

Planning

Growth & Development

Delegated officer report for planning application

Application no. 129891/FO/2021
Date registered valid: 30 March 2021
Proposal: Extension and refurbishment of existing residential care facility with landscaping, parking, access and associated infrastructure
Address: The Peele, 15A Walney Road, Manchester, M22 9TP
Ward(s): Sharston Ward

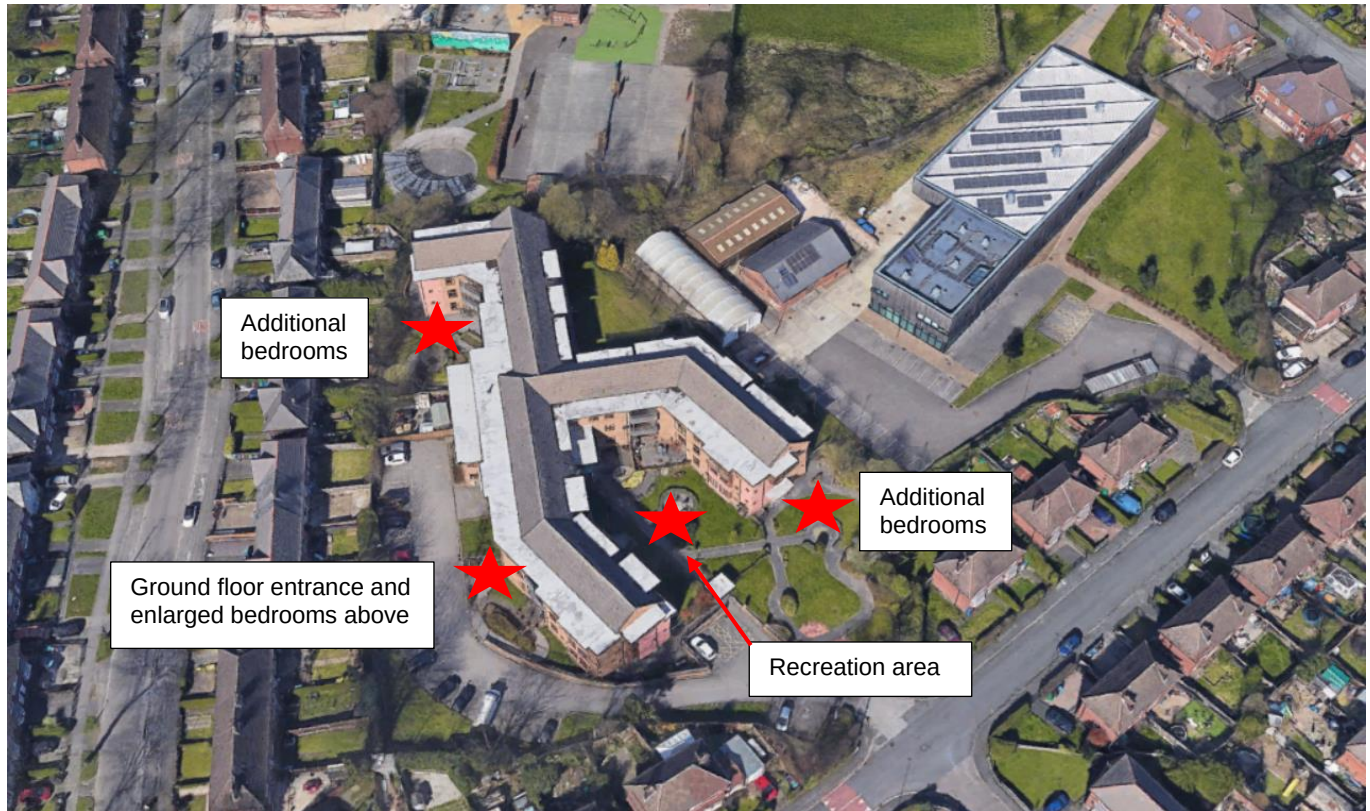
Applicant: Hasigyn Limited, Bollin House, Manchester
Agent (if any): Mr Matthew Dixon, Dixon Planning Limited, Garden Place, Victoria Street, Altrincham, WA14 1ET
Case officer: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk
Recommendation: Approve
Date of recommendation: 23/11/21

Application details

Type of application: Full Application Consent
Development type: Smallscale Major Dwellings
Standard consultations:
Printed: 8 April 2021 Expired: 29 April 2021
Neighbour notifications
Printed: 8 April 2021 Expired: 29 April 2021
Site notice
Posted: 15 April 2021 Expired: 6 May 2021
Press advert
Published: 13 April 2021 Expired: 4 May 2021
Departure from Development Plan: No
Environmental Statement: Not required

Description of site/building

The Peele Care Home is a three storey building located on Walney Road, Benchill. It consists of three wings with three floors per wing, housing 108 bedrooms with en-suite bathrooms and caters for people of all ages with dementia. The care home is surrounded to the south and west by existing post war housing; to the northeast by the Manchester College Campus and to the north by the SS John Fischer and Thomas More Catholic Primary School.



Listed building: no
Conservation area: no
Tree Preservation Order: no

Description of development

The applicant is proposing the following:

- 2 x three storey extension to provide a total of 24 additional bedrooms. It should be noted that the actual net increase of bedrooms in the care home will only be 9 due to the internal reconfigurations being undertaken to improve facilities for the residents.
- 1 x three storey extension to provide a covered entrance with enlarged bedrooms above
- 1 x three storey extension to provide communal facilities and a glass covered recreation area
- Associated landscaping works, including children's play area for visiting grandchildren.

Consultations & Notification Responses

Local Residents – No comments received.

United Utilities Water PLC – Suggests the imposition of a number of drainage conditions.

Supported Housing Monitoring Group – The proposal was supported at the Supported Needs Monitoring Group. Ward councillors were also consulted and no objections were raised for this application.

Highway Services – Have made the following comments:

- The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus and tram.
- It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns. The retained vehicle access arrangements are acceptable to Highways.
- The parking accumulation study provided indicates that the existing car park provision (26 spaces of which four are disabled) is sufficient to meet any new demand. This is supported by Highways provided that the provision of a full travel plan is conditioned as part of any approval.
- A new secure cycle store is proposed to accommodate 6 bikes which is acceptable from a highway perspective.
- A new drop-off loop (for cars and ambulances) and sheltered pedestrian access point is being provided and the swept path submission verifies that the necessary vehicle manoeuvres can be undertaken. The existing entrance, ambulance pick-up and turning point is to be retained to ensure that the emergency transportation of patients into or out of the facility can be done with discretion and dignity and this is supported by Highways.
- The existing waste storage area and collection arrangements are being retained which is acceptable from a highway perspective.
- Should the planning application be approved it is recommended that the submission of a Demolition and Construction Management Plan be conditioned
- The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams.

Environmental Health – Suggests a number of conditions designed to protect existing levels of residential amenity.

Greater Manchester Police – Requested that the application be accompanied by a Crime Impact Assessment.

Policies

The National Planning Policy Framework (NPPF) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Core Strategy Development Plan Document – 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 been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – This states that the key spatial principles which will guide the strategic development of Manchester to 2027 are:

- The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.
- The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.
- Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas.
- The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.
- The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved.
- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.

Core Development Principles, Development in all parts of the City should:-

- Make a positive contribution to neighbourhoods of choice including:-
 - i) Creating well designed places that enhance or create character.
 - ii) Making a positive contribution to the health, safety and wellbeing of residents
 - iii) Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - iv) Protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques

Issues

Principle of the Proposal – The improvement of facilities at the care home and the provision of additional bedrooms is welcomed. Notwithstanding the impact on existing levels of visual and residential amenity must be assessed, along with any impact on the levels of pedestrian and highway safety enjoyed on the surrounding highway network.

Design – The proposed extensions and associated elevational alterations would mirror the design of the existing care home. The glazed structure to be erected within the courtyard will complement the existing building and provide an enclosed feature which will allow residents to enjoy a feeling of being outside whilst also being protected from the elements. Overall, the design of the proposal is considered acceptable.

Siting – The siting of the various extensions is considered acceptable as they would not result in overshadowing or lead to a reduction in level of privacy enjoyed by the residents of the adjoining dwellinghouses.

Residential Amenity – The extensions and associated works would not lead to the overshadowing or the overlooking of the adjoining dwellinghouses. Notwithstanding this, on the advice of Environmental Health, a number of conditions designed to protect this amenity (e.g. acoustic insulation, waste management) would be attached to any approval granted.

It is not considered that the proposed extensions, associated elevational alterations and refurbishment works would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of the adjoining dwellinghouses.

Visual Amenity – Given the design and siting of the proposal, it is not considered that it would have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site.

Car Parking – The level of car parking provision remains acceptable.

Pedestrian and Highway Safety – It is not considered that the proposal would lead to a large increase in traffic movements to and from the site. As such, it is not considered that the development would have a detrimental impact upon the levels of pedestrian and highway safety enjoyed on the surrounding highway network. This has been recognised by Highway Services.

Landscaping – The proposed landscaping has primarily been designed to both stimulate and relax the residents and also to allow visitors and residents to interact in a safe and secure environment. The key features are listed below:

- 1 Garden of remembrance - A space for remembrance and reflection for the staff and visitors
- 2 Fairy garden - To encourage conversation and storytelling
- 3 Social area with dining tables and seating - Allows for alfresco dining and socialising
- 4 Washing line and basket - A therapeutic repetitive activity for dementia patients
- 5 Circular routes - Secure circular routes through the garden with different sensory experiences
- 6 Bus shelter, telephone box and post box - A nostalgic reference and also a soothing activity for residents
- 7 Accessible raised beds - To be planted and cared for by residents giving them a sense of responsibility
- 8 Train station experience - To promote memory through nostalgic and shared experiences
- 9 Secure play space - For visiting family and friends to engage in activities together with the residents

Overall, the landscaping scheme is considered acceptable.

Trees – Of the 33 individual trees on the site six would need to be felled to facilitate the development, none are above the category C in terms of their health and predicted longevity. Of the six group of trees within the site one would need to be removed to facilitate the proposal, again it is no higher than a category C group. The loss of these trees is considered acceptable.

Nine replacement trees are to be planted, mostly along the northern boundary with the school. It is considered that these, along with the comprehensive planting/landscaping referred to above would adequately compensate for the loss of the existing trees.

Waste Management – The submitted Waste Management Plan is considered acceptable and as requested by Environmental Health its implementation would be the subject of a condition.

Security – Given the nature of the accommodation proposed, the security of the residents and staff is already managed to a high standard. A condition has been added to ensure that the scheme will be secured by design.

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 a right to a fair hearing and to this end the local planning authority 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 recommendation given is proportionate to the wider benefits of 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 in a positive and proactive manner to resolve any matters arising in relation to dealing with the planning application.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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:

- a) Location plan, stamped as received on 30 March 2021
- b) A101 rev D and 102 rev A, stamped as received on 30 March 2021
- c) A201 rev A to A213 rev A, stamped as received on 30 March 2021
- d) A301 rev A, stamped as received on 30 March 2021
- e) A401 rev A, stamped as received on 30 March 2021
- f) Landscape Design Strategy and landscaping scheme drawing 02 rev B, stamped as received on 30 March 2021

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) Above-ground construction works shall not commence until samples and specifications of all materials, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those 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) The development hereby approved shall not be occupied until a detailed Travel Plan has been submitted to and approved by the City Council as local planning authority. The detailed Travel Plan shall be developed in accordance with the Interim Travel Plan (Transport Statement, prepared by SK transport Planning Ltd), stamped as received on 30 March 2021 and implemented in accordance with an agreed timeframe.

Reason - To encourage the use of transport other than single occupancy of a car in accordance with the principles of sustainable transport, pursuant to the provisions contained policy SP1 in the Manchester Core Strategy.

5) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 30 March 2021 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

6) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

b) Prior to operational phase of the development hereby approved, confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy.

7) 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.

b) Prior to occupation of the development 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 report shall be detailed along with any measures required 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 Policy DM1 in the Manchester Core Strategy.

8) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

9) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

10) The hard and soft landscaping scheme approved by the City Council as local planning authority (drawing 02 rev B, stamped as received on 30 March 2021) shall be implemented not later than 12 months after completion of the works hereby approved. 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.

11) No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and
- (iii) A timetable for its implementation.

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN08 and EN14 in the Manchester Core Strategy and national policies within the NPPF and NPPG.

12) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system, pursuant to policies EN08 and EN14 in the Manchester Core Strategy and national policies within the NPPF and NPPG.

13) Prior to the commencement of above ground works, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secure by Design principles will be achieved shall be submitted to and approved in writing by the City Council as local planning authority. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of the inclusion of the approved security measures into the scheme.

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

14) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved by the Council. The Construction Management Plan shall contain the following:

- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff;
- o Hours of working

The development shall be carried out in accordance with approved details.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policy DM1 in the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

United Utilities Water PLC
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)

Greater Manchester Police

9 Walney Road, Manchester, M22 9TP
23 Walney Road, Manchester, M22 9TP
169 Woodhouse Lane, Benchill, Manchester, M22 9WN
147 Woodhouse Lane, Benchill, Manchester, M22 9WN
137 Woodhouse Lane, Benchill, Manchester, M22 9WN
15 Walney Road, Manchester, M22 9TP
St John Fisher And St Thomas More Primary School, Woodhouse Lane, Benchill, Manchester, M22 9NW
145 Woodhouse Lane, Benchill, Manchester, M22 9WN
141 Woodhouse Lane, Benchill, Manchester, M22 9WN
135 Woodhouse Lane, Benchill, Manchester, M22 9WN
7 Walney Road, Manchester, M22 9TP
27 Walney Road, Manchester, M22 9TP
19 Walney Road, Manchester, M22 9TP
13 Walney Road, Manchester, M22 9TP
2 Garth Road, Manchester, M22 9TN
16 Walney Road, Manchester, M22 9TL
10 Walney Road, Manchester, M22 9TL
173 Woodhouse Lane, Benchill, Manchester, M22 9WN
171 Woodhouse Lane, Benchill, Manchester, M22 9WN
167 Woodhouse Lane, Benchill, Manchester, M22 9WN
165 Woodhouse Lane, Benchill, Manchester, M22 9WN
163 Woodhouse Lane, Benchill, Manchester, M22 9WN
161 Woodhouse Lane, Benchill, Manchester, M22 9WN
159 Woodhouse Lane, Benchill, Manchester, M22 9WN
157 Woodhouse Lane, Benchill, Manchester, M22 9WN
155 Woodhouse Lane, Benchill, Manchester, M22 9WN
153 Woodhouse Lane, Benchill, Manchester, M22 9WN
151 Woodhouse Lane, Benchill, Manchester, M22 9WN
149 Woodhouse Lane, Benchill, Manchester, M22 9WN
143 Woodhouse Lane, Benchill, Manchester, M22 9WN
139 Woodhouse Lane, Benchill, Manchester, M22 9WN
1 Garth Road, Manchester, M22 9TW
5 Walney Road, Manchester, M22 9TP
3 Walney Road, Manchester, M22 9TP
25 Walney Road, Manchester, M22 9TP
21 Walney Road, Manchester, M22 9TP
17 Walney Road, Manchester, M22 9TP
11 Walney Road, Manchester, M22 9TP
1 Walney Road, Manchester, M22 9TP
8 Walney Road, Manchester, M22 9TL
6 Walney Road, Manchester, M22 9TL
4 Walney Road, Manchester, M22 9TL
28 Walney Road, Manchester, M22 9TL
26 Walney Road, Manchester, M22 9TL
24 Walney Road, Manchester, M22 9TL
22 Walney Road, Manchester, M22 9TL
20 Walney Road, Manchester, M22 9TL
2 Walney Road, Manchester, M22 9TL
18 Walney Road, Manchester, M22 9TL
14 Walney Road, Manchester, M22 9TL
12 Walney Road, Manchester, M22 9TL

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 45M

Area Team Boundary - Name: SOUTH