve local communities and contribute to raising educational attainment and skills.

3.4 For these reasons, the principle of the proposed change of use is considered acceptable and accords with Policies SP1, C4 and DM1 of the Core Strategy, and with the NPPF's support for sustaining and enhancing existing centres through

the provision of a mix of main town centre uses, subject to the detailed considerations addressed below.

Design

3.5 No alterations are proposed to the external appearance of the building. The existing shopfront, elevations and roof are retained entirely unchanged, preserving the established character and appearance of the Reddish Lane parade and the wider street scene. The only physical works are a small bin store and a secure cycle store, both sited within the existing rear yard and screened from public view; neither is visible from Reddish Lane or from any neighbouring dwelling's principal outlook.

3.6 Internally, the works are limited to a modest reconfiguration to provide two classroom areas, a reception/registration area, and retained office and staff welfare space, with the lower ground floor cellar continuing in its existing ancillary storage role. Given the absence of any external change, the proposal has a neutral impact on the appearance of the building and the street scene.

3.7 The proposal therefore accords with Policy EN1 and Policy DM1 of the Core Strategy, which seek high quality design and a positive relationship with the surrounding character area, and with the NPPF's objective of achieving well-designed places.

Access

3.8 The means of access to the building is unchanged from the existing lawful use: the front entrance from Reddish Lane is retained as existing, with no alterations proposed to the doors, threshold or approach. The reception/registration area, positioned immediately inside the entrance, provides a clear and legible arrival point for pupils and accompanying parents or carers. Given the modest scale of the use — a maximum of 20 pupils and 2 staff across two classrooms — internal circulation is more than adequate, and no change to the pattern of access is required or proposed.

3.9 The proposal accordingly accords with Policy DM1 of the Core Strategy, which requires safe and inclusive access to be provided and maintained, and is consistent with the NPPF's guidance on inclusive and accessible development.

Residential Amenity

3.10 The nearest residential receptors are dwellings fronting Bowling Road and Chatham Road, to the rear and side of the site, together with any residential accommodation above this and neighbouring units on the parade. The scale of the proposed use is modest: two classrooms of up to 10 pupils each, supervised by up to two staff, giving a maximum occupancy in the order of 20–22 people at any one time — a lower level of activity than many of the retail and food/drink uses already found along Reddish Lane.

3.11 Critically, the proposed hours of operation — weekday evenings from 16:00 to 20:00 and weekends from 10:00 to 17:00 — fall outside the core weekday daytime period when the surrounding commercial parade and highway network are typically busiest, avoiding direct conflict with neighbouring business operating hours, and ending well before late evening. The tuition-centre model of fixed, timetabled sessions (rather than continuous walk-in trade) means that arrivals and departures will be concentrated into short, predictable windows rather than generating sustained activity throughout the day. No amplified sound, external plant, or commercial cooking is proposed — the break area/kitchen is for staff welfare only — so the proposal is not expected to generate noise, odour or light impacts beyond those already associated with the site's existing commercial use.

3.12 The proposal is considered to comply with Policy DM1 of the Core Strategy in respect of residential amenity, and with the NPPF's objective of ensuring a good standard of amenity for existing and future occupiers of land and buildings.

Highway Safety

3.13 Reddish Lane is a well-established, two-way distributor road linking the Gorton and Reddish areas, with continuous pedestrian footways on both sides of the carriageway and signalised/controlled crossing points in the vicinity. The application site occupies a highly accessible location directly on this frontage, close to the Asda Gorton superstore and within the established local parade of shops and services, and is well served by numerous bus routes running along Reddish Lane.

3.14 No dedicated on-site car parking is proposed or available, consistent with the site's existing lawful commercial use and its town-centre-edge, highly accessible location; this is considered appropriate and consistent with the Council's approach to sustainable, centrally-located sites. Where car-borne drop-off or collection does occur, capacity exists both on-street in the surrounding streets and, informally, within the large public car park at the adjacent Asda superstore on Reddish Lane, a very short distance from the site. Because the proposed hours of operation (evenings and weekends) fall largely outside weekday daytime retail peak periods, both on-street capacity and the Asda car park are expected to be materially less constrained at the times the tuition centre will be operating than during a typical weekday shopping peak, providing realistic and available capacity for the limited number of trips likely to be generated.

3.15 Trip generation associated with the proposal will in any event be low, given the small scale of the use (two classrooms of up to 10 pupils each) and the highly localised catchment described below, which is expected to result in the majority of pupils walking, cycling or being dropped off on foot rather than travelling by car. On this basis, the proposal is not expected to result in any severe residual impact on the safety or operation of the surrounding highway network, and is considered acceptable having regard to Policy T1 and Policy DM1 and the NPPF's test that development should only be prevented or refused on highway grounds where the residual cumulative impacts would be severe

Accessibility – Walking and Cycling

3.16 The tuition centre's catchment is expected to be highly localised, drawn primarily from two surrounding residential areas either side of the site: Gorton, to the west and south, and Reddish, to the east. Both areas lie within a comfortable walking distance of the site — broadly within a 15–20 minute walk — consistent with typical catchments for small-scale community and education uses of this kind. Reddish Lane benefits from continuous footways on both sides of the carriageway, together with crossing points in the vicinity of the site, providing a safe and direct walking route. Given the KS2/KS3 age range of pupils, many are likely to walk to and from sessions accompanied by a parent, carer or in small groups from the immediately surrounding streets.

3.17 A dedicated, secure cycle store is proposed within the rear yard, providing covered and secure parking for pupils' and staff bicycles. This removes one of the most common practical barriers to cycling — the absence of secure parking at the destination. Reddish Lane and the surrounding residential streets of Gorton and Reddish are relatively flat and provide direct, existing routes between the site and the surrounding catchment, placing the great majority of likely users well within comfortable cycling distance, particularly for weekend sessions when traffic volumes are typically lower.

3.18 The combination of a highly localised, walkable catchment, secure cycle parking, good bus accessibility, and evening/weekend operating hours materially reduces the likelihood of car-based trips and reinforces the sustainability of the site for this type of use, in accordance with Policy T1 and the NPPF's emphasis on prioritising sustainable and active travel modes.

4.0 Conclusion

4.1 This Planning, Design and Access Statement demonstrates that the proposed change of use of the ground floor of 62–64 Reddish Lane, Gorton from Class E to a small-scale tuition centre (Use Class F1(a)) is a modest, well-considered proposal that reoccupies an existing commercial unit without any external alterations to the building other than a small bin store and cycle store within the existing rear yard, and with the means of access retained entirely as existing.

4.2 The proposal delivers a valuable educational facility for KS2/KS3 pupils in Maths, English and other GCSE subjects, serving a highly localised catchment centred on Gorton and Reddish, at times — weekday evenings and weekends — that avoid conflict with neighbouring commercial and residential amenity. The site benefits from an accessible location on Reddish Lane, well served by bus routes, safe pedestrian footways, and nearby car parking at the nearby Asda superstore, while the provision of secure on-site cycle storage supports active travel. On this basis, the proposal is considered acceptable in highway safety, design, residential amenity and access terms, and to accord with the principle of development set out in Policies SP1, C4, T1, EN1 and DM1 of the Manchester Core Strategy, and with the NPPF. It is respectfully requested that permission be granted.