

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141868/VO/2025

Date registered valid: 22 January 2025

Proposal: City Council Development to change the use to a residential childrens care home (Class C2)

Address: 382 Wythenshawe Road, Manchester, M23 9DD

Ward(s): Brooklands Ward

Applicant: Miss Laura Franklin, Manchester City Council

Agent (if any):

Case officer: Janet Lawless
Tel: 0161 234 4535
Email: janet.lawless@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 1 April 2025

Application details

Type of application: Regulation 3 Consent

Development type: Change of use

Date of site visit: 10th March 2025

Standard consultations:

Printed: 4 February 2025 Expired: 25 February 2025

Neighbour notifications

Printed: 4 February 2025 Expired: 25 February 2025

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The property that is the subject of this change of use application is a two- storey brick built end of terrace property on the northern side of Wythenshawe Road. It has most recently been in use as elderly supported living accommodation. It has off road parking and garden area to the rear of the property. The accommodation currently comprises of a kitchen, lounge, wet room and living room to the ground floor with four bedrooms and an adapted bathroom to the first floor. The pedestrian and vehicular access is taken from the frontage off Wythenshawe Road, with a dropped crossing that crosses over two grass verges with a footpath between. There are traffic lights to the front of the property serving traffic travelling east and west along Wythenshawe Road. With the Metrolink line running the other side of the traffic lights.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The area is predominantly residential in nature with the terrace that the host property is located within comprising of social and former social housing. On the opposite side of the junction are a number of bungalows, and on the opposite side of the property across Wythenshawe Road are a run of terraced cottages. Further along Wythenshawe Road is a retail unit in use as a small farm shop.

The area is well served by public transport including bus and tram services, and it is easily traversed by alternative modes of transport to the car. It is also close to leisure facilities including Wythenshawe Park and Wythenshawe Forum.

Description of development

The proposal is for the change of use of the property to a residential childrens' care home (Class C2). The home will provide short to medium care for a maximum of three young people.

The home will be OFFSTED regulated, and the ethos of the placement is to include providing a physically and emotionally safe environment that is nurturing, homely and non-institutionalised. There will be differing levels of staff working on a rota basis to provide 24 hour cover seven days a week for the young people living there, these will include Manager and Deputy Manager, and two care workers on day and night- time shifts. Other support staff will visit the property at differing times. There are no physical changes proposed for the property, with the existing accommodation being retained.

Consultations & Notification Responses

Local residents were informed- representations have been received from one property, the main points of concern being as follows:

The driveway isn't big enough for the amount of traffic visiting the site. The contractors have had problems parking and have straddled the driveway, or have parked across the entrance overhanging our driveway and causing us to be blocked in.

Additionally, we have experienced several issues with workers preparing the property. Some have parked over our driveway without permission, causing damage to the brickwork. This is unacceptable, and we are worried that future tenants/visitors/ council workers will continue to use our driveway for parking, which we do not consent to.

There is only one parking space at the property, which isn't wide enough for drivers to open their car doors to get out of their vehicles without the door overhanging and them having to step on to our property. This one space is also insufficient for its proposed use with multiple shift workers' cars and other staff arriving for meetings, emergency vehicles or property maintenance vehicles arriving and leaving the property. The competition for parking spaces has increased within the area, and this is made more difficult with the Metrolink and double yellow lines introduced.

There is simply not enough space to accommodate the proposed use for the property and it will leave drivers / residents / pedestrians at risk. It will also cause further congestion and impact quality of life for residents. It is difficult to understand how public transport can feasibly be used by the workers, as there are night shifts involved. There are also addition issues relating to noise associated with staff coming and going at night.

We also have concerns around who will be accountable for any issues that would arise such as antisocial or challenging behaviours, which can be disruptive. In addition, who would be responsible for any damage to our property. We have thought long and hard before voicing our objection, however on balance we cannot support the proposal.

While we recognise the need for homes for vulnerable children, we do not believe this property is suitable.

Environmental Health- No objections to the proposal

Highways- The parking arrangement is acceptable in principle subject to a car parking strategy and Travel Pack. Staff/Visitors should be aware of surrounding parking restrictions, and it is recommended that parking does not take place on verges or footways.

MCC Supported Housing Monitoring Group- no comments received

Greater Manchester Police- no comments received.

Policy

Places for Everyone (2022-2039) - Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

The PfE Plan and its policies are now a material planning consideration in the determination of planning applications. The PfE Plan and its policies must therefore be given full weight in the planning balance.

Manchester Core Strategy Development Plan Document (2012-2027) - The Core Strategy was adopted on the 11 July 2012 and replaces a large number of policies in Manchester's Unitary Development Plan. Parts of the policies have been superseded by the Places for Everyone Plan.

The Unitary Development Plan (UDP) for the City of Manchester (1995) - The Unitary Development Plan for the City of Manchester was adopted in 1995 and has largely been replaced with the policies contained within the Core Strategy. However, there are a number of policies that are extant.

The relevant Places for Everyone policies for this application are as follows:

JP-S1 - Sustainable Development

JP-P1 - Sustainable Places

JP-P6 - Health

The relevant Core Strategy policies for this application are as follows:

DM 1 - Development Management

SP 1 - Spatial Principles (partially superseded by PfE)

H 10 - Housing for people with additional support needs

T 2 - Accessible areas of opportunity and need

The relevant saved UDP policies for this application are:

DC2 - Rest homes and nursing homes (Class 2)

DC26 - Development and Noise

The relevant supplementary planning guidance documents for this application are:

The Guide to Development in Manchester SPD

National Planning Policy Framework

The NPPF (2023) sets out broad national policies on themes such as housing, historic environment, town centres, design, climate change and the Green Belt. Central to the broad policy direction contained within the NPPF is the notion of sustainable development; development which effectively balances economic, social and environmental factors. The Local Planning Authority consider the following sections relevant to this proposal.

Section 8 - Promoting healthy and safe communities

Section 12 - Achieving well-designed places

Issues

Principle of development:

The neighbourhood in which the property is located is not subject to a high percentage of Class C2 uses, either purpose built or benefitting from a change of use. As a result, it is not considered that the use of this property as supported housing would be contrary to the locational constraints of the Policies H10 and DC2 above, i.e. an overconcentration of Class C2 uses within any particular neighbourhood. In addition, due to the modest restricted numbers that would be accommodated within the property, it is not felt that the use would place undue pressure on local services as the previous use as a 4 bed family dwellinghouse could hold the same or greater number of occupants if lived in by a larger family. There are no physical

alterations proposed to facilitate this change of use. Given this it is considered that the use of the dwellinghouse for supported housing purposes is acceptable in principle.

Notwithstanding this, the impact of the proposal upon existing levels of residential and visual amenity enjoyed within the vicinity of the site, and upon levels of pedestrian and highway safety enjoyed on Wythenshawe Road and the surrounding highway network, must be assessed.

Impact on visual amenity and the street scene:

The applicant is not proposing to undertake any physical alterations to the application property and therefore it will retain its appearance as a residential property when viewed in the context of the street scene. As a result, it is not considered that the proposed change of use would have a detrimental impact upon the existing levels of visual amenity enjoyed within the vicinity of the site.

Impact on residential amenity:

The proposal is for a maximum of three full-time young people residing at the property on a short to medium term basis, with a maximum of two caring staff present during the day and two at night, together with a manager and deputy manager. The proposed C2 care home will be staffed on a rota basis. Members of staff will sleep at the home overnight in the staff accommodation which will be one of the existing 4 bedrooms.

The use is considered modest in size and the number of residents (maximum of three children) and support workers present (2 persons) would be smaller than or similar in size to a family that might occupy a four-bed property such as this one. Given this, it is not anticipated that the comings and goings of the personnel, for instance when shifts change, would prove detrimental to the existing levels of residential amenity enjoyed within the vicinity of the site. There will also be prior assessment of the young residents prior to placement to ensure that the placement is right for them.

Local residents have raised concerns about the potential disamenity arising from the comings and goings of visitors to the property and the lack of parking provision, however, as the maximum number of residents present would be limited to three, it is not believed that there would be a high number of visitors to the property on a daily basis. The number of people/ staff that are listed as visiting the property, are not numbers that would be present on a daily basis but may be in attendance over a period of time, and not all be at the same time.

Given that no external alterations are proposed to the application property, it is not considered that the use of the property as supported housing would impact the levels of privacy, outlook and levels of light enjoyed by adjoining residents. There are currently high established boundary treatments present on-site which are to be retained. In addition, a commitment has been given by the City Council as managing authority that a robust management plan would be in place including who to contact should there be the need for any complaint resolution. It is also the intention to undertake a Community Engagement exercise with the local residents to fully explain the management and process and operation of the use at the property.

As a result, it is not considered that the comings and goings of visitors to the property or the daily operation of the care home would have an unduly detrimental impact upon the residential amenity currently enjoyed by the neighbouring properties.

Response to local residents' comments

As referred to above, the City Council has stated that they would work with the local community to ensure the smooth operation and successful integration of the residents within the community. The supported housing would be run as any family home would, and it is the case that there can also at times be issues within a family home, however the important thing is how these are proactively addressed, and the City council is committed to working with residents to do so in a quick and responsive manner. There would be a staff travel plan and a parking

strategy condition attached to any consent granted, which would require the submission and approval of how the visitors and workers attending the site would manage vehicle transfer and movement around the property, and the consideration of sustainable modes of transport. There would also be community engagement taking place with the neighbouring properties prior to the occupation of the property which would hopefully give the residents further comfort that any issues raised would be taken seriously, and should issues need to be raised, who with, so contact names and numbers will be supplied for all eventualities.

Some of the issues raised by the local resident are civil issues, and these cannot be assessed as part of the planning process, however the mechanism for raising these would be addressed during the ongoing community engagement.

Highways

The application site affords one off-street car parking space to the side of the property, with access taken from Wythenshawe Road via an open driveway to the front. The proposal would not interfere with existing parking and refuse arrangements on site and has been reviewed by MCC Highway Services, therefore, is considered acceptable subject to the attachment of appropriate conditions in this regard. Additional cycle provision would be requested via a condition attached to any consent granted, particularly given the intent of staff to use alternative modes of transport to the car, and this together with conditions requiring the submission and approval of a staff travel information pack and traffic management plan to ensure satisfactory parking arrangements and to safeguard the pedestrian and highway safety within the vicinity of the site

Waste Management- would be maintained as currently serviced.

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 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 based on seeking solutions to problems arising in relation to dealing with the planning application. In this case, the LPA have given due consideration to the existing lawful use of the property and the proposal has been assessed in accordance with both national and local policies and with the attachment of appropriate conditions to any approval granted.

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:

Existing and Proposed floor and roof plans received 8th January 2025

Location Plan received 8th January 2025

Supporting statement received 22nd January 2025

Additional Management Plan information received by email 19th March 2025

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to cycle storage. The approved scheme shall be implemented upon first occupation of the development and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and highway safety pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

4) The planning permission hereby granted relates to the use of 382 Wythenshawe Road as a residential care home (Class C2) for occupation by a maximum of 3 children with support staff providing 24-hour care, Monday to Sunday (inclusive).

Reason - For the avoidance of doubt and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

5) Before the development hereby approved is first occupied a staff travel information pack shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The information pack shall include the measures proposed to be taken to reduce dependency on the private car by those employed in the development including walking and cycling options, public transport use, car sharing incentives, taxi options, and any other viable alternatives to the car.

Any staff travel information pack which has been approved by the City Council as local planning authority shall be provided to staff members at all times when the authorised development is in use.

Reason - To assist promoting the use of sustainable forms of travel to the authorised care home (Class C2), pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and the Guide to Development in Manchester SPD (2007).

6) Before the development hereby approved is first occupied a car parking strategy shall be submitted to and agreed in writing by the City Council as Local Planning Authority. This shall include details such as how staff parking will be managed during handovers, and how visitors and staff will be advised to park within the vicinity of the site. The car parking strategy once approved shall be implemented so long as the use hereby approved is operational.

Reason - To ensure satisfactory parking arrangements and to safeguard the pedestrian and vehicular safety within the vicinity of the site, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and the Guide to Development in Manchester SPD (2007).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Supported Housing Monitoring Group
Greater Manchester Police

233 Wythenshawe Road, Manchester, M23 9DE
380 Wythenshawe Road, Manchester, M23 9DD
229A Wythenshawe Road, Manchester, M23 9DE
227A Wythenshawe Road, Manchester, M23 9DB
229 Wythenshawe Road, Manchester, M23 9DE
233A Wythenshawe Road, Manchester, M23 9DE
33 Bordley Walk, Manchester, M23 0AG
231 Wythenshawe Road, Manchester, M23 9DE
31 Bordley Walk, Manchester, M23 0AG
227B Wythenshawe Road, Manchester, M23 9DB
384 Wythenshawe Road, Manchester, M23 9DD
29 Bordley Walk, Manchester, M23 0AG
386 Wythenshawe Road, Manchester, M23 9DD
378 Wythenshawe Road, Manchester, M23 9DD

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Area Team Boundary - Name: SOUTH AREA