

Application Number	Date of Appln	Committee Date	Ward
129685/FO/2021	26 Mar 2021	2 Sep 2021	Levenshulme Ward

Proposal Change of use to form a 12 bedroom care home (Class C2),

Location 209 Slade Lane, Manchester, M19 2AE

Applicant Dr Salam Fahad, 13 Redwood, Manchester, M33 5RD,

Agent

Executive summary

Proposal - The planning application relates to a 2-storey building with roof space accommodation located at the junction of Slade Lane and Albert Road. The site is located in a residential context. The property has previously been used as an unauthorised HMO.

The development relates to the provision of a 12 bed unit for the care of adults (18+) experiencing or recovery from acute mental issues and requiring care. Two forms of care would be provided:

- i. Step down care – For individuals leaving mental health wards and care settings and requiring support prior to returning home or relocating to alternative accommodation as part of a transition towards independent living. This form of care would be co-ordinated with individual GPs, hospitals and on-going health care support;
- ii. Step up care – For individual experiencing acute mental health difficulties and requiring emergency care for brief periods following either general practitioner (GP) and hospital referral. This form of care provision seeks to relieve pressure on health care resources, including hospital bed availability.

The operation of the unit would be co-ordinated by the applicants as the unit medical doctor and care manager respectively. Care would be provided in two shifts:

Daytime: 8.00 am to 8.00 pm – 4 staff;
Overnight: 8.00 pm to 8.00 am – 2 to 3 staff.

The applicant has indicated that the premises would have the capacity for 4 cars and there is an existing cycle store.

The Supporting Needs Monitoring Group (SNMG) supports the development.

Objection - One email of objection has been received expressing concern regarding the nature of the proposed use and related activity, concern regarding management arrangements and traffic generation. It is considered that the property is unsuitable for such an intensive use and its operation would be harmful to residential amenity and the character of the area.

Principle - The application property, through its previous HMO use, has a history of shared residential occupation with characteristic activity, which would be comparable to the proposed use. The development has received support from the Supporting Needs Monitoring Group (SNMG), as it would respond to an identified adult social care need. It is therefore considered that the principle of the development is acceptable.

Key Issues

- i. Balancing an identified need for residential care and support for people with mental health issues, whilst minimising any harm on the amenities and character of the surrounding area. This has included an assessment of existing social care provision in the locality;
- ii. The provision of satisfactory operational arrangements to ensure that the development meets the needs of residents and is managed appropriately to reduce and potential harm to the character and amenity of the surrounding area.

A full report is attached for Members consideration.

Description

This planning application relates to a white rendered detached house with a distinctive pitched roof configuration composed in red tiles. The internal layout provides accommodation over 3 floors.



Fig. 1 – 209 Slade Lane from Slade Lane and Albert Road

The property is located at the junction of Slade Lane and Albert Road and is set within a hard-surfaced garden area. There are related vehicular access points within the Slade Lane and Albert Road boundaries, which are demarcated by red brick walls and hedges. Double yellow lines are positioned on the adjacent section of highway to Slade Lane and Albert Road. The property has previously been in use as

a house in multiple occupation, albeit without planning permission. An application for a certificate of existing lawful development for use of the use of 209 Slade as a 12 bedroom house in multiple occupation (Ref: 129262/LE/2021) has been submitted and seeks to regularise this circumstance. The claim is that the HMO use commenced in 2004.

Description of development

The planning application relates to a 2-storey building with roof space accommodation at the junction of Slade Lane and Albert Road in a largely residential area. The development relates to the provision of a 12 bed unit for the care of adults (18+) experiencing or recovery from acute mental health issues and requiring care. Registration with the Care Quality Commission (CQC) would be pursued following the granting of planning permission and the establishment of the unit. The proposed internal layout is shown in Fig. 2 and comprises two, six and four bedrooms on the respective ground, first and second floors. A staff office would be located on the first floor with ancillary storage in the basement. The applicant has indicated that the premises would have the capacity for 4 cars and an existing six space cycle store would be retained.

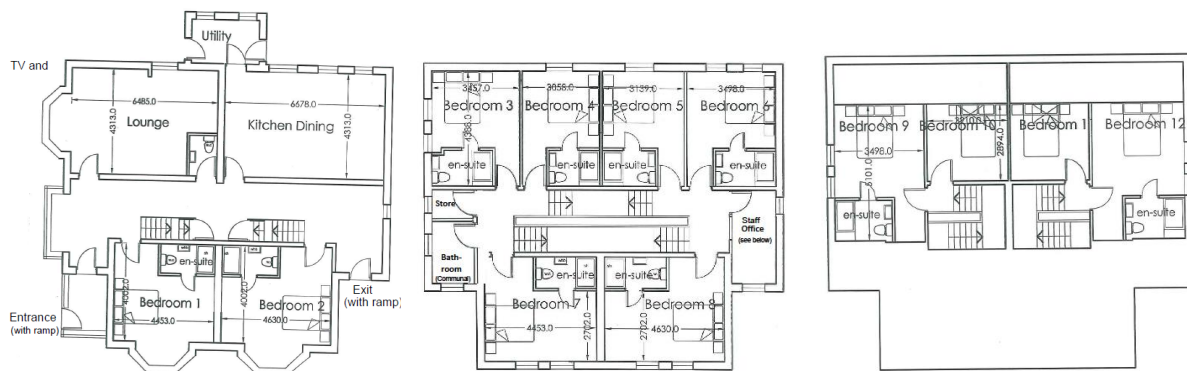


Fig. 2 – Ground, first and second floor layout.

Two forms of care would be provided:

- i. Step down care – For individuals leaving mental health wards and care settings and requiring support prior to returning home or relocating to alternative accommodation as part of a transition towards independent living. This form of care would be co-ordinated with individual GPs, hospitals and on-going health care support;
- ii. Step up care – For individual experiencing acute mental health difficulties and requiring emergency care for brief periods following either general practitioner (GP) and hospital referral. This form of care provision seeks to relieve pressure on health care resources, including hospital bed availability.

The operation of the unit would be co-ordinated by the applicants as the unit medical doctor and care manager respectively. Care would be provided in two shifts, namely:

Daytime: 8.00 am to 8.00 pm – 4 staff;
Overnight: 8.00 pm to 8.00 am – 2 to 3 staff.

Consultation

Local residents - One email of objection has been received and raise the following concerns:

- i. The application property is unsuitable for occupation of a care home and there is concern that its occupation by 12 residents would be excessive resulting in increased activity and disturbance. The development would be supported with limited internal communal space and external amenity areas, which would be detrimental to residents' well-being;
- ii. The proposed car parking provision would insufficient and combined with its inappropriate configuration may result displacement of vehicles on to the highway. The resulting congestion would be particularly problematic due the close proximity of the site to a traffic light controlled junction. Additional traffic would also be disruptive the operation of the highway as vehicles access and egress the site;
- iii. There is concern regarding the future management of the unit and how the health issues presented by residents may impact upon local amenity and the character of the area, particularly with regard to loss of privacy and additional noise, activity and disturbance;
- iv. There is concern that the applicants have not engaged with the community to explain the nature of the proposed use and how it may be managed to minimise disturbance to local residents.

Supporting Needs Monitoring Group (SNMG) – The SNMG has assessed the development and does not consider that it would have any potentially adverse impact on social care provision and related supporting infrastructure in the surrounding area. Following clarification of the operation of the development and it related care model, the SNMG has confirmed its support for the proposal.

Highway Services – The following comments have been received:

- i. The existing location of pedestrian and vehicular access points would be retained, which is considered to be acceptable;
- ii. Four on-site car parking spaces are to be proposed. A swept path analysis of the vehicular access and egress is recommended that appropriate arrangements are provided;
- iii. Clarification of the allocation of car parking has been requested;
- iv. The installation of an electric vehicular charging point is recommended;
- v. The applicant has indicated the provision of six cycle storage. An increase in provision is recommended along with confirmation that a secure and sheltered cycle storage enclosure would be provided;
- vi. The proposed temporary access ramps should be DDA compliant;
- vii. The location of waste storage areas within the site is considered to be acceptable. Details of the collection arrangements should be confirmed as part of the development.

Environmental Health – Recommends conditions that:

- i. Limit servicing and deliveries to 7.30 am to 8.00 pm, Monday to Saturday;
- ii. Secure amendments to the waste management plan to confirm details of the storage and collection of clinical waste and bin capacities for segregated waste and recycling. It is recommended that the proposed bins capacity should be increased from 240 litres to 1100 litres for each waste and recycling streams.

Greater Manchester Police – No objection to the development but the following recommendations have been made:

- i. Side and rear gardens should incorporate walls or fencing to a minimum height of 1.8m;
- ii. Any new fittings, including shutters, windows or doors should meet Secured by Design standards;
- iii. Access to the side and rear of the property should be restricted
- iv. Entrance to the building should be a video intercom system and visitors should gain access via the main lobby area, passing the staff office;
- v. Staff should be given the necessary personal safety training;
- vi. Bins should be stored within a lockable enclosure;
- vii. 'Dusk 'til dawn' lighting should be installed to all external doors;
- viii. Parking spaces to be clearly demarcated.

United Utilities (UU) – Initially requested that the development be related to a drainage condition. UU were advised that the development would involve a change of use with no building operations. No further comments have been received.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through 'which locally-prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, the Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Furthermore, the statutory status of the development plan remains as the starting point for decision making. In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 92). The development would be beneficial to the well-being of potential residents accessing the provided residential mental health care and

support. Consideration has also been given to the layout of the development and the incorporation of measures that might be required to address issues of security and potential opportunities for criminal and anti-social behaviour. The property is visible from Slade Lane and Albert Road and existing boundary treatments and gates to the side of the house would be retained. The applicant has been advised of the recommendations of GM Police Design for Security and a condition has been included to ensure that the development is supported with appropriate security measures. On balance, it is considered that the development would be appropriately related to a residential setting that is characterised by pedestrian and vehicular activity at the junction of Slade Lane and Albert Road. Chapter 8 would thereby be accorded with.

Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- i. The potential impact of development on transport networks can be addressed;
- ii. Provide opportunities for walking, cycling and public transport use (Paragraph 104).

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. The site has some parking provision and is in a sustainable location, in terms of access to public transport. A condition has been included relating to the provision of a staff travel plan to further reduce reliance of private car usage and encourage sustainable transport options. The development would thereby be positively related to Chapter 9.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource and is relevant to key planning issues of significance to applicants and local authorities. In considering this application the following aspects of the PPG have been appropriately responded to:

- i. Consultation and pre-decision matters;
- ii. Health and well-being;
- iii. Noise;
- vii. Travel plans.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.'

The following Core Strategy policies are relevant to the development:

Policy SP 1 (Spatial Principles) - Policy SP1 specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. 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.

It is considered that the scale and nature of the development would be consistent with the residential character of the surrounding area. It would also meet an identified care need and support the well-being of future residents. The site benefits from access to local transportation routes, which would support access to the employment opportunities presented by the development. The development would thereby comply with policy SP1.

Policy EN 14 (Flood Risk) - Policy EN 14 states that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. The application site is located in Flood Zone 1 and therefore there no requirement additional attenuation against flood risk.

Policy EN19 (Waste) - Policy EN19 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.

The applicant has identified a suitable location of a waste storage enclosure adjacent to the northern site boundary. It is considered that a storage enclosure can be suitably designed and sited with sufficient capacity to ensure appropriate arrangements, including the storage of segregated waste streams within the site. The applicant has indicated that clinical waste would be stored within a basement area prior to removal be a specialist contractor. It is considered that appropriate arrangements are capable of being by condition to secure compliance with policy EN19.

Policy H 10 (Housing for people with additional support needs) - Identifies a number of supported housing needs, including the needs of people experiencing issues with mental health and well-being. It also states that proposals for accommodation for people with additional needs will be supported where:

- i. There is not a high concentration of similar uses in the area already;
- ii. The development would contribute to the vitality and viability of the neighbourhood;
- iii. There would not be a disproportionate stress on local infrastructure, such as health facilities.

The SNMG has confirmed its support for the development. It has not identified the surrounding locality as an area with a high proliferation of supported needs accommodation. The applicant has indicated that a high degree of in-house care would be provided with residents would maintain contact with their registered GPs and established health care support throughout their stay. It is therefore unlikely that the development would have any significant implications for the local health care infrastructure or adversely affect vitality and viability of the surrounding neighbourhood. It is therefore considered that the development would comply with policy H10.

Policy T1 (Sustainable transport) - Policy T1 relates to the delivery of sustainable, high quality, integrated transport system, 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 incorporates in curtilage car parking, with the site benefitting from access to nearby public transport links along Slade Lane and Albert Road. Levenshulme Railway Station is within walking distance from the site. 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) - Policy T2 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.

Policy DM1 (Development Management) - Policy DM1 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. Relevant considerations in this case are:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the magnitude of the development and its impact on the character of the surrounding area;
- c. Effects on amenity, including privacy, light, noise and road safety and traffic generation;
- d. Accessibility relating to inclusive access for people with disabilities and access via sustainable transport modes;

- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

The development would be related to an existing property without the formation of any related extensions. The development would be conditioned to limit occupancy to 12 residents with support staff to safeguard residential amenity and to ensure that the use would be related to the capacity and constraints of the site. The residential character of the area would thereby be maintained. It is also considered that activity in and around the site would be predictable and manageable, including traffic generation. Any noise associated with the development would be consistent with residential use and, in this case, the property has been historically used as shared occupation with related levels of noise and activity. The applicant has confirmed that appropriate security measures would be put in place. The proposed quality of living space within the reconfigured property would be acceptable. It is acknowledged that external amenity space would be limited but this would be offset by the positive benefits of the development. A condition has been included to ensure that the proposed waste management arrangements would adequately accommodate segregated waste streams. It is therefore considered that the development would comply with policy DM1.

Unitary Development Plan (UDP) saved policies -The following saved policies are relevant to the assessment of the development:

Policy DC2 (Rest Homes and Nursing Homes) - Relates to the assessment of planning applications for rest homes, nursing homes and other uses within Class C2 of the Use Classes Order and requires that consideration is given 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;
- g. The desirability of broadly maintaining the existing character of a residential street or group of adjoining streets.

It is considered that the proposal would achieve these objectives through the provision of care facilities that would respond to a recognised care need for adults requiring immediate and more comprehensive residential care. It would also support residents in transition towards independent living. The applicant has demonstrated that the development can be appropriately managed as a small-scale care home without unduly affecting the residential character of the surrounding area. The development would also be supported with an appropriate standard of

accommodation and an operational management plan. Policy DC2 would thereby be accorded with.

Policy DC26 (Development and noise) - Requires that consideration be given to the likely generation of noise attributable to new development. It also identified the associated need to manage the potential impact of noise through the implementation of any identified attenuation measures.

In this case, the development would be restricted to 12 residents by condition thereby achieving a level of occupancy that would limit potential noise and disturbance to a level consistent with shared occupation. The unit would have staff on-site on a 24-hour basis to ensure appropriate supervision, including management of noise and disturbance. The development is therefore capable of achieving accordance with policy DC26.

Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance - The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester.

The following paragraphs are relevant:

- i. Section 3 Accessibility;
- ii. Section 8 Community Safety and Crime Prevention.

For the reasons set out in this report, it is considered that the development would positively respond to the above guidance.

Positive and proactive engagement with the applicant - An amendment to the Development Management Order, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

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, officers have engaged with the applicant to secure clarification of the characteristics of the proposed use leading agreement that it should be considered as a Class C2 development. The impact of the development on the character of the area and local health care infrastructure has been appropriately assessed. Further discussions have ensured the submission of sufficient information, including details of staffing arrangements, to allow the development to be appropriately considered.

Principle of the development – Although to date not lawfully established the property appears to have a history of shared occupation with a resulting level of activity. Regardless of the past HMO use, this is a relatively large detached property with spacious accommodation. Externally, it can accommodate a number of parking

spaces and its relationship to existing dwellings is such there is unlikely to be any undue impact from the proposed use.

Even with the presence of staff in addition to residents, this would be proportionate and necessary to secure both care and the management of the unit.

Residential amenity - The proposed referral of residents by GPs and other health care providers is a central theme of the management plan for the site. Capacity would therefore be controlled and these arrangements would also ensure that the arrival of residents and their admission would be suitably managed. Incidences of emergency admissions would be similarly managed and it is not considered this would in any respect give rise to undue harm. The applicants care model seeks to provide care for local people who, upon discharge, can access the established support of family, friends and health care providers. The operation of the development would be related to a condition to ensure the implementation of the submitted management plan supplemented with details of arrangements for servicing and deliveries.

It is considered that the development is capable of being suitably managed through the recommended conditions and the development would be appropriately related to the surrounding residential context.

Staffing arrangements – The operation of the unit would be co-ordinated by the applicants as medical doctor and unit manager. Care would be provided in two shifts, namely:

Daytime: 8.00 am to 8.00 pm – 4 staff;

Overnight: 8.00 pm to 8.00 am – 2 to 3 staff.

As stated, registration with the Care Quality Commission (CQC) would be pursued following the granting of planning permission and the establishment of the unit. In addition to the arrangements set out in the submitted management plan, the requirements for CQC registration would give further assurances regarding the quality of care to be provided. The applicant has indicated that care would be provided in-house and without reliance upon additional support from outside agencies. This would help to reduce activity around the site. The applicant also proposes to provide employment and training opportunities to local people thereby delivering an added community benefit.

Site management - The operation of the unit has been related to the submitted management plan, which details the arrangements set out above. It is recommended that these details are related to the development by a condition, that would be supplemented with confirmation of arrangements for undertaking servicing and deliveries. On this basis, it is considered that the requirements of Highway Services would be addressed.

Car parking, cycle storage and highways issues – The development would utilise the existing vehicular and pedestrian access and egress arrangements. Although there is limited car parking capacity, given the nature of the proposed use, it is likely that any demand for car parking would itself be limited staff and visitors. Furthermore, it is

considered that any traffic generated would be comparable to the continued use of the property as a house in multiple occupation.

Traffic visiting the site would be controlled through the presence of yellow lines on the adjacent sections of Slade Lane and Albert Road. The inclusion of a condition relating to the operation of the development in accordance with a travel plan would also aid the management of private car usage. The applicant has indicated the retention of an existing covered cycle shelter with a capacity for 6 cycles.

A condition has been recommended about the arrangement of the car parking spaces and a review of cycle storage to determine if further provision can be accommodated.

Electric vehicle (EV) charging points – A condition is recommended to explore options for the inclusion of an EV point.

Staff travel plan - The applicant has sought to reduce reliance on private car usage through the retention of an existing cycle store. The site also benefits from its walking distance proximity to bus routes and Levenshulme Railway Station. The provision of cycle storage and availability of public transport give confidence that an appropriate staff travel plan could be delivered to further reduce private car usage. It is recommended that the development be conditioned accordingly.

Amenity space and landscaping - The existing gardens would be retained, including hard surfaced areas to the front of the site.

Waste and recycling management - The proposed waste storage enclosure would be located adjacent to the northern site boundary of the site. This has the capacity to accommodate waste and recycling, including clinical waste (1100 litres for each waste and recycling stream)

The applicant has indicated that clinical waste would be appropriately stored in the basement. A condition has been recommended to ensure that appropriate bin capacities are provided within the external storage and lockable enclosure area. The condition would also ensure appropriate arrangements are made for the collection of all forms of waste, including clinical waste.

Servicing hours - Consideration has been given to the Environmental Health request for a condition to manage times for undertaking of services and deliveries. Given the proposed use shares many of the characteristics of larger scale residential occupation it is not considered this is necessary in this instance case.

Crime and security – In response to the comment of GM Police Design for Security, a condition has been recommended relating to a review of the existing security arrangements and the provision of additional measures to improve on-site security and to reduce the risk of crime.

Accessibility - The applicant has set out indicative details to improve access to the property, this includes removeable ramps. Two of the proposed bedrooms would also be located on the ground floor.

A condition has been recommended relating to the submission, approval and implementation of access arrangements to the ground floor of the property, including details of the siting and appearance of access ramps, balustrades and level thresholds to external doorways and confirmation of door set widths to facilitate access. The condition requires that approved scheme be fully implemented upon commencement of the authorised development and maintained in situ thereafter.

Flood risk and drainage - The site is located in Flood Zone 1 and therefore has a low risk of flooding. The development is consistent with a residential use and therefore there would be no requirement for any additional drainage mitigation.

Conclusion - It is considered that the proposal represents a welcomed provision of care that addresses a specific need and demand within the city. Notwithstanding potential impacts on the area have been considered and through the proposed management arrangements set out in this report, it is considered the use is unlikely to cause undue harm.

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 of the application 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, officers have engaged with the applicant to secure clarification of the characteristics of the proposed use leading agreement that it should be considered as a Class C2 development. The impact of the development on the character of the area and local health care infrastructure has been appropriately assessed. Further discussions have ensured the submission of sufficient information, including details of staffing arrangements, to allow the development to be appropriately considered.

Condition(s) to be attached to decision for approval

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 stamped as received by the City Council as local planning authority on 11 March 2021 and 22 March 2021:

Planning application forms;
Location plan with a red edge;
Proposed basement plan;
Proposed ground floor plan;
Proposed ground floor plan with access details;
Proposed first floor plan;
Proposed second floor plan;
Planning permission statement: 209 Slade Lane, Levenshulme, Manchester, M19 2AE by Steinbeck Group dated 11 March 2021 and amended by email from Salam Fahad dated 16 June 2021.

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 for the City of Manchester.

3) The planning permission hereby granted relates to the use of 209 Slade Lane as residential care home (Class C2) for occupation by a maximum of 12 residents 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.

4) Before the occupation of the development, a supplement to the authorised operational plan referenced: Planning Permission Supporting Statement Property Address: 209 Slade Lane, Levenshulme, Manchester, M19 2AE dated 11 March 2021 by the Steinbeck Group shall be submitted to and approved in writing by the City Council as local planning authority detailing the arrangements for servicing and deliveries, including the collection of segregated waste and recycling, including clinical waste. The approved documents shall comprise the operational plan to be implemented upon occupation of the development and maintained in situ at all times thereafter.

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.

5) Before the occupation of the authorised development a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing the provision of arrangements to the ground floor of the property, including details of the

siting and appearance of access ramps, balustrades and level thresholds to external doorways and confirmation of door set widths to facilitate inclusive access. The agreed scheme shall be fully implemented upon commencement of the authorised development and maintained in situ thereafter.

Reason – In order to secure inclusive access to the property and in the interests of residential amenity, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

6) 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 the provision and demarcation of car parking spaces and cycle storage together with details relating to arrangements for vehicular access arrangements. 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.

7) Before the occupation of the authorised development, a scheme detailing the provision, siting and specification of an electric vehicle (EV) charging point. The approved scheme shall be fully implemented before the occupation of the building and maintained in situ at all times thereafter.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester.

8) Before the occupation of the development, a scheme for the storage (including bin capacities for segregated waste recycling, general waste and clinical) and collection of refuse and recycling has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall include details of the siting and appearance of a lockable external enclosure for the storage of segregated waste and recycling bins. The approved details shall be implemented upon occupation of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

9) Before the development hereby approved is first occupied a staff travel plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a staff travel plan means a document which includes:

- i) The measures proposed to be taken to reduce dependency on the private car by those employed in the development;
- ii) A commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time;
- iii) Mechanisms for the implementation of the measures to reduce dependency on the private car;

- iv) Measures for the delivery of specified travel plan services;
- v) Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised staff travel plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any staff travel plan which has been approved by the City Council as local planning authority shall be implemented in full 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).

10) 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 the provision of measures to improve on-site security and to reduce the risk of crime. The scheme shall review existing security arrangements and detail related improvements that can be incorporated into the development. The approved scheme shall be implemented prior to the occupation of the development and maintained in situ at all times thereafter.

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

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: 129685/FO/2021 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
Greater Manchester Police

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer :	Carl Glennon
Telephone number :	0161 234 4530
Email :	carl.glennon@manchester.gov.uk

