

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141558/FO/2024

Date registered valid: 20 November 2024

Proposal: Change of use from residential dwellinghouse (Use Class C3(a)) to a children's care home (Use Class C2) for a maximum of three children

Address: 20 Kensington Road, Manchester, M21 9QJ

Ward(s): Chorlton Ward

Applicant: Mr Ethan Krell Helpful Investments Ltd

Agent (if any): Mr James Stannard JS Planning Services

Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 7 February 2025

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 11 December 2024

Standard consultations:

Printed: 6 December 2024 Expired: 29 December 2024

Neighbour notifications

Printed: 6 December 2024 Expired: 29 December 2024

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

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

The application site relates to 20 Kensington Road within the south Manchester ward of Chorlton. The application site relates to a mid-terraced, red brick, two storey dwellinghouse, with period features including timber patterned gable and bay windows. Amenity space to the front of the property relates to a paved area, which appears to be used for off street parking, although the section of pavement does not benefit from a dropped kerb. Amenity space to the rear of the property takes the form of a rear courtyard with a grassed area. The property recently benefits from a rear roof dormer and a single storey extension (although no planning history can be found for these elements).

The applicant site is lawful for a Class C2 use for 1 child, granted in 2023 through application 136902/LP/2023. Before this it is assumed the property was used as a family dwellinghouse.

Description of area

The surrounding area is primarily residential, with commercial uses to the east of the applicant site.

Description of development

The current application seeks permission for change of use from residential dwellinghouse (Use Class C3(a)) to a children's care home (Use Class C2) for a maximum of three children. The accommodation would comprise of a living, dining room, kitchen and utility on the ground floor, two children's bedrooms and a staff bedroom/ office on the first floor and child bedroom 3 on the second floor.

A staff rota has been provided for review for the position which shows there would be 5 members of staff employed at the site, providing 24 hour care. Not every staff member would be at the property every day, with a maximum of 4 staff at any one time, with variable staffing levels. The home will cater for looked after children from the age of 5 to 18, and will teach them skills for life and leaving care.

A public transport and car sharing incentive scheme has been proposed for the site for both the employees and children living at the property.

A Statement of Purpose was also provided from Helpful Investments detailing the purpose, ethos, core aims and function of the property and the working procedures the home would adopt.

Negotiations during the Course of the Application

During the course of the application, the provider was requested to provide a completed Supported Housing Needs form for review by the Supported Housing Needs Team.

Inaccuracies between the Purpose of Statement were rectified and sent to the Supported Housing Needs Team for review.

The agent confirmed via email on 6 January 2025 that no medical care is provided on site and so no provision for clinical waste is required.

A pre-commencement conditions were sent to the agent for review.

Planning History

136902/LP/2023- Use of a dwellinghouse (C3a) for a children's home for a maximum of one child (C2).

Approved 12 July 2023.

Within this application, it was determined that the proposed one child care home would be considered the same as a family dwellinghouse in use class terms, and so considered that planning permission is required as there is no material change.

Consultations & Notification Responses

Local Residents

Local residents were consulted and 8 comments were received, not in favour of the application. Supporting photos were supplied from one neighbour.

Some objections were sent through local Councillors who passed on their constituents' objections. The following concerns have been raised from the neighbour notification process. This includes both planning and non-planning matters.

-Issues with the existing lawful use of the property for one child in care. This included a lack of communication from the provider, noise and litter problems, anti-social behaviour etc. Concern raised that the increase in the number of children in care would only exaggerate the negative impacts.

-The property being inappropriate for the proposed use given the terraced nature of the property- noise spread, proximity to neighbours, lack of external amenity space.

-The existing parking problems on Kensington Road would be exaggerated as a result of the proposal. This would occur at the same time as reduced parking due to cycle lanes installed on Manchester Road and closure of the car park by the old precinct for the development of a new residential scheme. Concern over the 'pool car' system to be set up as identified within the supporting documentation.

-The submitted documentation is misleading- the Statement of Purpose describes the property and the amenities of the property incorrectly.

-Concern raised that the dormer conversion has not been subject to planning permission or building regulations approval.

-The provider Helpful Investments has been insolvent as per its previous three years' worth of accounts filed.

Highway Services

Highway Services were consulted on the application and made the following comments of relevance:

Trip Generation and Junction Capacity:

In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected.

Site Accessibility:

The site is well accessed by sustainable modes. Regular bus services and Metrolink services are available within the walking distance of the site.

It is noted that the applicant will have a Public Transport and Car sharing Scheme in place at the site. This is welcomed by Highways.

Parking and Access:

There is currently one off-street parking at the site and the proposals will retain this car parking space located within the site's curtilage.

Vehicular access to the site will be gained from Birch Lane. It is noted that there is no vehicular crossover is present in this location in order to facilitate this access. In order to facilitate access into the site, a new vehicular crossover will be required.

Cycle Parking:

In line with MCC recommendations, secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of staff/ visitor cycles.

Refuse and Servicing:

It is understood that a refuse storage area will be provided in the curtilage of the site. This is considered to be appropriate in ensuring no obstruction on the adjacent highway. It is understood that the bin collection will form part of the existing waste collection arrangements.

Environmental Health

Environmental Health reviewed the application and requested the following condition be attached to any approval granted:

NSE1

a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises 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 use commences or as otherwise agreed in writing by the City Council as local planning authority.

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 acoustic 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 verification report shall be detailed along with any measures required to be undertaken prior to occupation of the development to ensure compliance with the internal noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

Environmental Health did not recommend any further conditions or measures in relation to waste. If they are registering as a business and paying business rates they will need to arrange for a commercial waste collection. If they are planning to continue as residential and pay council tax, then the current arrangements with MCC collecting the waste can remain in place.

MCC Supported Housing Monitoring Group

MCC Supported Housing Monitoring Group were consulted on the application and their response can be summarised as follows:

Initial comments stated the Group should not support an additional children's home in Manchester at this time. The Provider did not supply a SNMG application form for the Group to consider.

The application form was submitted by the provider and taken to the MCC Supported Housing Monitoring Group Panel.

The Panel discussed the application and stated it could not be supported for two reasons:

1. Doesn't meet the SHMG needs: We are not looking to extend the numbers of residential children's homes at this time. We are developing our existing provision with the aim to better utilise and maximise the local offer for our children. We must consider the impact that more residential homes can have on partner agencies and other services too.

2. There are already three Ofsted registered children's homes in the M21 area, and our preference would be not to have such a high concentration of homes in one area.

Issues

POLICY

Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012, updated April 2024 following Adoption of Places for Everyone.

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.

The following policies contained 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 amongst the criteria, 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, refuse storage/collection, vehicular access and car parking.

Policy H6 (South Manchester) South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy.

Policy H10 (Housing for people with additional support needs) states that proposals for accommodation for people with additional support needs will be supported where:

- There is not a high concentration of similar uses in the area already.
- Where it will contribute to the vitality and viability of the neighbourhood.
- Where there would not be a disproportionate stress on local infrastructure such as health facilities.

Policy EN19 (Waste) requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Policy T1 (Sustainable transport) relates to the delivery of sustainable, high quality, integrated transport systems, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case that development does not incorporate in curtilage car parking. However, given the nature of the development traffic generation and demand for car parking would be related to staff and visitors rather than residents. It is considered in this case that any impact would be predictable and capable of being managed through a travel plan condition thereby securing compliance with policy T1.

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 easily accessible by

walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Policy T2 requires that appropriate car parking and cycle storage is provided. The application site is in a sustainable location, in terms of access to public transport. Some on-site car parking and cycle storage would be provided. It is considered that the development would be suitably related to policy T2, particularly as a staff travel plan has been recommended.

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

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

DC2.1 states that, in determining planning applications for rest homes, nursing homes and other uses within Class C2 of the Use Classes Order, the Council will have regard to:

- a. the effect of the operation of the business on the amenity of neighbouring residents;
- b. the standard of accommodation for the intended occupiers of the premises, including the availability of private outdoor amenity space;
- c. the effect of the proposals on visual amenity;
- d. the availability of adequate, safe and convenient arrangements for car parking and servicing;
- e. the ease of access for all, including disabled people;
- f. the desirability of avoiding an over-concentration of special needs or housing in any one area of the City; and
- g. the desirability of broadly maintaining the existing character of a residential street or group of adjoining streets.

DC2a.1 states that planning permission will be refused when it cannot be demonstrated that development proposals will contribute to the achievement of the following objectives for the City's local communities:

- (i) to ensure a more even spread of "special needs" accommodation within local areas and across the City as a whole, in order to encourage provision closer to where needs arise and avoid the need for people to move from their local community to find the accommodation they require;
- (ii) to ensure the protection of the residential character and amenity of family housing within established communities;
- (iii) to avoid the unnecessary loss of the bigger dwelling houses available for larger and extended families;
- (iv) to help local communities accommodate a range of special needs without the risk of social stress;
- (v) to avoid stigmatising a particular neighbourhood or a particular type of accommodation;
- (vi) to create and retain a positive perception of all areas of the city as a contribution towards the goal of maintaining stable and self-sustaining communities;
- (vii) to attempt to sustain the vitality and viability of local economies, by encouraging a wide diversity of social groups to live within all parts of the City.
- (viii) to avoid creating disproportionate stress on local services, such as health and education; and
- (ix) to avoid additional pressure on primary and secondary health care provision in parts of the City where there are already identified concerns about adequacy of services.

DC2b.1 states that, in deciding whether or not to grant planning permission for the kinds of housing accommodation described in the above proposed strategic city-wide policy the Council, in consultation with other competent agencies, will from time to time assess whether or not localised parts of the City have already reached their effective capacity to accommodate further special housing needs, in the terms set out above. In addition to the social and economic

criteria set out above, the Council will only grant planning permission for special needs housing proposals where it can be demonstrated that the proposals will not have an adverse impact on the character of the street or the locality in respect of:

- (i) displays of signs and notices;
- (ii) additional car parking space involving the loss of mature trees and landscaping, especially in front gardens;
- (iii) design of vehicular cross-overs to parking spaces in front gardens;
- (iv) provision of external fire escapes and lift shafts;
- (v) positioning of paladin bins;
- (vi) construction of links between what would otherwise be separate dwelling houses;
- (vii) additional comings and goings from officials and professional visitors;
- (viii) more intensive use of upper floors, which become main living accommodation. This can reduce privacy to adjoining gardens and lead to noise transmission problems through party walls; and
- (ix) the quality and maintenance of external areas.

DC2.2 states that there will be a general presumption in favour of Class C2 uses within residential areas, subject to other relevant policies of the Plan.

DC2.3 states that, notwithstanding policy DC2.2, the Council will require any development in this category to:

- a. meet the Council's current approved accommodation standards for developments of this kind;
- b. provide usable external amenity space.

Places for Everyone (Joint Development Plan)

The Places for Everyone Plan is a strategic plan for nine of the 10 boroughs in Greater Manchester and forms part of the city's development plan. The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development

JP-P6: Health - This policy seeks to help tackle health inequality new development, as far as practicable, to:

- A. Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development.

The Special Needs and Supported Housing Policy (1998) and Supplementary Planning Guidance

States that the City Council wishes to ensure that the City's various communities remain, or become more, sustainable in economic and social terms. In this respect, whilst generally welcoming housing developments which will provide accommodation for people with special needs in appropriate locations, the Council will seek to avoid an over-concentration of such provision in any one area.

National Planning Policy Framework (December 2024)

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

Section 4 provides guidance on the decision-making process and mirrors legislation in stating that planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Section 5 refers to the need to deliver a sufficient supply of homes and states that strategic policies should be informed by a local need assessment and the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.

ISSUES

Principle of the Development

The application seeks consent for the change of use from residential dwellinghouse (Use Class C3(a)) to a children's care home (Use Class C2) for a maximum of three children. It is acknowledged that the property in July 2023 was granted a Certificate of Lawful Proposed Development for Use of a dwellinghouse (C3a) for a children's home for a maximum of one child (C2). The current application seeks permission for the property to be used for an additional 2 children, with a maximum of 3 children at the property. It is acknowledged that the LPA have approved Certificate of Lawful Development for class C2 care homes for 3 children.

Via email on 4 February 2025, the agent confirmed the motivation behind submitting a full planning application was to avoid any potential disagreement as to whether the proposed increase in occupancy results in a material change of use over and above the established fallback position. Given the established fallback position, consideration has therefore been given to the additional harm of the 2 additional children from the existing use for 1 child and harm to residential amenity and the character of the area, highway considerations, environmental considerations, MCC Supported Housing's position and waste considerations.

The development would utilise existing accommodation for a C2 care home. It is the case that the addition of support staff would increase the level of occupation, as would the 2 additional children. However, the presence of staff would be proportionate and necessary to secure both care, the management of the unit and to reduce the potential for noise and disturbance. The principle of the development is therefore considered to be acceptable, given the established fallback position.

Residential Amenity and Character of the Area

It is noted that neighbours raised concerns in relation to residential amenity. This included a lack of communication from the provider, noise and litter problems, anti-social behaviour etc. Concern was raised that the increase in the number of children in care would only exaggerate the negative impacts. Whilst Environmental Health recommended an acoustic condition be attached to any approval granted, given the nature of the property, the inclusion of such condition within any approval granted would be considered onerous. The decision notice of any approval granted would therefore not include this condition.

Neighbours' comments are duly noted that an additional 2 children may exacerbate existing circumstances. Neighbours also expressed concern that the property is inappropriate for the

proposed use given the terraced nature of the property, and proximity to neighbours and lack of external amenity space. However, 3 children living in a terraced property is not uncommon within a residential setting and so similar circumstances could be seen within a family dwellinghouse. This has been further established by the existing LP at the site, and LPA records where 3 children care homes C2 have been granted certificates of lawful development. As such, given the existing lawful circumstances, it would be considered unreasonable to refuse the application on this basis.

Further, a Statement of Purpose and weekly staff rota shows how the children in care would be managed by healthcare professionals on a 24 hour basis and would link into a network of support, and opportunities for the children to live in a managed environment with a high quality of life. The details within the Statement of Purpose would be conditioned within any approval granted. The property would offer a bedroom each for 3 children, and a staff bedroom/office, plus multiple living spaces for the children, and a rear outdoor living space. The existing rear courtyard with grassed area would be retained. It is recognised that the availability of external space is limited but this would be offset by the positive benefits of the proposed use.

Further, a condition would be placed on any approval granted for the maximum number of children to be limited to 3, to ensure the property is not over-intensified, 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.

On balance, it is considered that the development can be suitably managed through the recommended conditions and the development would be appropriately related to the surrounding residential context, pursuant to Policy SP1 and DM1 of the Core Strategy.

Highways Considerations

During the course of the application, neighbours raised concern that the existing parking problems on Kensington Road would be exaggerated as a result of the proposal. This would occur at the same time as reduced parking due to cycle lanes installed on Manchester Road and closure of the car park by the old precinct for the development of a new residential scheme.

Highway Services reviewed the proposal and concluded in comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected. The property offers one off street parking space which would be retained and utilised. Highways noted that the off street parking provision did not have a dropped kerb and so steps need to be taken to apply for a new vehicular crossover. An informative to this effect would be attached to any approval granted. It is also noted that Kensington Road, due to the nature of the terraced properties, does not offer a parking scheme where residents have allocated spaces outside properties for parking, unless this has been created with the paving of the front amenity space.

Highways were happy that the site well accessed by sustainable modes. Regular bus services and Metrolink services are available within the walking distance of the site.

Further, Highways note the applicant will have a Public Transport and Car Sharing Scheme in place at the site. This is welcomed by Highways and would reduce reliance on private car ownership. A summary of the Public Transport and Car sharing Scheme was shared by the provider for review. Given the lack of information provided by such scheme, a condition would be attached to any approval granted for additional details of the proposed scheme, in the form of the submission of a travel information pack. This would ensure the promotion 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.

Highways have also requested sight of cycle store provision to ensure sustainable transport options and a condition to this effect would be attached to any approval granted.

Environmental Considerations

Environmental Health reviewed the application and although they recommended the inclusion of an acoustic condition within any approval granted, this was considered onerous given the nature of development and existing use.

In respect of Policy EN19 (Waste) of the Core Strategy, Environmental Health reviewed the waste provision on the site. On 6 January 2025 the agent confirmed there would not be any medical care provided on the site and so no requirements for clinical waste. Environmental Health were happy the waste provision would not differ to that of residential provision and so no condition requesting further information would be attached to any approval granted.

Environmental Health advised that if the provider is registering as a business and paying business rates, they will need to arrange for a commercial waste collection. If they are planning to continue as residential and pay council tax, then the current arrangements with MCC collecting the waste can remain in place. An informative to this effect would be attached to any approval granted.

MCC Supported Housing

MCC Supported Housing were consulted during the course of the application. The application and completed Supported Housing form was discussed at the Supported Needs Monitoring Group. The purpose of the group is to act as a monitoring function for new applications of housing with support in Manchester. This is to ensure that a view can be taken on if it is an appropriate scheme to support. Consideration is given to the demonstrated demand in the City for that particular type of service in relation to identified need. The Group reported that the application could not be strategically supported for two reasons:

1. Doesn't meet the SHMG needs: We are not looking to extend the numbers of residential children's homes at this time. We are developing our existing provision with the aim to better utilise and maximise the local offer for our children. We must consider the impact of more residential homes on partner agencies and other services too.
2. There are already three Ofsted registered children's homes in the M21 area, and our preference would be not to have such a high concentration of homes in one area.

Policy basis for such decision is supported by saved policy DC2 of the Manchester Unitary Development Plan, the provisions of the Special Needs and Supported Housing Policy which is Supplementary Planning Guidance forming part of the Development Plan and policies DM1, SP1 and H10 of the Manchester Core Strategy.

However, in this case, given the existing lawful C2 use at the property, the property would not add to the number of homes and would instead lead to the intensification of the existing use. Whilst the Supported Housing view was taken into consideration, it was not feasible to refuse the application on this basis given the established fallback position and given it is not creating a new facility. It is noted that whilst planning permission is therefore recommended for approval, the objection from Supported Housing still remains and so could lead to difficulties with the facility's use as MCC would not take referrals for this property. It is noted, however, that this issue extends beyond the remit of planning.

Other Matters raised during the Neighbour Notification

Neighbours raised concern that the submitted documentation is misleading, as the Statement of Purpose describes the property and the amenities of the property incorrectly. The Statement of Purpose has been reissued and appears to relate to the circumstances of 20 Kensington Road. This issue has been overcome during the course of the application.

Concern was also raised that the dormer conversion has not been subject to planning permission or building regulations approval. An informative would be attached to any approval granted advising the applicant that consent is not granted within this application for any extensions at the site.

One neighbour raised concerns that the provider Helpful Investments has been insolvent as per its previous three years' worth of accounts filed. This extends beyond the remit of planning and cannot be considered within the determination of the application.

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 attempted to work 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 appropriate conditions have been attached to the 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:

- Application Form,
 - Drawing- Proposed- Floor Plans and Elevations, numbered 23-02 REV B,
 - Design & Access Statement,
 - Supporting Information- Weekly Staff Rota,
 - Supporting Information- Public Transport & Car Sharing Incentive Scheme,
- All stamped as received on the 20 November 2024.
- Supporting Information- Statement of Purpose, stamped as received on the 14 January 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 20 Kensington Road 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) The development hereby approved, shall be carried out in accordance with the supported Statement of Purpose by Helpful Investments, stamped as received by the City Council, as Local Planning Authority, on the 14 January 2025.

Reason - For the avoidance of doubt and in the interests of residential amenity pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

6) 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. A staff travel information pack shall include 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 options, car sharing incentives, taxi options, and any other viable options.

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).

Informatives

1) If 20 Kensington Road is to be registered as a business and paying business rates the applicant will need to arrange for a commercial waste collection. If the applicant are planning to continue as residential and pay council tax, then the current arrangements with MCC waste collections can remain in place.

2) Vehicular access to the site will be gained from Kensington Road. It is noted that there is no vehicular crossover present in this location in order to facilitate this access. In order to facilitate access into the site, a new vehicular crossover will be required. The new access will need to be built in accordance with MCC construction standards under a Section 184 vehicle crossing licence/agreement which will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

3) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email [-highwaylicences@manchester.gov.uk](mailto:highwaylicences@manchester.gov.uk).

4) This permission does not confer consent for the rear roof dormer or single storey rear extension.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Supported Housing Monitoring Group

17 Cheltenham Road, Manchester, M21 9GL
17 Kensington Road, Manchester, M21 9GH
21 Cheltenham Road, Manchester, M21 9GL
22 Kensington Road, Manchester, M21 9QJ
21 Kensington Road, Manchester, M21 9GH
15 Cheltenham Road, Manchester, M21 9GL
24 Kensington Road, Manchester, M21 9QJ
18 Kensington Road, Manchester, M21 9QJ
16 Kensington Road, Manchester, M21 9QJ
14 Kensington Road, Manchester, M21 9QJ
19 Kensington Road, Manchester, M21 9GH
19 Cheltenham Road, Manchester, M21 9GL
13 Cheltenham Road, Manchester, M21 9GL
25 Kensington Road, Manchester, M21 9GH
23 Kensington Road, Manchester, M21 9GH
23 Cheltenham Road, Manchester, M21 9GL
15 Kensington Road, Manchester, M21 9GH

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA