

Application Number	Date of Appln	Committee Date	Ward
143452/FO/2025	9 Feb 2026	27 August 2026	Crumpsall Ward

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

Location 69 Crumpsall Lane, Manchester, M8 5SR

Applicant Mr S. Eckstein, Binas Yisachar

Agent Mr David Bitan, Debtal Architecture Ltd

Background

This application was deferred at the Committee meeting held on 9 July 2026 to enable members of the Committee to undertake a site visit. This was on the grounds of understanding the impact of the development on the operation of the highway and amenity. Concerns were raised regarding the impact of the proposal on existing highway conditions, particularly in terms of congestion at peak times.

Following the site visit, the application was further considered at the meeting of Committee on 6 August. The Committee did not doubt the value of the scheme, but expressed concerns around the potential impacts, owing to the perceived likelihood of increased traffic arising from the proposal and maintained their concerns regarding the impact of the proposed development on the operation of the highway and Members resolve to defer the application, as they were minded to refuse the application due to those concerns.

In response to the issues raised, the applicant has provided further supporting information to address these concerns, the key points of which are summarised below.

The applicant has stressed that comprehensive transport evidence base has been provided to support the proposal, including a Transport Assessment, travel surveys of the existing school, a Travel Plan and some swept path analysis of the proposed access arrangements. These documents have been independently reviewed by the Council's Highways Authority who raise no objection to the proposal.

Key findings of the highways assessment are included within the report. As such, the net increase in traffic associated with the proposal would be limited and is not considered likely to give rise to any material impact on the operation or capacity of the surrounding highway network. The anticipated traffic generation falls below the Council's threshold for requiring a more detailed highway assessment and the submitted transport information was reviewed and accepted by the Highway Authority who are satisfied that the proposal would not result in unacceptable impacts on

highway safety, network capacity, or the efficient operation of the surrounding road network.

In addressing concerns regarding traffic generation, the applicant has highlighted that the transport assessment is based on observed travel patterns from the existing school rather than theoretical trip generation assumptions. As the proposal involves the relocation of the same pupils, staff and operator, the applicant considers the assessment to provide a robust and realistic representation of likely travel behaviour and the resulting traffic impacts associated with the development.

The applicant explains that private car use is significantly lower than at a typical school due to the unique characteristics of the school community, resulting in a much lower level of school related traffic than might ordinarily be expected. The applicant advocates that this helps explain the relatively low trip generation forecast.

Binas Yisachar serves the Belz Chasidic community. Within that community, women do not hold driving licences as a matter of religious observance relating to modesty. This is not a matter of individual choice or personal preference, but a consistent and established practice across the parent body. Consequently, levels of household car ownership are low, with a significant proportion of families not owning a car at all. The same travel characteristics are reflected amongst staff, approximately 60% of whom walk, cycle or use public transport.

The practical implications of this are considered significant. The principal source of school related traffic congestion nationally is typically generated by parental drop-off and pick-up journeys undertaken by car. In the case of Binas Yisachar, that pattern does not arise. It is not merely reduced or moderated, it is said to be virtually absent. This is reflected in the observed travel data submitted to the Council.

This serves to explain the travel patterns and associated data that has been presented to the Council. It is also noted that a comprehensive package of mitigation measures can be secured through planning conditions which would further alleviate concerns. These include conditions relating to the extension of the 20mph zone, the agreement of a Travel Plan, Traffic Regulation Orders and a Car Park and Drop Off/Pick up Management Plan.

The applicant has also responded to concerns about the school's catchment, advising that the replacement site is approximately 1.8km from the existing school and was specifically selected following consultation with the school community to ensure established travel patterns, particularly walking routes, would be maintained.

Pupil Catchment Plans have been submitted to provide a snapshot of likely travel patterns.

The evidence is based on the home postcodes of all 69 pupil households attending the existing school and demonstrates that the school's catchment is highly localised and this data can be extrapolated to include the proposed school.

All pupil households are located within approximately 2 kilometres of the proposed site, with 99% within 2km and all households within 2.04km. This is consistent with

recognised walking distances for primary school pupils and remains well below statutory home-to-school transport eligibility thresholds.

The analysis also shows that all pupil households are located within a single south-westerly corridor, falling within a 94-degree arc of the proposed site. Consequently, pupils do not approach the school from multiple directions but instead arrive from a concentrated and predictable catchment area encompassing Higher Broughton, Lower Broughton and part of Crumpsall. The applicant contends that this makes travel patterns easier to manage through the school's drop-off and pick-up arrangements.

The proposal represents the relocation of an existing school community rather than the creation of a new school or catchment area. The same pupils, staff and operator would transfer to the new site, meaning travel behaviour is expected to remain largely unchanged.

The applicant highlights that the existing school's travel survey recorded approximately half of pupils travelling by dedicated school bus, around one-third utilising walking, cycling or public transport and only a small proportion travelling by single-occupancy car. It is argued that the compact and localised catchment explains this sustainable travel profile and supports the conclusion that it can be maintained following relocation.

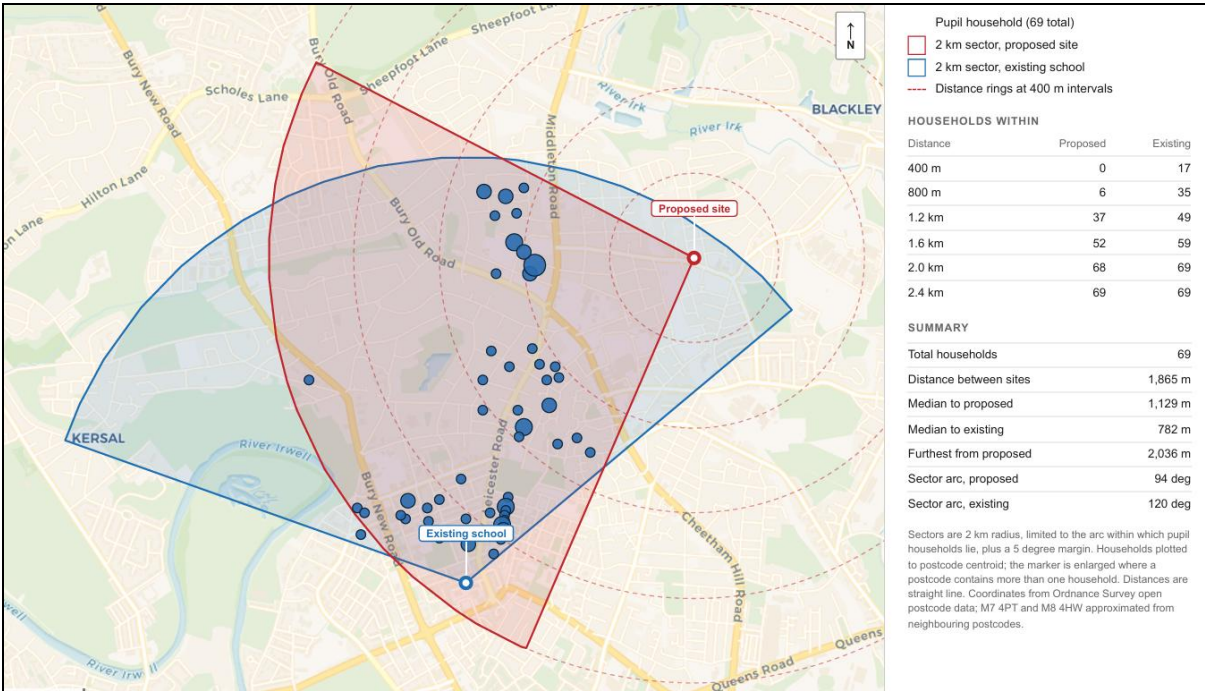
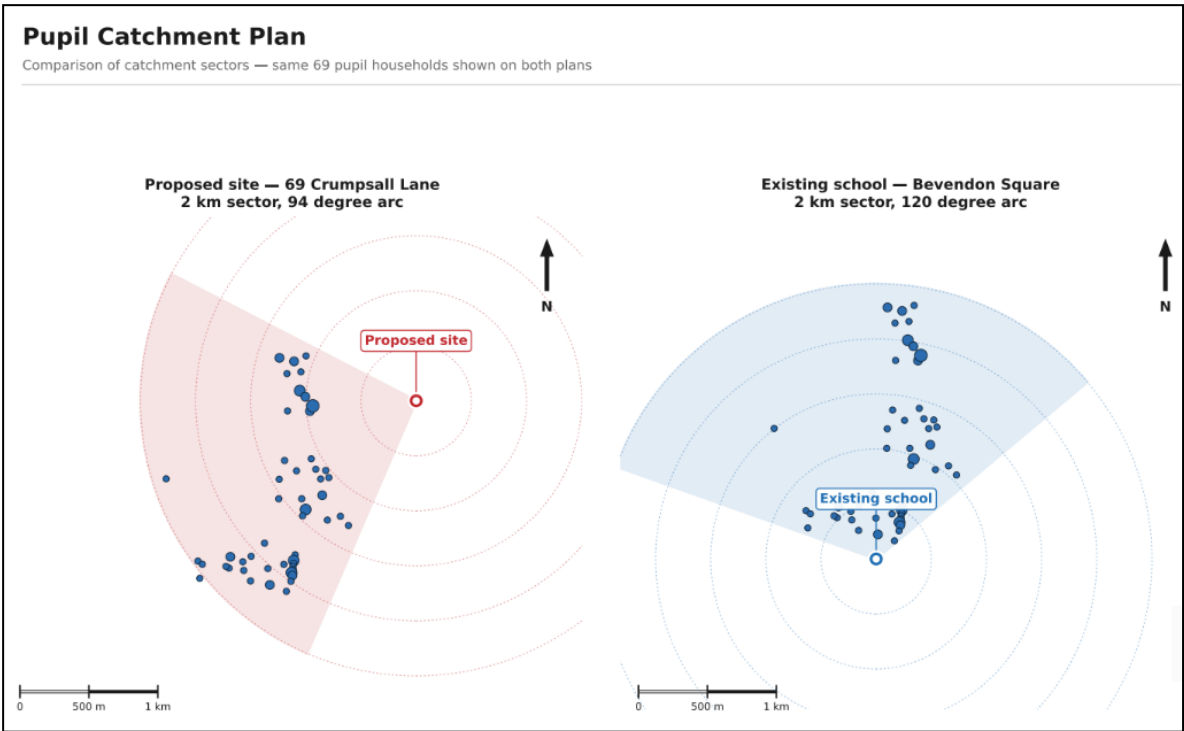
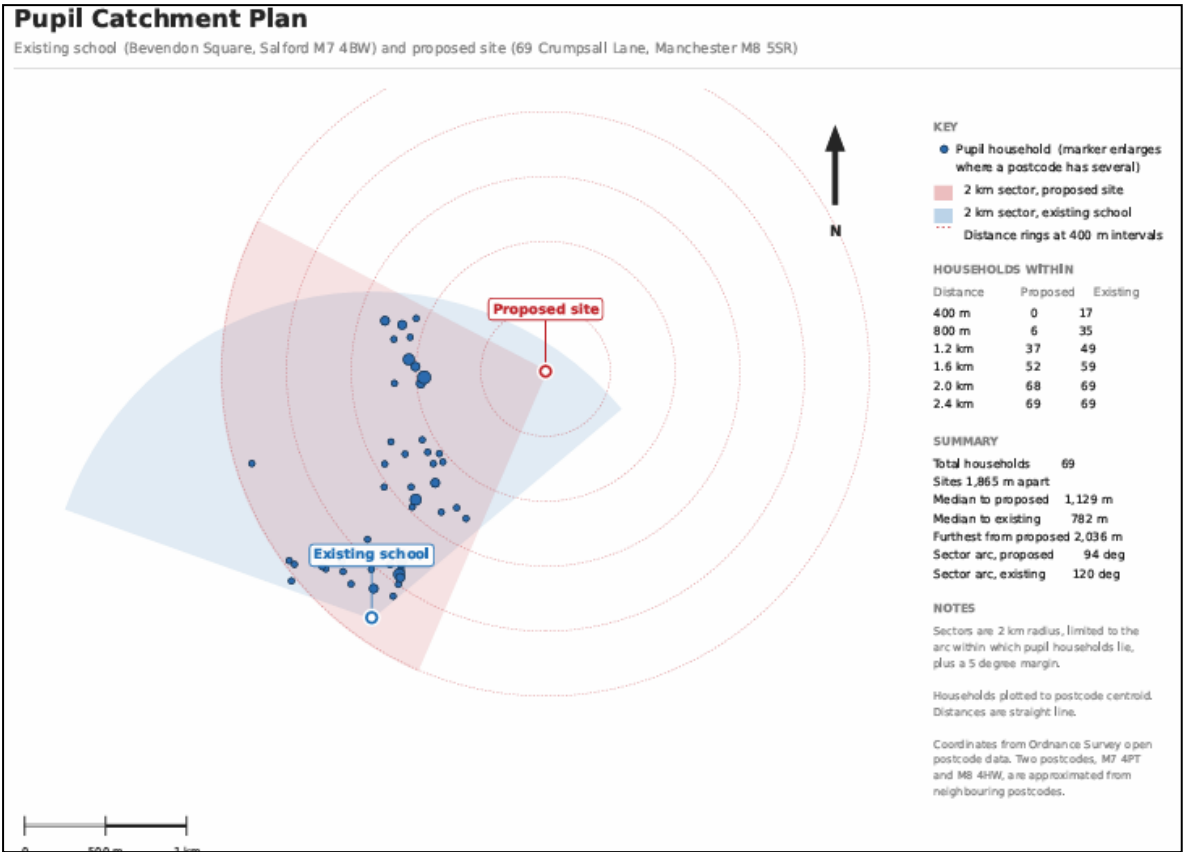


Diagram showing likely catchment area with blue arc showing the existing school catchment area and the red arc showing the proposed school catchment.



Diagrams showing likely catchment area with blue arc showing the existing school catchment area and the red arc showing the proposed school catchment.

In summary, it is maintained that forecast traffic generation falls below the threshold requiring detailed highway assessment and that the catchment evidence supports the conclusion that the development would not result in a severe residual cumulative

impact on the highway network. The evidence demonstrates that the relocation can be accommodated without giving rise to unacceptable highway or transportation impacts and that the proposed mitigation measures provide further safeguards to manage traffic, parking and road safety issues associated with the school's operation.

The applicant has also provided a letter from their security provider, a Home Office-accredited contractor with extensive experience at the applicant's existing school. This letter confirms that parental car use is exceptionally low, with most pupils walking or using organised school transport. Based on many years of daily on-site observation, it is stated that the provider has not experienced the congestion, queuing or parking issues typically associated with school arrivals and departures.

At the application site, it is proposed that security staff would maintain a permanent presence at the school entrances, control access to the staff car park, prevent unauthorised parking, keep access points clear, manage vehicle movements to avoid highway impacts and respond directly to any concerns from neighbouring residents. It is believed that these arrangements would provide active, real-time management of access and parking, ensuring effective oversight of site operations throughout the school day.

In response to the further information provided by the applicant, the Highways Authority maintain that the impact to the operation of the highway is not considered to be significant and that vehicular movements are unlikely to have a material impact on the operation of the local highway network, as discussed in more detail within the main body of the report. Following committee consideration, additional catchment plan information and supporting evidence have been submitted by the applicant. The information indicates that the existing pupil catchment is focused within approximately 2km of the proposed school site and that the school intends to continue operating an established school bus service. The supplementary information provides further context for the travel survey data previously submitted but does not materially alter the trip generation forecasts or the conclusions of the Transport Statement. Therefore, the position of the Highways Authority remains unchanged.

It must be noted that the school the subject of this application operates in a unique way with very specific circumstances which mean that the number of car journeys are reduced. As well as the recommended conditions relating to traffic management, an additional condition is recommended which would make the planning permission personal to the applicant. This would mean that the school could not change ownership and be run by a different operator. This would ensure tighter control over traffic management.

If despite the additional information and notwithstanding the conditions that would provide additional mitigation, Members are still of the opinion that permission should be refused, then the following reason for refusal has been provided for consideration. However, it is noted that the recommendation remains one of approval, subject to the additional condition:

'The proposed primary school, by reason of the scale and nature of the development and the associated increase in pupil, staff and visitor movements, would generate a significant increase in vehicular traffic, parking demand and on-street stopping at peak drop-off and pick-up periods. Inadequate provision has been made to accommodate these additional vehicle movements within the site or the surrounding highway network. As a result, the development would lead to increased congestion, parking stress, competition for limited on-street parking spaces and indiscriminate parking within the surrounding residential streets, to the detriment of highway safety and the living conditions of nearby residents. This in turn would have a harmful impact to residential amenity, contrary to policies DM1 and SP1 of the Manchester Core Strategy and National Planning Policy Framework'.

Executive Summary

The application seeks to change the use of the existing building from a vacant care home (Class C2) to an independent two-form entry primary school (Class F1), incorporating early years provision and associated facilities.

Following notification of the application, 200 representations have been received from neighbouring occupiers. 1 neutral response, 84 in support and 115 objecting to the proposal, along with concerns raised by all 3 Ward Members. The main concerns raised relate to increased traffic and parking pressures, potential noise associated with higher levels of activity and that the proposed use would be out of keeping with the character of the area.

The proposed school would support a private educational provider that is currently in its fifth year of operation. It follows a strict policy of limiting class sizes to a maximum of 20 pupils and specialises in educating children with special educational needs.

The proposal involves relocating only the primary provision from the existing Belz School, which is located approximately 1.8 km to the north in Salford. Initially, the new site would accommodate 60 pupils, with plans to expand to a maximum capacity of 120 pupils in the future.

Staffing levels are expected to be similar to those at the current school, which employs around 40 staff members. At any one time, no more than 20 staff would be present on site, with staff working across both locations as required.

Description

The application site is located at the corner of Crumpsall Lane and the residential cul-de-sac of Ansleigh Avenue and comprises a large three-storey (including roof space) Victorian semi-detached property, which has been significantly extended with both single and two-storey additions to the side and rear. Access to the building is provided via steps and an access ramp located along the side elevation. The site also includes parts of the front and rear garden areas of the adjoining semi-detached property at No. 67, which is under the same ownership as the application building.

There are two vehicular access points serving the properties from Crumpsall Lane.



Views of application property from Crumpsall Lane



View looking north along Ansleigh Avenue and the side elevation of application property

The site boundaries are defined by a low brick wall along the Middleton Road frontage, dilapidated timber panel fencing along Ansleigh Avenue and a brick wall to the rear adjoining No. 11 Ansleigh Avenue.

The building, which is presently vacant, is currently authorised for use as a 19-bedroom residential care home (Use Class C2) and benefits from an extant planning permission for conversion into 10 residential apartments.

Externally, the site includes areas of hardstanding and a communal lawned garden to the rear with perimeter planting.

The surrounding area is predominantly residential in character, consisting mainly of a mix of two and three-storey properties of various architectural styles.

A short distance to the east lies a small commercial parade and The Cleveland public house. To the west, there is a further small parade of local shops, including a standalone convenience store.

Directly opposite the site, on the other side of Crumpsall Lane, is Crumpsall Metrolink station.

The Proposal

Planning permission is sought for change of use from care home (Class C2) to primary school (Class F1), with minor external alterations, associated parking, access, and play space.

The proposal involves the conversion of the existing building at No.69 into a two-form entry primary school, incorporating early years provision and associated facilities,

with a total gross internal floor area of 652m². The ground floor would accommodate early years classrooms and dedicated play space, whilst general teaching classrooms and 1:1 support room would be provided on the upper floors. Staff accommodation, administrative offices, and WC facilities are distributed throughout the building. The use of the adjoining villa at No.67 is to be for ancillary school purposes and would be subject to a separate planning application.

The proposed school is to be operated by an established private educational provider specialising in supporting children with special educational needs, maintaining small class sizes of no more than 20 pupils with a strong emphasis on pastoral care.

Externally, a dedicated outdoor play area would be provided to the rear of the site which is understood to accord with Ofsted and Department for Education guidance.

Parking for staff and visitors is incorporated to the rear of 69 Crumpsall Lane with a drop-off and pick-up facility proposed to the existing front car park area, utilising the current in/out access arrangement from Crumpsall Lane. A dedicated playground area is to be located to the rear of No.67 which would retain a reduced private garden and would continue to provide residential parking, with both sites being managed cohesively.

Externally, 2 new access points are proposed involving a new door in place of a front window to the front elevation facing Crumpsall Lane and a new side entrance.

To the site perimeter, new 2.4-metre-high weldmesh fencing is proposed to enhance security.

Consultations

Local Residents/Occupiers

200 representations have been received from neighbouring occupiers. 1 neutral response, 84 in support and 115 objecting to the proposal. Principal comments are summarised below.

Support

- The proposal is supported as it would help reduce school overcrowding and ease pressure on existing schools.
- It is not considered that the school would lead to any substantial traffic problems or have an undue impact on the surrounding roads.
- Traffic and parking concerns do not reflect the experience of the existing school where staff walk or use public transport and few travel by car.
- The development is considered appropriate for the site and significant adverse impacts on highway safety, traffic or parking are not anticipated.

- The school is reported to have outgrown its existing premises and requires suitable long-term accommodation.
- The proposal is considered important in supporting the educational needs of the Orthodox Jewish community in North Manchester.
- Many families currently walk to school and that sustainable travel habits are well established. The school is said to actively encourage considerate parking and responsible behaviour by parents.
- It is considered that concerns relating to traffic, parking and noise are overstated and unlikely to materialise to the extent suggested.
- It is considered that any residual impacts to the operation of the highway can be appropriately managed through the recommended planning conditions.
- The proposal is viewed as delivering significant educational and community benefits.

Objections

- The narrow cul-de-sac of Ansleigh Avenue which adjoins the site experiences significant on-street parking pressure. Vehicles are frequently parked close to the junction and along the road, restricting visibility and narrowing access, including for waste collection vehicles.
- The proposed development is likely to result in overspill parking on surrounding streets and cause increased traffic and noise.
- The proposed school operating Monday-Friday 8:00-17:30 and weekends 9:00-13:00 would generate concentrated drop-off and pick-up periods, resulting in increased vehicle movements within a confined turning area, informal and short-term parking near the junction, the obstruction of driveways, compromised visibility splays, increased risk to pedestrians.
- The cul-de-sac of Ansleigh Avenue was not designed to accommodate this intensity of traffic generation. The proposal would materially exacerbate existing highway safety concerns.
- Neighbouring residential properties adjoin the proposed play area. Outdoor play noise on a daily basis, including weekends, would represent a substantial and ongoing intrusion to neighbouring homes and gardens.
- This is currently a quiet residential area. The introduction of an institutional use operating seven days per week represents a significant and harmful change to the character of the cul-de-sac and would have a harmful impact as a result of increased noise and disturbance.

- The application proposes a 2.4-metre-high mesh security fence along the street frontage. Such fencing would be visually intrusive, out of character and harmful to the street scene.
- The proposed hours of use including weekends are not typical of standard primary school operations and would further erode residents' quality of life.
- The proposal is a high intensity use which would be out of character with the area.
- With the increased traffic and vehicles idling while waiting to drop off or pick up children, the air quality will suffer which in turn would cause health issues.
- Existing bus stop locations are considered problematic due to their proximity to the junction.
- Concerns are raised that on-street parking associated with the school could inconvenience residents, obstruct driveways, restrict visibility and affect access for emergency vehicles.
- The proposal would result in potential impacts on residential amenity, including increased noise, litter, congestion, noise from the proposed playground and general disturbance.
- Concerns are raised that local residents have not been adequately consulted and that some residents only became aware of the application recently.
- It is considered that insufficient information has been provided regarding traffic impacts, parking provision, drop-off and pick-up arrangements, and the effect on neighbouring residential amenity.
- The need for a school is acknowledged, but this does not remove the requirement to fully assess the suitability of the site, including its impact on residents, highway safety, parking, access arrangements and traffic generation, particularly given the potential for increased transport demands arising from the relocation of a special educational needs school and the importance of maintaining safe access on surrounding roads, including routes used by emergency services.
- Concerns are raised regarding the timing of the Planning Committee site visit during the school holiday period.
- Existing parking and access problems on Ansleigh Avenue are highlighted, including difficulties for service vehicles such as refuse collection wagons.
- Concerns that surrounding roads already experience high levels of parking demand, double parking and congestion.

- Residents report difficulties parking near their properties and concerns regarding pedestrian safety due to parked vehicles and restricted visibility.
- Concerns are raised that relocating the school could increase traffic movements associated with parent drop-off and pick-up activity, taxis and private hire vehicles, minibuses and assisted transport, staff vehicles and deliveries.
- It is argued that assumptions regarding low levels of car ownership among families do not fully address wider transport impacts.
- There is concern that relocation from the existing site may increase journey distances for some pupils, potentially resulting in greater reliance on vehicle travel.
- Concerns are raised regarding the suitability of a busier and more congested location for some pupils with Special Educational Needs, particularly those who benefit from quieter and more predictable environments.
- There is already a primary school, Crumpsall Lane Primary School, located just a short distance away. In addition, Abraham Moss School is in close proximity, and the traffic levels on Crumpsall Lane are already significant due to these two schools. Furthermore, the nearby Cravenwood Primary School and St Anne's Primary School also contribute to the existing traffic congestion and pressure on Crumpsall Lane.

Local Ward Members

A response has been received from Cllr Ali on behalf of all 3 Ward Members (Councillors Ali, Riasat and Amin) who have been contacted by numerous local residents and have provided a summary of correspondence received in which concerns are raised about increased congestion and parking pressures on Crumpsall Lane, particularly during school drop-off and pick-up times. The site's location near the Metrolink link bridge and alongside an existing school is expected to exacerbate existing issues, with limited access arrangements allowing only one vehicle to enter and exit at a time considered likely to result in queuing and stationary traffic on the main road.

Residents also question the need for a new school in the area, noting that King David Primary is reportedly reducing its intake due to low demand for places. In addition, concerns are raised about the adequacy of on-site parking provision and uncertainty over whether sufficient play space would be provided.

Highway Services

The Transport Statement (TS) is based on a "hands up" travel survey of the existing school, which is accepted by Highways. The survey indicates a strong sustainable travel profile, with approximately half of pupils travelling by school bus, almost one third walking, cycling or using public transport, around 13% travelling by multi-occupancy car and only 5% by single-occupancy car. Staff travel patterns are

similarly sustainable, with around 60% walking, cycling or using public transport, and only a small number driving.

Trip generation has been calculated using survey data based on a maximum pupil roll of 120. Allowing for attendance at breakfast and after-school clubs, pupil travel is estimated to generate 22 two-way vehicle movements during both the AM and PM peak periods. Including staff travel (approximately 20 staff on site at any one time, with low levels of car use), the development is forecast to generate a total of 31 two-way vehicle movements in the AM peak and 36 in the PM peak. When assessed against the lawful use of the former school site, the net increase reduces to 29 two-way movements in the AM peak and 27 in the PM peak. These figures fall below the threshold that would necessitate a more detailed highway assessment and are considered acceptable.

It is acknowledged that, during the school drop-off and pick-up periods, which typically occur over approximately 20 minutes, the development could generate a minor increase additional vehicle movements per minute. However, given the site's location within an area that already experiences relatively high traffic volumes during peak periods, the forecast increase in traffic associated with the development is not considered significant. In the context of existing traffic levels, it is not expected to result in a material impact on the safety or operation of the local highway network.

In principle, the proposed access arrangements are considered acceptable, subject to additional detailed design. Swept path analysis has demonstrated that vehicles can safely access and manoeuvre within the site. However, further engineering details are required, particularly in relation to the Ansleigh Avenue access, including confirmation of access width, visibility splays and supporting swept path analysis.

To ensure highway safety, a number of mitigation measures and conditions are recommended. These include the relocation of the existing 20mph speed limit further west to encompass the site, alongside a review of Traffic Regulation Orders (TROs) in the vicinity. This should include the introduction of double yellow lines along the site frontage on Crumpsall Lane and parking restrictions near the access to protect visibility splays and prevent inappropriate drop-off and pick-up activity. Highways also require the submission and implementation of a robust Drop-Off / Pick-Up management strategy.

The provision of 14 secure, covered cycle parking spaces is considered acceptable. However, monitoring of demand through the School Travel Plan is required, with a mechanism to provide additional capacity if needed.

Given that Ansleigh Avenue will accommodate both vehicular and pedestrian/cycle access, appropriate on-site management measures (such as staff supervision) should be secured to ensure pedestrian and cyclist safety during peak periods.

Subject to the above measures and conditions, the impact to the operation of the highway is considered satisfactory.

Education

The proposed school would operate independently and would not contribute to the Council's statutory school place planning or basic need provision. There would be no intention for the Authority to commission or fund places at the school.

Environmental Health

Conditions are requested in relation to opening hours, servicing hours, acoustic insulation, external plant equipment, waste management, ground conditions and electric vehicle charging.

Flood Risk Management

Confirmation was requested as to whether the proposed works would increase the impermeable area, following which confirmation was provided that it would not.

Arboriculture

Many of the trees have been removed prior to the submitted tree survey.

Clarification is sought on what trees are to be retained.

The removal of tree annotated as T003 is supported as it has had low vigour for the past couple of years.

Greater Manchester Ecology Unit (GMEU)

A biodiversity net gain metric is required. Additional comments received are to be reported following submission of the metric.

Greater Manchester Police (Design for Security)

No concerns in principle. The perimeter security appears to be well thought and the proposed drop off arrangements should limit and traffic issues that could generate conflict. It is recommended that any new elements of the school building are to secure by design standards and a robust and comprehensive CCTV system covering the external spaces and entrances into the building, and a monitored intruder alarm with a response and panic facility should be incorporated.

Metrolink

In response to the submitted application, concerns were initially raised regarding the location plan and a potential encroachment onto Metrolink-owned land. However, as the location plan has since been revised and the site is entirely within the applicant's ownership, these concerns have been addressed and no objections are raised.

Policy

Local Development Framework

The Development Plan consists of:

- The Manchester Core Strategy (2012);
- Saved policies of the Unitary Development Plan for the City of Manchester (1995);
- Places for Everyone Joint Development Plan.

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principles) - refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) - states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy EC1 (Employment and Economic Growth in Manchester) - looks to ensure priorities for economic growth, the Council will support significant contributors to

economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy T1 (Accessible areas of opportunity and need) - The Council aims to control where development occurs to ensure it is well connected and supports the city's key economic areas, including the City Centre, universities, hospitals, and the airport. Developments should prioritise accessibility by walking, cycling, and public transport, helping residents easily reach jobs, services, and essential facilities, with a strong focus on access to major employment sites.

In highly accessible areas like the City Centre, car parking should be limited but sufficient to meet user needs. In other locations, developments should provide an appropriate level of parking based on their context.

Policy T2 (Accessible Areas of Opportunity and Need) - states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

Within the City Centre, development should provide a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities.

Policy EN8 (Adaptation to Climate Change) - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability;

- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways;

- The need to control overheating of buildings through passive design;

- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation;

- Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues state that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN16 (Air Quality) – states that 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. 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.

Policy EN17 (Water Quality) - states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN19 (Waste) - states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policy of the Unitary Development Plan is also considered relevant:

Policy DC26 (Development and 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. Consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Places for Everyone Greater Manchester Joint Development Plan

This plan was adopted on 21 March 2024, as such the Plan and its policies are 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. The relevant policy is set out below:

Policy JP-S1 (Sustainable Development) – This policy states that to help tackle climate change, development should aim to maximise its economic, social and

environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

Policy JP-P1 (Sustainable Places) - seeks to raise the quality of all places in a way that is sustainable in the long-term, to enhance the wellbeing for residents, as well as making Greater Manchester more attractive to potential visitors and investors.

The following key attributes that all development, wherever appropriate apply:

1. Distinctive, with a clear identity that:

A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;

B. Enables a clear understanding of how the place has developed; and

C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.

Policy JP-C5 (Education, Skills and Knowledge) - Significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted, including by:

1. Enabling the delivery of new and improved accessible facilities for all ages, such as early years, schools, further and higher education, and adult training to ensure our workforce is ready to benefit from new employment opportunities;

2. Ensuring the delivery of sufficient school places to respond to the demands from new housing, such as through:

a. Working with education providers to forecast likely changes in the demand for school places; and

b. Where appropriate, requiring housing developments to make a financial contribution to the provision of additional school places and/or set aside land for a new school, proportionate to the additional demand that they would generate;

3. Supporting the continued growth and success of the university sector.

Policy JP-C8: Transport Requirements of New Development - Requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

Policy JP-G7: Trees and Woodland – This policy states that the member authorities will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. This will be done through local planning and a number of associated activities, but in the case of

development as follows:

- Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and
- Protecting trees and woodland during the construction phase of development.

Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) - This policy states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. It states further than in relation to development, proposals would be expected to:

- a) Follow the mitigation hierarchy of: i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then ii. Adequately mitigating any harm to biodiversity, then iii. Adequately compensating for any remaining harm to biodiversity;
- b) Avoid fragmenting or severing connectivity between habitats;
- c) Achieve a measurable net gain in biodiversity of no less than 10%;
- d) Make appropriate provision for long-term management of habitats and geological features connected to the development;
- e) Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and
- f) Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

Other Material Considerations

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the city in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers.
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth.
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond.
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

National Planning Policy Framework (August 2026)

A revised National Planning Policy Framework (NPPF) was published on 17 August 2026 following a period of public consultation and has superseded the previous version. Given the timing of its publication, the application has been assessed against both the former and revised frameworks. Having undertaken this review, it is considered that the changes introduced by the revised NPPF do not materially affect the assessment or conclusions reached in relation to the proposed development.

The revised version fundamentally restructures national planning policy with a more rules based, pro-growth approach, replacing the previous paragraph based framework and the traditional tilted balance with a new presumption in favour of sustainable development. Key reforms include stronger support for housing delivery, particularly higher-density development near major public transport hubs, greater policy support for economic growth, infrastructure and rural productivity, stronger protection for pubs and other community facilities and continued robust protection of designated landscapes. The reforms are intended to make planning decisions faster, clearer and more predictable whilst accelerating housing and economic growth.

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG in this case are as follows:

Noise

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.

Air Quality

Guidance states that when air quality is considered relevant to a planning application, which includes when proposals:

- Give rise to potentially significant impact (such as dust) during construction for nearby sensitive locations;
- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield; or
- Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor quality.

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.

Issues

Principle

The proposed use of the site as an independent primary school within a residential area is considered acceptable in planning terms and accords with both national and development plan policy.

Educational facilities are widely recognised as forming an integral part of sustainable communities with the National Planning Policy Framework (NPPF) placing significant weight on the need to support the provision of community facilities, including schools, and encourages Local Planning Authorities to positively plan for such uses to meet identified needs.

The proposed introduction of a new primary school at this location is identified as contributing towards addressing a stated shortfall in specialist educational provision within the area, including facilities tailored to meet the needs of children with Special Educational Needs and Disabilities (SEND) within the Jewish community. As such, the development would make a positive contribution to the strengthening of local social infrastructure and the provision of inclusive, community focused education. The planning system does not seek to control or determine the allocation or commissioning of school places; these are matters which are addressed through separate statutory frameworks. The principle of a primary school use on the site however remains a material land use consideration. In this regard, the proposed development is considered to represent an appropriate and acceptable use within a residential setting, consistent with the established role of educational facilities as an integral part of sustainable and cohesive communities.

The proposed use is considered compatible with the surrounding residential context. Schools are typically located within residential neighbourhoods and are generally regarded as appropriate in principle, given their community focused role and the benefits of being accessible to the local population. The scale of the operation, including limited pupil numbers and controlled class sizes would ensure that the proposed use would remain proportionate and would not undermine the character or amenity of the surrounding area.

The proposed school in this case would provide an important educational facility catering for children, including those with special educational needs, thereby

addressing a growing demand for such provision in the area. It would also promote sustainable travel patterns by enabling pupils to attend a school within close proximity to where they live, reducing the need for longer distance journeys.

Given the modest scale of the proposed use, together with limited pupil numbers and staffing levels and subject to appropriate management measures such as, travel planning, hours of use and site management, any impacts on neighbouring residential amenity are considered less than significant and capable of being satisfactorily mitigated.

On balance, the proposal represents a sustainable form of development that supports community infrastructure, makes effective use of land, and is compatible with residential surroundings. As such, it is considered to comply with the overarching objectives of the development plan and national planning policy. Specific planning matters are outlined further below.

Site Layout

The application site is irregular in shape with the proposed layout modelled to enable the proposed use to function effectively.



Proposed site layout

To the rear of No. 69, a staff car park is proposed comprising five spaces, including one accessible bay, together with secure and covered cycle storage, accessed from

Ansleigh Avenue. The frontage between Nos. 67 and 69 would serve as a designated drop-off and pick-up area for pupils, making use of the two existing access points onto Crumpsall Lane.

At the rear of No. 67, most of the garden area is to be repurposed as outdoor play space, including a dedicated section specifically designed for early years provision. The existing semi-detached property would be retained as part of the development, with any future proposals for ancillary uses to be brought forward under a separate planning application. However, the lawful use of that property remains as residential. To the side of No. 69, the existing refuse storage area is to be retained in its current position, ensuring continuity of servicing arrangements.

Internally, the proposal involves the use of the ground floor for use as open plan early years provision, together with ancillary offices and WC provision. To the first floor, 5 separate classrooms areas are proposed, together with one-to-one space and further WCs, accessed via a central staircase.



Proposed internal layout

On balance, the proposed layout is considered to strike an appropriate balance between built form, landscaping, car parking, and the provision of amenity space. It represents an efficient use of the site and would realise its development potential without detracting from the character or appearance of the surrounding area. The proposal is therefore acceptable in design terms and compliant with relevant planning policies and guidance.

Design and Appearance

Minor external alterations to the exterior of the building are proposed, comprising the installation of a new entrance on the Crumpsall Lane frontage in place of an existing window, along with the addition of a new side entrance that would be largely concealed from public view.

These modifications are considered to be sympathetic to the design and character of the host building and given their limited scale and discreet nature, they are not

expected to result in any material harm to the building's appearance or to the wider visual amenity of the area.

Access

The proposed layout has been designed to ensure full compliance with the requirements of Part M of the Building Regulations, to ensure an inclusive and accessible environment for all prospective users.

Internally, the building has been designed to provide functional circulation space, with appropriately sized corridors and door openings that facilitate ease of movement.

The principal entrance is served by level and ramped access, to ensure a step-free approach.

Externally, provision has been made for a dedicated, fully accessible car parking space located immediately adjacent to the rear entrance. This arrangement ensures convenient access into the building.

The proposal demonstrates a commitment to inclusive design principles and accords with the relevant statutory requirements, supporting a high-quality and accessible built environment.

Residential Amenity

Given the site's previous use as a residential care home, along with the already busy nature of the surrounding area and existing background activity, including the nearby Metrolink line and stop, the proposed school at the scale envisaged is not expected to result in any significant or unacceptable impacts on the amenity of neighbouring occupiers in terms of noise, disturbance, or general activity.

Whilst it is acknowledged that the proposed development would generate a different level and pattern of activity compared to the authorised use of the site, primary schools are widely regarded as an appropriate, typical and compatible use within residential areas, as they form an essential part of local community infrastructure and support the day-to-day needs of families. Their location within neighbourhoods allows pupils to travel easily by walking or cycling, reducing reliance on cars and helping to limit wider traffic impacts. Whilst there can be localised increases in activity at certain times of the day, such as drop-off and pick-up periods, these are typically short in duration and can be effectively managed through appropriate design measures, including controlled access points, dedicated drop-off areas, and on-site parking where necessary. Operational hours would be controlled by an attached planning condition.

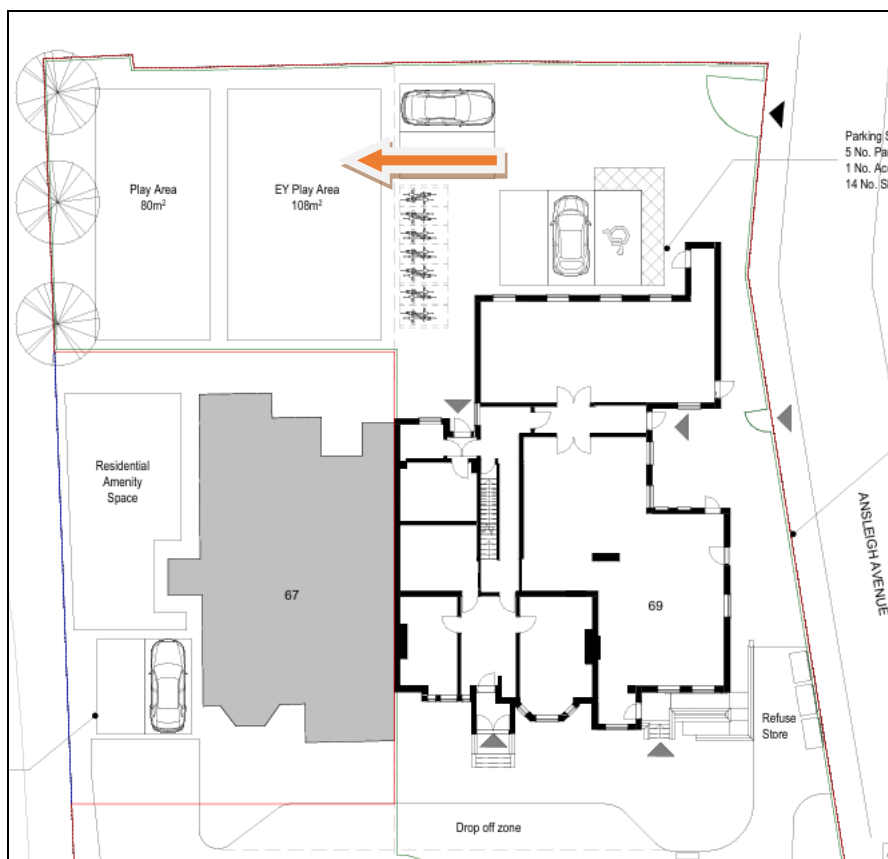
Primary schools typically operate during daytime hours and do not generate late-night noise or disturbance. The scale and nature of their use is considered compatible with a residential setting and outdoor activities, such as playtime, are a normal and reasonable aspect of community life. With appropriate mitigation measures in place, including acoustic treatment to boundary fencing, acoustic treatment of the building to prevent noise breakout, hours of operation, travel

planning and traffic management, any impacts can be satisfactorily minimised to ensure that residential amenity is not significantly undermined. Appropriate conditions are included, along with the inclusion of a further condition which would limit the use of the site to that of a school within Class F1 only.

Staff parking is proposed to the rear of the site, accessed via the cul-de-sac of Ansleigh Avenue, where vehicular movements are expected to be limited in nature and appropriately contained, given that only 5 parking spaces are proposed. Pupil drop-off and pick-up would be accommodated within a designated area to the site frontage, utilising an existing in-and-out access arrangement from Crumpsall Lane. The operation of these movements would be subject to a management plan secured through a planning condition.

It is acknowledged that there would be some increase in activity levels during drop-off and pick-up periods. However, such activity is characteristic of primary school operations and would be limited to relatively short periods at the beginning and end of the school day. As such, the associated impacts in terms of noise and disturbance are considered transient and typical within residential a setting.

The proposed outdoor play areas are located within the north-western section of the site, as indicated on the site layout plan below. The use of these areas would be managed and supervised, with pupil numbers controlled and playtimes staggered to minimise cumulative noise and activity levels affecting neighbouring rear gardens. In addition, mitigation is proposed in the form of an acoustic boundary fence, the detailed specification of which would be informed by a noise assessment secured via an attached planning condition.



Arrow indicates the proposed play areas



Aerial image of site with arrow indicating position of proposed play areas
(Extract: Google Maps)

Taking these factors into account, it is considered that the potential impacts arising from the operation of the school, including external play and peak-time movements, can be appropriately controlled and mitigated, ensuring that the amenity of neighbouring occupiers is not unacceptably compromised.

Highway Impact

The proposed development is supported by details that have been reviewed and accepted by Highways. The assessment is informed by a travel survey of the existing school from where the relocation is to take place to provide a reliable and site-specific basis for understanding travel behaviour, as well as an assessment of parking demand and highway safety.

The survey demonstrates that the existing school situated approximately 1.8km to the north already operates with a strong sustainable travel profile, with the majority of pupils travelling by dedicated school bus and a significant proportion walking, cycling or using public transport. Only a very small number of trips are made by single-occupancy vehicles, with staff travel patterns also showing a low reliance on private car use. This established pattern indicates that the development would not generate typical levels of school-related traffic and instead reflects a model which actively minimises car dependency, in accordance with Core Strategy Policy T2, which supports developments that prioritise sustainable transport modes and reduce the need to travel by private car.

Based on observed travel characteristics and a maximum pupil roll of 120, the anticipated level of traffic generated by the development is considered modest. Pupil movements, taking account of breakfast and after school provision are limited and when combined with staff trips, the overall number of vehicle movements during peak periods remains low.

Trip generation has been calculated using survey data based on a maximum pupil roll of 120. Allowing for attendance at breakfast and after-school clubs, pupil travel is estimated to generate 22 two-way vehicle movements during both the AM and PM peak periods. Including staff travel (approximately 20 staff on site at any one time, with low levels of car use), the development is forecast to generate a total of 31 two-way vehicle movements in the AM peak and 36 in the PM peak. When assessed against the lawful use of the former school site, the net increase reduces to 29 two-way movements in the AM peak and 27 in the PM peak. These figures fall below the threshold that would necessitate a more detailed highway assessment and are considered acceptable.

It is acknowledged that, during the school drop-off and pick-up periods, which typically occur over approximately 20 minutes, the development could generate a minor increase additional vehicle movements per minute. However, given the site's location within an area that already experiences relatively high traffic volumes during peak periods, the forecast increase in traffic associated with the development is not considered significant. In the context of existing traffic levels, it is not expected to result in a material impact on the safety or operation of the local highway network.

This level of activity would not result in a significantly material increase in traffic flows on the surrounding network, with any changes being limited in scale, short in duration and largely confined to school arrival and departure times. The proposal is therefore consistent with Core Strategy Policy T1, which seeks to ensure that development does not have an unacceptable impact on highway safety or significantly worsen traffic conditions.

In terms of access and layout, the proposed arrangements are considered acceptable in principle. Swept path analysis confirms that vehicles can safely enter, exit, and manoeuvre within the site from Crumpsall Lane. Whilst further detailed design is required for the Ansleigh Avenue access, including matters such as access width and visibility splays, these issues can be addressed through a planning condition and are anticipated as being acceptable.

The site is currently served by two access points on Crumpsall Lane, located approximately 32 m apart. The proposal would utilise these to establish a one-way internal drop-off system, with entry via No. 67 and exit via No. 69.

In addition, enhancements include the provision of a gated access at the frontage of No. 69 and a zebra crossing within the drop-off area to ensure safe and convenient pedestrian movement to and from the site.

A range of proportionate mitigation measures has been identified to support the ongoing safe and efficient operation of the highway network. These are in addition to

the double yellow lines recently installed at the Ansleigh Avenue/Crumpsall Lane junction, which are intended to discourage inconsiderate parking. These measures include amendments to the existing speed limit (20mph) to better reflect the presence of a school, a review of traffic regulations in the surrounding area, the provision of double yellow lines to discourage parking across the site frontage and vehicular access points and controls to protect visibility and discourage inappropriate stopping associated with drop-off and pick-up activity. A structured and managed approach to drop-off and pick-up in the form of a Traffic Management Plan would also be secured by way of attached planning conditions.



View of recently installed double yellow lines at the Ansleigh Avenue/Crumpsall Lane junction

The development is underpinned by a proactive sustainable transport strategy that aligns with both local and national policy objectives. A dedicated school bus service is to continue to accommodate the majority of pupils, significantly reducing reliance on private car travel. The site is highly accessible by public transport, being located on a main bus route and within close walking distance of a Metrolink stop opposite, providing strong connectivity. Active travel is further supported through the provision of secure cycle parking.

Given that one of the access points would serve both vehicular and pedestrian movements, appropriate on-site management measures, such as staff supervision during peak periods is to be implemented to ensure that movements are well controlled and that safety is maintained. Monitoring through a School Travel Plan would allow travel patterns to be reviewed over time, with the flexibility to introduce additional measures if required.

In summary, the proposed use is expected to generate a low level of vehicular traffic, supported by a strong culture of sustainable travel and a robust package of mitigation

and management measures. Any impacts on the local highway network would be limited, localised and capable of being effectively managed. The cumulative impact is not therefore considered to be significant and the proposal accords with relevant development plan policy. Subject to the recommended conditions, the impact to the operation of the highway is considered satisfactory.

Play Provision

External space is provided to the rear of No. 67 in the form of two adjacent play areas, comprising approximately 80sqm for the main school and 108sqm for the proposed early years provision. The arrangement allows for effective management of pupil activity, with use of the spaces to be staggered and timetabled across different year groups to ensure that all pupils benefit from a safe and functional outdoor environment without overcrowding.

In assessing the adequacy of this provision, it is important to recognise that there are no specific planning policy standards which prescribe a fixed amount of outdoor play space for schools. Instead, the requirement is that suitable outdoor space is provided to enable both physical education and informal play. This is not defined by strict numerical thresholds, but rather by whether the space is capable of meeting the needs of the intended number and age range of pupils in a safe and effective manner.

Ofsted who would assess the quality of provision does not apply a minimum space standard or specific square metre requirement per pupil. Rather, the adequacy of outdoor provision is considered in terms of its quality, accessibility, and contribution to pupils' behaviour, wellbeing, and personal development. In this respect, having regard to the modest size of the school and management over its usage, the proposed arrangement is anticipated to be appropriate.

Waste Management

The proposed bin store is positioned adjacent to the existing building and occupies the same location previously used by the former care home.

Based on the submitted information, the indicative waste management arrangements are considered acceptable. Adequate space is provided within the site curtilage to accommodate the required number of waste receptacles, including recycling facilities. Waste would be managed by an on-site management team and collected weekly from Crumpsall Lane.

Overall, the proposed arrangement is considered acceptable in principle.

Crime and Security

The proposed development would enhance site security by introducing natural surveillance, increased activity, improved boundary treatments, and a level of guardianship and site management that has not been present since the closure of the care home.

Crime prevention and community safety are integral to the school's proposed operational framework, with measures designed to safeguard pupils and staff. These include secure perimeter fencing and gated access, zoned areas with controlled entry points and intercom-operated doors, CCTV coverage at all principal access points and key internal circulation areas and external lighting. In addition, the site would benefit from active supervision during operational hours, alongside ongoing engagement with local Safer Neighbourhood policing teams and safeguarding agencies.

Collectively, these security measures would reduce opportunities for crime, reinforce a clear sense of ownership, and support the wellbeing of students, staff and visitors. Greater Manchester Police (Design for Security) have raised no objections in principle to the proposed change of use. It is considered that the perimeter security has been well considered and the proposed drop-off arrangements are expected to minimise traffic related conflict. GMP recommend the installation of a robust and comprehensive CCTV system covering external spaces and entrances, as well as a monitored intruder alarm system incorporating response and panic facilities. A suitable condition requiring verification of security measures to be installed is included.

Trees and Landscaping

The current site comprises areas of modified grass, hardstanding, scrub vegetation and scattered trees.

An Arboricultural Survey was undertaken by the applicant of all trees within influencing distance of the site. In total, sixteen individual trees and one group of trees (T004) were assessed. This follows the removal of what has been identified as 8 trees prior to the applicant's purchase of the site.

In addition to the trees already removed, one Category U tree, a Common Lime, has been identified as unsuitable for retention due to its poor physiological and structural condition, resulting from extensive decay at the base of its three stems.

To mitigate this loss, replacement tree planting is proposed within the site so far as possible, along off-site provision which will be required through biodiversity net gain. A planning condition is recommended requiring the submission of a detailed landscaping scheme, including replacement tree planting, which alongside biodiversity net gain, should demonstrate an overall net uplift in tree provision, as well as achieving a more coherent, attractive and structured landscaped setting. On this basis, and in light of the social benefits that the proposed scheme would generate, the impact to trees and landscaping is satisfactory.

Boundary Treatment

Concerns have been raised by some local residents regarding the proposed boundary treatment, specifically the introduction of 2.4-metre-high weld mesh fencing and its potential impact on the character of the street-scene.

The proposed fencing which would still involve the retention of the front boundary wall is considered an appropriate and necessary feature for a primary school within a residential area, given the fundamental requirement to ensure the safety and security of pupils and staff. This form of boundary treatment is commonly used across educational settings, as it provides a secure perimeter whilst maintaining visibility and allowing for natural surveillance, in line with good design and community safety principles.

The proposed fencing which would be erected all along the site perimeter is lightweight, colour coated green and visually permeable, reducing its prominence within the street scene when compared to solid or more obtrusive alternatives. This would ensure that the boundary does not appear overly dominant or incongruous within the residential context.



Image of proposed fencing

On balance, it is considered that the proposed fencing strikes an appropriate balance between functional requirements, pupil/staff safety and visual amenity and is not considered to result in any significant harm to the character or appearance of the area.

Ecology and Biodiversity Net Gain

The submitted ecological appraisal concludes that the site is not of significant ecological value and no significant residual impacts are anticipated that would preclude the proposed development. A planning condition is recommended to secure on-site ecological enhancement measures, such as the provision of bat and bird boxes.

In line with legislative requirements new development is also required to achieve 10% biodiversity net gain. The submitted metric which takes into account degradation of the site before the applicant's purchase of the site shows that there would be a loss of 0.93 habitat units (-59.07%) to be incurred on site, requiring at least 1.08 units to be compensated for to achieve a 10% net gain. These would be achieved through off site mitigation.

Given the characteristics of the site and the nature of the habitat proposed to be lost, it would not be possible to achieve biodiversity net gain on site if the site is to be developed as proposed. The off-site contribution is therefore considered acceptable in this instance and the statutory biodiversity net gain condition therefore applies. On this basis, the impact to ecology is considered satisfactory.

Air Quality

Having regard to the modest scale of the development and its operational characteristics, the proposed use is not expected to result in any material increase in traffic flows or associated vehicle emissions.

The majority of pupils are anticipated to travel to and from the site via sustainable modes, including school buses, walking, and public transport. This approach is reinforced through the implementation of a Travel Plan, which actively promotes sustainable travel choices and seeks to minimise reliance on private vehicles. In addition, staff are encouraged to adopt low-emission modes of transport, with measures in place to support cycling and other forms of active travel.

As a result, the overall transport related emissions associated with the development are expected to be low, and any impacts on local air quality would be limited and well within acceptable thresholds. The proposal therefore would not give rise to any significant deterioration in local air quality conditions. Any residual impacts can be mitigated and off-set through the imposition of a planning condition requiring the provision of electric vehicle charging infrastructure for staff.

Construction Management

To ensure construction/fit-out activities are properly managed and to minimise disruption to existing residents and key transport routes in this part of the city, a condition has been included requiring the submission and approval of a construction management plan. This plan must detail, among other things, working practices, hours of operation, dust control measures, parking arrangements for construction vehicles, and procedures for waste removal.

Conclusion

In conclusion, the proposed development for the use of the site as an independent primary school is considered acceptable. The proposal accords with national policy set out in the NPPF, which places significant weight on the delivery of community facilities, and aligns with the objectives of the development plan in supporting sustainable communities and meeting identified educational needs.

The proposal represents a proportionate and appropriate form of development within a residential area, with the scale, layout and design ensuring compatibility with the surrounding context and a typical form of development within a residential area.

Impacts on residential amenity are not considered to give rise to significant harm. Similarly, the proposal is supported by a transport strategy that promotes sustainable travel patterns and demonstrates that any highway impacts would be limited, short in duration, manageable and not detrimental to highway safety.

On balance, the development would deliver a valuable educational facility, including provision for children with special educational needs, contributing positively to local social infrastructure. It represents an efficient and sustainable use of the site, with any residual impacts capable of being appropriately mitigated.

Accordingly, the proposal complies with the relevant policies of the development plan and national planning policy, and there are no material considerations that would outweigh the benefits of the scheme.

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 approval of the application is proportionate to the wider benefits of approval 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.

Conditions to be attached to the decision

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:

Drawings referenced 003 (proposed GA plans and elevations), received by the City Council as Local Planning Authority on 15 July 2026 and drawings 001/2 (site location and block plan) and 004/4 (proposed landscaping), received by the City Council as Local Planning Authority on 16 June 2026.

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.

3) No above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4) Prior to the commencement of development/fit-out works, a construction management plan outlining working practices during development and demolition shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved plan.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

5) Notwithstanding details submitted, a comprehensive Travel Plan (to include details of park and stride arrangements) shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to the use hereby approved becoming operational. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;

- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.
- (5) Details of drop off and pick up arrangements for school pupils.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as Local Planning Authority for approval. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

- 6) The use hereby approved shall not become operational until the space and facilities for bicycle parking as shown on the approved drawings received by the City Council as Local Planning Authority on 16 June 2026 have been implemented. The approved space and facilities shall then be retained and permanently reserved for bicycle parking so long as the use is operational.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1, T2 and DM1 of the Manchester Core strategy and policy JP-C6 of the Places for Everyone joint development plan.

- 7) The staff car parking shown on the approved drawings to serve the development hereby permitted shall be laid out and made fully available for use prior to the development first becoming operational and shall be retained thereafter for their intended purpose. The car parking shall be for the sole use by occupiers of the development and for no other purpose.

Reason - To ensure satisfactory car parking arrangements and the interests of highway safety, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

- 8) The development hereby approved shall not be brought into use until a swept path analysis has been submitted to and approved in writing by the Local Planning Authority. The analysis shall demonstrate that satisfactory access to all vehicular access points can be achieved, including details of access widths and visibility splays, and that vehicles can safely enter, manoeuvre within, and exit the site. The development shall thereafter be carried out and retained in full accordance with the approved details.

Reason – in the interest of amenity and highway safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

- 9) Prior to the first use of the car parking spaces hereby approved, a scheme for electric vehicle charging, together with details of infrastructure to allow further future

EVC conversion shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the use hereby approved.

Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy and policies JP-C8 and JP-S5 of the Places for Everyone Joint Development Plan.

10) a) Prior to the development hereby approved becoming operational, 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. This shall include details of school bus drop off/pick up arrangements and traffic marshalling. The Traffic Management plan shall be implemented at all times thereafter.

b) The results of the monitoring and review processes shall be submitted in writing to the City Council as 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 and highway safety, pursuant to policies DM1, SP1 and T2 of the Manchester Core Strategy.

11) Prior to the development hereby approved becoming operational, details of a Car Park Management Plan shall be submitted to and approved in writing by the City Council as Local Planning Authority. This shall include details of the allocation of car parking spaces. The Car Park Management Plan shall then be implemented at all times thereafter.

Reason - To ensure satisfactory arrangement for staff car parking, pursuant to policies DM1, SP1 and T2 of the Manchester Core Strategy.

12) (a) Prior to the use hereby commencing, a scheme of highway works shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the following:

The introduction of a Traffic Regulation Order (TRO), including double yellow lines along the site frontage, to prevent drop-off and pick-up activities on Crumpsall Lane. Double yellow lines should also be applied at all vehicular access points to ensure parking does not obstruct access.

-A review of existing Traffic Regulation Orders in the vicinity of the application site, taking into account any identified issues.

-The extension of the existing 20mph speed limit along Crumpsall Lane to incorporate the school site, improving safety for both pupils and staff.

-The installation of a dropped kerb and tactile paving adjacent to the new vehicular access serving the staff car park.

(b) Within 12 months of the use hereby approved commencing, a verification report, which will include photographic evidence and highway approval/completion notices (where relevant) shall be implemented as part of the development and be in place prior to the first occupation of the development and thereafter retained and maintained.

(c) In the event of non-conformity, where the highway works have not been carried out, or have not been implemented in accordance with the details approved under part (a), then the City Council as Local Planning Authority shall notify the Applicant in writing of any measures/changes required to achieve conformity. These measures shall then be implemented within three months of the written notice being received, or within an alternative timescale as agreed between the Applicant and the Council. The process of setting out any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy and policies JP-C4 and JP-C6 of the Places for Everyone Joint Development Plan.

13) The use hereby approved shall not be operational outside the following hours:-

08:00 to 18.00 hrs Monday to Thursday
08.00 to 13.00 hrs on Fridays and Sundays
At no time on Saturdays

Reason - To safeguard residential amenity, 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.

14) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 - 20.00 hrs Monday to Saturday;
At no time on Sundays and Bank Holidays.

Reason - To safeguard the amenities of nearby residential occupiers, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and Policies DM1 and SP1 of the Manchester Core Strategy.

15) a) If any external lighting is to be installed, prior to the first occupation of the approved development, the external lighting shall be designed and installed in accordance with a scheme submitted to and approved in writing by the City Council as Local Planning Authority so as to control glare and overspill onto nearby residential properties. All exterior lighting shall be capped at the horizontal with no upward light spill.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone joint development plan.

16) Prior to the development hereby approved becoming operational, a Management Plan for the use of the playground area/external amenity space shall be submitted to and approved in writing by the City Council, acting as Local Planning Authority. The Plan shall include details of the hours of use and the procedures for reporting and resolving any complaints received. The development shall thereafter operate only in accordance with the approved Management Plan, which shall be maintained for the lifetime of the development.

Reason - In the interest of residential amenity, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

17) 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).

18) Notwithstanding the submitted noise impact assessment:

a) Prior to the commencement of above ground works, the building comprising the development shall be acoustically insulated and treated to limit the breakout of noise

in accordance with a noise study of the buildings and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall be implemented in full before the buildings are occupied.

b) Prior to first occupation of the development hereby approved, a verification report shall be submitted to validate that the work undertaken throughout the development conforms to the recommendations and requirements approved as part a) of this condition. The validation report shall also undertake post completion testing to confirm that the internal noise criteria have been met.

c) In the event of any non-conformity with the approved acoustic insulation scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first occupation of the development.

Reason -To safeguard the amenity of nearby occupiers, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester, policy DM1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

19) a) The development hereby approved shall not become operational until a noise impact assessment relating to the use of the rear playground areas, together with a scheme of any identified acoustic mitigation such as the use of acoustic fencing, has been submitted to and approved in writing by the City Council, acting as Local Planning Authority. The approved scheme shall be implemented in full prior to the first use of the development

b) Prior to first occupation of the development hereby approved, a verification report shall be submitted to validate that the work undertaken throughout the development conforms to the recommendations and requirements approved as part a) of this condition. The validation report shall also undertake post completion testing to confirm that the internal noise criteria have been met.

c) In the event of any non-conformity with the approved acoustic insulation scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first occupation of the development.

20) Notwithstanding details submitted, the development hereby approved shall not become operational until a more detailed scheme for the storage (including segregated waste recycling) and disposal of refuse, has been submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

21) 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 Manchester Core Strategy.

22) Prior to first operation of the use hereby approved, details of measures to improve on-site security and to reduce the risk of crime shall be submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall include CCTV coverage and details relating to improvements that can be incorporated into the development to enhance security. The use shall only be implemented in accordance with the agreed details.

Reason - To reduce the risk of crime, pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy for Manchester and to reflect the guidance contained in the National Planning Policy Framework.

23) No works to trees or shrubs shall occur between the 1st of March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy and policy JP-G7 of the Places for Everyone Joint Development Plan Document.

24) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction).

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and

shall be planted at such time, as may be specified in writing by the City Council as Local Planning Authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the City Council as Local Planning Authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy and policy JP-G7 of the Places for Everyone Joint Development Plan.

25) Notwithstanding details submitted, no above ground development shall commence until a hard and soft landscaping treatment scheme, including a scheme of replacement tree planting, has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy and policies JP-S1, JP-P1 and JP-H3 of the Places for Everyone Joint Development Plan.

26) Notwithstanding details submitted, the use hereby approved shall not become operational until there has been submitted to and approved in writing by the City Council as Local Planning Authority, a plan indicating the positions, design, materials and type of boundary treatment to be erected. This shall include details of fencing to all boundaries, any acoustic fencing and details of the fencing to separate No.67 from the remainder of the application site. The boundary treatment shall be completed prior to the use becoming operational and the development shall be carried out in accordance with the approved details which shall thereafter be retained.

Reason - In the interests of security and to ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

27) Prior to first occupation of the development hereby approved and in addition to statutory biodiversity net gain requirements, a scheme for the enhancement of the site for ecological purposes shall be submitted to and agreed in writing by the City

Council as Local Planning Authority. Details should include bat and bird boxes. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason - Pursuant to biodiversity enhancement of the site, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework and policy JP-G8 of the Places for Everyone Joint Development Plan.

28) The maximum number of pupils present at any one time within the school hereby approved shall be 120.

Reason - To safeguard residential amenity with regard to traffic generation, noise and disturbance, pursuant to policies DM1, SP1 and T2 of the Manchester Core Strategy.

29) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the only uses permitted within Class F1 are for training and education purposes only. The floorspace hereby approved shall not be used for any other purpose within Class F1 as set out within the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of F1.

Reason -In the interests of amenity, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

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: 143452/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
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Heritage & Urban Design
Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Ecology Unit

Relevant Contact Officer : Steven McCoombe
Telephone number : 0161 234 4607
Email : steven.mccoombe@manchester.gov.uk

