

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
138801/VO/2023	11th Dec 2023	14 <sup>th</sup> March 2024	Rusholme Ward

**Proposal** City Council Development - Change of use of former children's home to create 24 no. self-contained residential units for short stay homelessness accommodation (sui generis), together with ancillary office and administrative space, associated elevational alterations and roof works

**Location** 69 Dickenson Road, Manchester, M14 5AZ

**Applicant** Louise Stonall , Manchester City Council

**Agent** Andrew Unsworth, Manchester City Council

### **Executive Summary**

The application relates to the conversion of a vacant children's home and contact centre to 24 self-contained residential units for short stay homelessness accommodation (sui generis), together with ancillary office and administrative space, associated elevational alterations and roof works.

Objections have been received from 4 local residents. The main concerns raised relate to the proximity of the proposed use to a neighbouring hospital school and safeguarding issues; anti-social/criminal behaviour perceived to be generated by prospective residents; the impact to residential amenity of local residents, and the impact to the conservation area which lies 80m to the north of the site.

### **Description**

The application property is a vacant, part single, part two storey, detached building, formerly in use as a children's home and contact centre. The property has been vacant for around 5 years.

The host building, is bounded by areas of hard surfacing to the side and rear, with parking to the side of the building provided via an access from Dickenson Road.



The proposed use includes 15 on-site car parking spaces (including 2 disabled spaces). In addition, cycle storage is proposed to accommodate 10 bicycles.



The proposed development would comprise temporary accommodation for clients of the Homelessness Service who would be homeless at the point of their discharge from hospital. The site would be managed and operated by the Council's

Homelessness Accommodation & Support Service. This site will replace the service's temporary use of the former sheltered accommodation site at Elizabeth Yarwood Court, which is a plot forming part of a larger redevelopment project.

It is difficult to confirm a maximum period of occupation for a client of the service, due to consideration of individual client circumstances and the kind of settled accommodation people will be able to move on into.

A management plan has been submitted to support this application which provides a detailed set of criteria which would be put in place as part of the operation of the facility. This will be referred to within the Issues section of the report and covers the following issues:

- The site would provide self-contained accessible accommodation for 24 homeless single people on discharge from hospital treatment, both male and female clients with health and wellbeing support needs. Some clients, where it has been deemed necessary, would be in receipt of a health care package commissioned by the NHS/adult social care.
- The site would be staffed with Accommodation Support Workers from the Council's Homelessness In-house Temporary Accommodation Service and staffed 24 hours a day, every day. This would include 3 Accommodation Support Workers working on a 24/7 rota, and security staff, all managed by a Team Leader and 2 Homelessness lead officers.
- There is a no visitors policy in place for clients of this service other than by professionals/care providers working with a client. This is to ensure control of who exactly is present in the building and safeguards all. This is in line with all In House Temporary Accommodation sites operated by the Homelessness Service.
- Access in and out of the building will be monitored by on site staff. Residents will be allowed to stay out from their temporary accommodation two nights a week by agreement if they chose to visit friends/family. There will be a 12-midnight curfew in place for the site. This is in line with the operation of all In-house temporary accommodation sites.
- Referrals into the service will all come direct from the Homelessness Service Housing Solutions Hospital Discharge Team, with no referrals taken from any other external agency. This ensures that only suitable people will be housed. People placed into the accommodation will be booked in during office hours of 9am and 5pm. Move out will also be co-ordinated to take place during office hours.
- All occupiers will be subject to a license agreement which they will sign up to. There will be a set of house rules which the client signs up to and a condition of on-going accommodation. Any behaviour which is in breach means that the client will need to vacate the premises.
- The contact details for the Team Leader and Team Manager will be made available to local communities and resident group representatives should any queries or concerns need to be raised. The Team Leader will work with local community organisations and performance information for the site will be shared with local Members monthly. Management will liaise with neighbourhood Services, GMP and ASBAT contacts.
- The Management system will enable the reporting of complaints and resolution.

## **Consultations**

Local Residents/Occupiers –4 representations raising concerns in respect of the proposed development which can be summarised as follows:

- Concerns raised in relation to anti-social behaviour and management of residents who may have addiction or behavioural issues and this cannot be managed outside the premises. Danger to local residents.
- Car parking issues relating to staff and visitors.
- Proximity to a school with children with complex needs and potential impact on those children from safeguarding.
- Note problems of anti-social behaviour associated with other similar facilities.
- This area is already experiencing high levels of transience and problems with social cohesion due to students and HMOs and proposal will make this worse.
- Detrimental to character of Victoria Park Conservation Area
- Support expressed that the building will be put to good use subject to reassurance regarding impacts on immediate neighbours and management of the facility.

Ward Councillors- Councillor Rabnawaz Akbar states that he and colleagues are fully supportive of the proposal.

Highway Services – Have advised that 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 site is well accessed by sustainable modes, with regular bus services along Dickenson Road and Wilmslow Road.

15 parking spaces and 2 spaces for disabled users available at the site and these will be retained, together with the vehicular access to the site from Aylesford Road.

Secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of staff/ visitor cycle which given the proposed use of the building should accommodate a minimum of 2 cycles.

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. All gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

A refuse storage area is noted within the site. It is understood that the bin collection will be via a private contractor and the bins will be collected within the private boundary of the site. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.

Environmental Health – Recommend conditions are attached to any approval, including acoustic insulation of the building; external plant and equipment; storage of refuse; together with the requirement for a scheme for electric vehicle charging.

Supported Needs Housing Group– Confirm that the proposed development fully supported.

Greater Manchester Police– Any comments received will be reported to the committee.

LLFA- The site is within Flood Zone 1 and low risk of surface water flooding. Based on the provided evidence, they do not recommend a drainage condition but suggest an informative is attached to any approval relating to the design of drainage systems.

## **Publicity**

The proposal has been advertised in the local press (Manchester Evening News), on 2nd January 2024 and site notices were displayed at locations around the application site on 18th January 2024 due to the quantum of accommodation proposed. In addition, notification letters have been sent to local residents and businesses (total of 116) in the local area on 21st December 2023.

## **Policy Legislative and Policy Context Places for Everyone**

### Places for Everyone Plan

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

The Inspectors' Report on the examination of the Places for Everyone plan was published on 15 February 2024. The Inspectors' Report sets out and justifies their recommendations in relation to the plan, and they have concluded that all legal requirements have been met and that with the recommended main modifications set out in the appendix to their report, the Places for Everyone plan is 'sound'.

There will be a period of six-week post adoption (i.e. from 21 March) when a judicial review challenge may be made. This will trigger a process of consideration by the Courts as to whether a Judicial Review is sufficient grounds to be heard (there is a one-step oral hearing appeal process if a Judge decides to reject the ground for a Judicial Review from the outset).

Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The 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. Securing higher densities in the most accessible locations is identified as helping to maximise the ability of people to travel by walking, cycling and public transport and reduce the reliance on the car.

### The National Planning Policy Framework

This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 in July 2021, and subsequently in December 2023. It

represents key up to date national policy and is an important material consideration in determining the current application.

A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating a high-quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment. 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. The statutory status of the development plan remains as the starting point for decision making. Section 5 'Delivering a sufficient supply of new homes' states that in order to support the Government's objective of significantly boosting the supply of homes, 'it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. With regards to affordable housing, paragraph 66 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96) which promote social interaction, be safe and accessible and enable and support healthy lifestyles.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (paragraph 108). Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 115). Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address

the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 116).

15 parking spaces (two for disabled users) and cycle storage facilities are proposed within the development which would be available for use by the staff and residents. The development would incorporate sustainable transportation options and chapter 9 would be positively responded to.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 123). Decisions should support development that makes efficient use of land, taking into account: a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; b) local market conditions and viability; c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and e) the importance of securing well-designed, attractive and healthy places. (paragraph 128). Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. Paragraph 129 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The existing building is to be retained and this matter is considered further elsewhere in this report. Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

### Local Development Framework

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

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in



Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

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

The following policies within the Core Strategy are considered relevant:

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

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

Policy 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.

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. The policy also requires that appropriate car parking and cycle storage is provided.

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

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy.

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

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

## National Planning Policy Guidance (March 2014)

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

The relevant section of the NPPG in this case is as follows:

*Noise* - Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

## **Issues**

### Principle

The proposed use would help to address immediate and significant housing needs that requires intervention in order to safeguard homeless individuals for short periods prior to appropriate re-housing. This process would, ultimately, improve individuals access to health care and employment and educational opportunities. In these circumstances, the general principle of the development is acceptable and compliant with aforementioned policy and guidance. Specific planning matters are considered further below.

## Site Layout

Internally, the proposed use at ground floor comprises a secure entrance lobby with associated reception, office, and managers accommodation, staff meeting room, laundry and accessible toilet provision, together with 17 no.1 bed self-contained units (including an accessible residential unit), and a further 7 no.1 bed self-contained unit to the first floor.

Externally, 15 off road car parking spaces are proposed, with two further spaces for disabled users. In addition, cycle storage for 10 bicycles and bin storage areas are proposed.

Given the constraints and size of the site and as the proposal relates to the change of use of an existing building, the proposal layout is considered satisfactory.

## Residential Amenity

With the exception of the neighbouring school to the east, and two properties at the junction of Dickenson Road and Birch Grove with commercial uses at ground level, the immediate area is predominantly residential in character, mainly comprising two-storey terraced and semi-detached dwellinghouses.

In regard to concerns relating to overlooking of the adjacent school playground, works to the eastern elevation include the infilling of two window openings, the recreation of a window, and a doorway being replaced with a window at ground level. No changes are proposed to the window arrangements at first floor level, where 3 windows are present and lie 6.25m from the eastern boundary. As the boundary treatment between the school and this site comprises high concrete post and panel fencing, the proposed revisions at ground floor level would not give rise to loss of privacy or overlooking.

Given the location of the school and the former operation of the host building as a children's home and contact centre, the immediate area is already subject to a degree of daytime activity and vehicular/pedestrian movements associated with these uses. Considering existing environmental conditions, it is not considered that there would be any significant impact in terms of noise and disturbance, as a consequence of the proposed use.

The lawful use of the application building does not include any conditions which control numbers of children and associated carers that could live at the premises or any control over the management of the premises. Therefore, the activity associated with the existing use could potentially be more intense than the proposed use including associated comings and goings. It is not considered that the proposed use would have any more unduly harmful impact on the amenity of local residents than that existing use.

Notwithstanding this, the majority of representations received, raise concerns about the introduction of homeless people into the local area and consider problems could arise from anti-social behaviour and interaction with the local community, including children associated with the neighbouring school.

To ensure the building is appropriately managed and as referred to above, a Management Plan accompanies the application, which would be key to safeguarding the amenity and safety of nearby residents.

The Plan stipulates that the proposed use would provide self-contained accessible accommodation for 24 homeless single people on discharge from hospital treatment, both male and female clients with health and wellbeing support needs. Some clients, where it has been deemed necessary, would be in receipt of a health care package commissioned by the NHS/adult social care.

The site would be staffed with Accommodation Support Workers from the Council's Homelessness In-house Temporary Accommodation Service and staffed 24 hours a day, every day. This would include 3 Accommodation Support Workers working on a 24/7 rota, and security staff, all managed by a Team Leader and 2 Homelessness lead officers.

There is a no visitors policy in place for clients of this service other than by professionals/care providers working with a client. This is in line with all In House Temporary Accommodation sites operated by the Homelessness Service. Access in and out of the building will be monitored by on site staff. This would ensure control over who is in the building at any time.

Residents would be allowed to stay out from their temporary accommodation two nights a week by agreement if they chose to visit friends/family. There would be a midnight curfew in place for the site, in line with the operation of all in-house temporary accommodation sites.

Referrals into the service would come direct from the Homelessness Service Housing Solutions Hospital Discharge Team, with no referrals taken from any other external agency. This ensures that the background details of each referral can be collected and recorded by the Homelessness Service to ensure suitability.

People placed into the accommodation will be booked in during office hours of 9am and 5pm, and move out will also be co-ordinated to take place during office hours.

All clients accommodated at Dickenson Road would be subject to a license agreement which they would sign up to, and is in line with the license agreement which is operated at all City Council in-house temporary accommodation.

There would be a set of house rules which a client must sign up to as part of the license agreement. Any behaviour which is in breach means that the client will need to vacate the premises.

The contact details for the Team Leader and Team Manager would be made available to local communities and resident group representatives should any queries or concerns need to be raised. The Team Leader will work with local community organisations and performance information for the site will be shared with local Members monthly. This is in line with the approach that the service takes at other sites in the city.

The management of the service will liaise with neighbourhood Services, GMP and ASBAT contacts. The service representatives would also be happy to regularly attend local community association meetings.

The management system will enable the reporting of complaints and resolution.

The management of the service would liaise regularly with Neighbourhood Services, GMP and ASBAT. Any issues that may arise from time to time in relation to the site would be promptly addressed through an effective and collaborative local approach with all key partners. Manager contact details and site contact details would also be made available to the community association representative.

The proposed use would encompass a management system to enable the reporting of complaints and subsequent resolution.

It should be noted that service operator is an experienced provider of accommodation support to those who are unfortunate enough to experience the upheaval of homelessness within their lives. The service aims to ensure homelessness is experienced for as short a period as possible and is unrepeatable.

Conditions have been included to ensure compliance with the Management Plan, as well as limiting the occupancy of the building. It is believed that with these measures in place, any impact to neighbouring living conditions can be satisfactorily mitigated.

### Visual Amenity

As part of the development, elevational alterations including the infilling of some window openings, and creation of new door and window openings are proposed.

It is anticipated that as well as bringing the building back into effective use, the reoccupation of the building would help ensure the building is maintained and would enliven the street-scene. On this basis, it is not considered that there would be any harmful impact to visual amenity.

### Heritage Impacts

This property lies 80m to the south of the Victoria Park Conservation Area and is separated from the Conservation Area by residential development. It is therefore considered that given the proposed elevational alterations are minor in nature and would not be in direct line of site with the Conservation Area, there would not be any harm to the character of the Conservation Area. Similarly, it is not considered that the proposed use would have any harmful impacts on the character of the Conservation area.

### Highway Considerations

In comparison to the former use of the building as a children's home and contact centre and given that the proposed use is to accommodate homeless people, with car ownership unlikely, it is not anticipated that the proposal would give rise to any

material impact to the operation of the highway as a consequence of trip generation and parking demand.

Vehicular access to the site would remain as existing and a limited number of staff are envisaged to be on-site at any one time. The level of proposed parking provision is considered acceptable.

On-site parking is to be supplemented by cycle storage provision to cater for 10 bicycles which would aid travel by means other than by private care. Given the nature of the use proposed, the level of provision is considered satisfactory. A condition is included to ensure the cycle storage is in place prior to the use becoming operational.

### Crime and Security

The property has been subject to vandalism, anti-social behaviour and intruders. The proposed development would bring the property back into use, and the main entrance has been designed to incorporate an intercom to manage access to the building.

A Management Plan has been submitted as part of the application to aid with any dispute/complaint resolution and details that the site would be staffed and managed 24/7 hours a day by City Council staff as well as security personnel. A condition has been included to ensure compliance with the Plan, as well as further condition which requires details of any on-site security enhancements to be agreed. With such measures in place, it is considered that any impact of the proposed use can be satisfactorily sustained.

### Waste Management

The application includes a waste management strategy which would involve the use of an existing bin store which has capacity for 5no. 1,100 litres bins to the north west of the host building.

Whilst the indicative location of the bins is considered acceptable from a collection perspective, Environmental Health require further details of the anticipated volume of waste, collection frequency for each waste stream and recycling arrangements. An appropriate condition is included to ensure satisfactory arrangements are in place, prior to the use becoming operational.

### 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 is no requirement for any additional drainage mitigation.

### Climate Change

City Council policy requires that new proposals focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

In this case, the site is situated within a highly sustainable location with access to a range of amenities and transport opportunities.

Given the former use of the building as a children's home and contact centre, the level of staffing would result a comparable or lower level of vehicular movements and parking demand. The impact to local air quality is therefore considered negligible. As way of an improvement, conditions are included which require the provision of an electric vehicle charging point, as well as cycle storage provision, in order to offer a wide choice of means of travel.

### Disabled Access

There is an existing level access approach to the main entrance from the car park and from the footpath on Dickenson Road. The width of some existing internal circulation routes is governed by the constraints of the existing building. New internal door widths would have suitable opening sizes for disabled access and the supporting documentation suggests that all colour schemes would be chosen taking account of the potential for occupiers with visually impairments. Accessible toilet provision would be available within the entrance lobby area.

An accessible apartment is proposed at ground floor level in close proximity to the maintenance to the property. This apartment has a direct ramped access into the unit from the western elevation with a width of 1200mm and a gradient of 1:15, but it is advised that this intended for uses as a fire escape only.

### Boundary treatment

The eastern boundary treatment comprises a high concrete post and panel fence with a taller weldmesh fence running parallel on the school side of the boundary , there is a high black railing fence to Aylesford Road , and a combination of a high brick wall, timber fencing and high concrete post and wanelap panel fencing to the northern boundary which are to be retained . A low wall forms the existing boundary treatment to the back of pavement on Dickenson Road, which is proposed to be repaired/rebuilt.

### Trees

There are mature trees set in proximity to the boundary treatment to the back of pavement on Dickenson Road, and also a Canadian Poplar tree which is the subject of a Tree Preservation Order located to the perimeter of the car park on Aylesford Road. These would be retained. As the extent of any the repair works to the front boundary works have not been finalised, it is proposed that a condition is attached to any approval to require the protection of the existing mature trees on the Dickenson Road frontage during any repairs /rebuilding of the wall.

Furthermore, there are currently a small group of 3no. silver birch trees set in a small grassed area between the wings of the building facing Dickenson Road. As no finalised designs of this area have been provided for consideration, it is therefore proposed that a condition is attached to any approval to be required so that before any works are undertaken to this area, a detailed soft landscaping scheme for this courtyard is submitted to and approved, and that the scheme is implemented within 6 months of the property being first occupied.

### Conclusion

The proposed use would make efficient use of a previously developed site to provide a much-needed facility for Manchester, whilst contributing to the local economy through the retention/creation of jobs and offering social improvements.

Reoccupation of the building for an active use would also guard against any potential decline to the host building.

It is believed that that the proposal would uplift the appearance of the site and any concerns regarding the negative impacts to neighbouring living conditions can be satisfactorily managed through the operation of a Management Plan. On this basis, the proposal is considered acceptable and compliant with the aforementioned planning policy and guidance.

### **Other Legislative Requirements**

#### **Equality Act 2010**

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

**Human Rights Act 1998 considerations** – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction



on these rights posed by the 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. Pre application advice has been sought in respect of this matter. The proposal is considered to be acceptable and therefore determined within a timely manner.

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:

Site location plan ref:69D-MCC-XX-XX-DR-A-0001-S0  
Proposed ground floor plan ref: 69D-MCC-B01-GF-DR-B-0011-S4A  
Proposed first floor plan ref: 69D-MCC-B01-01-DR-B-0011-S4  
Proposed roof plan ref: 69D-MCC-B01-R1-DR-B-0011-S4  
Proposed Main Building Elevations A&B plan ref: 69D-MCC-B01-ZZ-DR-B-0030-S4  
Proposed Garage Elevations plan ref: 69D-MCC-B02-ZZ-DR-0030-S4  
Proposed Main Building Elevations B1-B4 plan ref: 69D-MCC-B01-ZZ-DR-B-0032-S4  
Proposed Main Building Elevations B5-B8 plan ref: 69D-MCC-B01-ZZ-DR-B-0033-S4  
Proposed Main Building Elevations C1-C2 plan ref: 69D-MCC-B01-ZZ-DR-B-0034-S4  
Proposed Main Building Elevations D1-D2 plan ref: 69D-MCC-B01-ZZ-DR-B-0035-S4  
Existing Drainage Remedial Strategy plan ref: 231414-PEV-XX-XX-DR-C-0500 rev. P02  
Proposed Drainage Strategy plan ref: 231414-PEV-XX-XX-DR-C-0501 rev. P02  
In -use Management Strategy  
Waste Management Strategy  
Received 11<sup>th</sup> December 2023

Proposed site plan ref: 69D-MCC-B01-GF-DR-B-0015-S4B  
Proposed Garage Elevations plan ref: 69D-MCC-B02-ZZ-DR-0030-S4 A  
Proposed Main Building Elevations C&D plan ref 69D-MCC-B01-ZZ-DR-B-0031-S4 A  
Design and Access Statement dated 11<sup>th</sup> January 2024  
Received 11<sup>th</sup> January 2024

Dickenson Road Management Strategy for Planning 2024 received 20<sup>th</sup> February 2024

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) Notwithstanding the materials annotated on plans referenced in condition no.2 prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason -To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

4) The car parking indicated on the approved Proposed site plan ref: 69D-MCC-B01-GF-DR-B-0015-S4B, shall be surfaced, demarcated and made available for use prior to the flats), hereby approved being occupied. The car parking shall then be available at all times whilst the flats are occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

5) a) The cycle storage facility shall be located as shown on the approved Proposed site plan ref: 69D-MCC-B01-GF-DR-B-0015-S4B.

b) Prior to occupation of the development, full details of the cycle parking provision and cycle store/shelter, including security measures and means of enclosure, shall be submitted to and approved in writing by the City Council as local planning authority.

The cycle store shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation being brought into use, and be retained thereafter.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

6) Notwithstanding details submitted, prior to the first to the use hereby approved becoming operational, full details of an electric car charging point shall be submitted and agreed in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and shall remain available for use so long as the use is in operation.

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 EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

7 a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Dickenson Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied. Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

b) Prior to first occupation of the residential units, 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 the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason- To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved UDP policy DC26.

8) a) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall be submitted to and approved in writing by the City Council as Local Planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the apartments are occupied.

b) Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason -To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, and safeguard the amenity of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

Reason - In the interests of public health and residential amenity, pursuant to policies EN19, DM1 and SP1 of the Manchester Core Strategy (2012).

10) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday. No deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the living conditions of nearby residential occupiers, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

11) Prior to first operation of the use hereby approved, details of measures to improve on-site security and to reduce the risk of crime shall be submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall include CCTV coverage and details relating to improvements that can be incorporated into the development to enhance security, as well as details of a 24-hour contact to be displayed clearly at the site. The use shall only be implemented in accordance with the agreed details.

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

12) The use hereby approved shall only be implemented in accordance with the measures detailed within the submitted Dickenson Road Management Strategy for Planning 2024 received 20<sup>th</sup> February 2024, and the In-use Management Strategy received 11<sup>th</sup> December 2023.

The Dickenson Road Management Strategy for Planning 2024, and the In-use Management Strategy shall be adhered to at all times, so long as the agreed use is operational.

Reason - In the interests of public safety and to safeguard residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012) .

13) The planning permission hereby granted relates to the use of the building as 24 no. self-contained residential units for short stay homelessness accommodation (sui generis), only and for no other purpose.

Reason - For the avoidance of doubt and in the interests of residential amenity, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

14) a) Notwithstanding the annotation relating to the clearance of ground level vegetation to the courtyard between the southern wings of the building facing Dickenson Road shown on Proposed site plan ref: 69D-MCC-B01-GF-DR-B-0015-

S4B, prior to any works being undertaken to this courtyard area, details of a landscaping scheme (including tree retention or replacement tree planting), shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the building is first occupied.

b) If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

15) Prior to the undertaking of any repair or rebuilding works to the boundary wall, details of the type and height, and location of protective fencing for the protection of the existing mature trees in proximity to the boundary wall shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in full accordance with the approved details. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order to avoid damage to trees adjacent to the front boundary wall within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

### **Informative**

1. Construction works shall be confined to the following hours:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

2. 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).

3. The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN14 & EN17 of the Manchester Core Strategy.

**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: 138801/VO/2023 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  
MCC Flood Risk Management  
Greater Manchester Police  
Rusholme, Fallowfield & Moss Side Civic Society**

**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:**

<b>Relevant Contact Officer :</b>	Sue Wills
<b>Telephone number :</b>	0161 234 4524
<b>Email :</b>	sue.wills@manchester.gov.uk

