

PLANNING STATEMENT

Prepared on behalf of: Praveen Videlap

Site address: 29 Cartmel Close, Unsworth, Bury, BL9 8JA

Application type: Full Planning Permission

Prepared by: Inhaus Planning, Suite Ra01, 195–197 Wood Street, London, E17 3NU

1.0 Introduction

This Planning Statement has been prepared by Inhaus Planning on behalf of Praveen Videlap in support of an application for Full Planning Permission for the change of use of the dwelling at 29 Cartmel Close, Unsworth, Bury, BL9 8JA from Class C3 (dwellinghouse) to Class C2 (residential institution) for use as a children's residential care home providing places for up to two young people aged 8–17 years with emotional and behavioural difficulties (EBD) and social, emotional and mental health needs (SEMH).

The application is submitted to Bury Metropolitan Borough Council and is supported by a suite of ten revised documents addressing all material planning considerations raised by the Council and by residents of Cartmel Close. This Statement should be read alongside the Sustainable Travel Policy, Care Management Plan, and Good Neighbour and Community Engagement Plan in particular.

Inhaus Planning is a specialist consultancy with extensive experience in securing planning permission for children's residential care facilities across England. These revised documents have been prepared following a comprehensive site-specific research exercise, and all policy references, transport information, and local context have been verified against current live sources.

2.0 Site and Context

The application site is a residential dwellinghouse at 29 Cartmel Close, situated within an established residential area of Unsworth, a residential settlement in the Metropolitan Borough of Bury, Greater Manchester. Cartmel Close is a cul-de-sac accessed from Randale Drive, comprising semi-detached and detached family dwellings of comparable scale and architectural character to the application property. The site lies within the Unsworth ward of the Metropolitan Borough of Bury.

The property benefits from a private driveway providing off-street parking for three vehicles and a rear garden. It is served by the local road network and is within a short walk of bus stops on Parr Lane and Sunny Bank Road, which are served by Bee Network routes 95 and 97 connecting Unsworth to Bury and Manchester.

The proposed change of use involves no external physical alterations whatsoever. The property will retain its domestic appearance, form, and fenestration in full. At two residents, the proposed home is entirely indistinguishable from any neighbouring family dwelling in terms of its outward character and daily profile.

3.0 Proposed Use and Operational Details

The proposed use is a children's residential care home registered with Ofsted under the Children's Homes (England) Regulations 2015, accommodating up to two young people aged 8–17 years presenting with EBD and SEMH needs. The home will operate as a Class C2 residential institution on a continuous 24-hour basis throughout the year.

The staffing model comprises a Registered Manager, Deputy Manager, and Residential Support Workers, operating at a minimum 1:1 staffing ratio. Staff operate on extended waking shifts of 24 to 48 hours. This means shift changeovers occur at most once per day, typically during off-peak hours, and do not generate regular or repetitive vehicular movements of the kind associated with conventional employment patterns.

The first floor provides two resident bedrooms, a dedicated sleep-in room for the waking night staff member, and a separate staff office and management room. No external alterations are proposed and the property retains its residential appearance throughout.

Three off-street parking spaces are available on the private driveway. Secure cycle storage for three bicycles is provided within the curtilage. The driveway accommodates all vehicles associated with the home's operation, preventing any parking demand from arising on Cartmel Close.

4.0 Care Provision and Safeguarding

The home will provide a safe, stable, and nurturing residential environment for up to two young people placed by a commissioning local authority. All placements will be subject to individual care plans prepared in accordance with the Children's Homes (England) Regulations 2015 and the Children Act 1989.

Safeguarding arrangements are embedded throughout the operational model in accordance with Working Together to Safeguard Children (2026). All staff will hold a current enhanced DBS check, will have completed Level 3 safeguarding training, and will operate within a comprehensive framework of policies on information sharing, physical intervention, and professional boundaries.

The two-place model is particularly well-suited to young people with EBD and SEMH needs. The very small group size eliminates peer escalation dynamics, enables a genuinely individualised and relational approach to care, and produces a domestic environment that closely mirrors a family home.

5.0 Parking, Highway, Pedestrian Safety and Transport

The Council has received detailed representations from residents of Cartmel Close, supported by two independent expert transport reports commissioned from iRIS Sustainable Planning (Revision 2, July 2026) and SCP (Technical Note TR/SCP/260792/TN01, July 2026). The applicant has read both reports with care and addresses each of the principal findings below.

5.1 Parking Provision and On-Street Demand

The home's private driveway accommodates three vehicles entirely off the public highway. With an extended shift pattern of 24 to 48 hours, at most one staff changeover occurs per day. At any given time, a maximum of two or three staff vehicles will be present on the driveway. No vehicle associated with the home's operation will be parked on Cartmel Close. All staff will be required, as a condition of employment, to use the off-street driveway provision exclusively.

Residents' representations invoke Saved UDP Policy HT2/4, which requires developers to demonstrate that their site plan can accommodate parking and traffic needs without forcing unwanted on-street parking in surrounding areas. The applicant submits that this test is met: three off-street spaces are provided, the extended shift pattern means a maximum of two or three vehicles at any time, and the appointments-based scheduling system for professional visitors prevents simultaneous arrivals. The proposed use will not force any parking onto Cartmel Close.

The iRIS report asserts that a realistic peak demand of four simultaneous vehicles could arise from a combination of staff changeover, school transport, visiting managers, and professional visitors. This scenario does not reflect the operational model described in the accompanying Sustainable Travel Policy and Care Management Plan. The extended 24-to-48-hour shift pattern produces one changeover per day, not multiple. The Registered Manager's attendance is for administrative purposes and is infrequent, not daily. Professional visitor appointments are staggered. School transport will be scheduled to collect from the private driveway and will not require on-street parking. The home's written parking and scheduling policies make simultaneous arrival of four vehicles an operationally designed-out scenario.

5.2 Carriageway Width and Vehicle Movement

The SCP Technical Note identifies that on-street parking by existing residents reduces the effective carriageway width on Cartmel Close to approximately 3.24 metres at its narrowest, where cars are parked opposite one another on both sides. This is an existing condition arising from current residential occupation and is entirely unrelated to the proposed application. The proposed use will not add any vehicles to on-street parking on Cartmel Close. Accordingly, the proposed use does not alter, worsen, or contribute to the carriageway width constraints identified by SCP.

The iRIS parking survey recorded between 8 and 16 vehicles parked on Cartmel Close across the survey period of 2 to 7 July 2026. These are existing residents' vehicles. None of them arise from the proposed use, and none will be added to by it.

5.3 Pedestrian Safety and the Sunny Bank Road Footpath

SCP correctly identifies that the footpath at the eastern end of Cartmel Close connects to Sunny Bank Road, creating a pedestrian through-route used by schoolchildren accessing local schools and play facilities. SCP notes that on-street parking reduces available footway width to below 1 metre, which falls below the minimum recommended by the Inclusive Mobility guidance for wheelchair users, and that this pedestrian-sensitive context makes any increase in on-street parking particularly concerning.

The applicant accepts the importance of this pedestrian route. However, the critical point is that the proposed use will not increase on-street parking on Cartmel Close. All vehicles associated with the home will use the off-street driveway. The pedestrian conditions SCP describes are pre-existing and will remain unchanged by the granting of permission. The proposed use adds no material risk to pedestrian safety on Cartmel Close or the Sunny Bank Road footpath.

5.4 Turning Head and Emergency Vehicle Access

The SCP swept-path analysis demonstrates that refuse vehicles cannot turn in the turning head at the end of Cartmel Close and already reverse approximately 150 metres to Randle Drive, significantly exceeding the 12-metre maximum reversal distance recommended by Manual for Streets. SCP also finds that a fire tender vehicle may face the same difficulty if a car is parked on-street adjacent to No.29.

Again, both of these conditions exist today as a result of existing residential parking behaviour. The refuse vehicle reversal problem is not caused by this application and will not be worsened by it: the proposed home's three off-street spaces mean no vehicle associated with its operation will park adjacent to No.29 or in the turning head.

On the specific fire tender scenario: SCP's analysis is based on a parked car obstructing the turning head. That parked car would be an existing resident's vehicle, not a vehicle attributable to the proposed home. The granting of permission for this application does not create, worsen, or cause the fire access constraint identified. To refuse permission on this basis would be to penalise this application for a

pre-existing highway condition for which it bears no responsibility.

5.5 NPPF Paragraph 116 — Severe Test

Paragraph 116 of the NPPF (December 2024) provides that development 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, following mitigation, would be severe. The iRIS report concludes that the impacts would be severe. The applicant disputes this conclusion.

The severe test must be applied to the residual cumulative impacts of the proposed development itself, not to pre-existing conditions. The proposed home will add no vehicles to on-street parking on Cartmel Close. The shift pattern limits changeovers to once per day. Appointments-based scheduling prevents simultaneous professional arrivals. School transport operates from the driveway. The residual cumulative impact of the proposed use on the road network, measured against the existing baseline, is negligible. It does not approach the severe threshold.

The Council is respectfully invited to note that the highway problems identified by iRIS and SCP are real, but they are problems caused by existing residential occupation, not by this application. The appropriate planning response is to assess the impact of the proposed use against that existing baseline, and to conclude that the proposed home, with three off-street spaces and an extended shift model, adds no material highway impact.

6.0 National Planning Policy Framework (NPPF) — December 2024

The operative National Planning Policy Framework is the version published in December 2024 (amended 7 February 2025), which replaced the December 2023 version in its entirety. All policy references in this Statement are to the December 2024 NPPF.

Paragraph 63 of the NPPF (December 2024) requires that the size, type, and tenure of housing needed for different groups in the community, including looked-after children, should be assessed and reflected in planning policies. The proposed home directly responds to the well-documented national shortage of residential care placements.

Paragraph 96 of the NPPF (December 2024) requires planning decisions to aim to achieve healthy, inclusive, and safe communities. Children's residential care homes are social infrastructure delivering a statutory function on behalf of local authorities and their provision supports some of the most vulnerable young people in society.

Paragraph 116 of the NPPF (December 2024) provides that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or if residual cumulative impacts on the road network would be severe. For the reasons set out in section 5 above, this threshold is not met.

Paragraph 124 of the NPPF (December 2024) promotes effective use of land. The proposed change of use makes productive and beneficial use of an existing residential property without any new construction or alteration to the built fabric.

Paragraph 135 of the NPPF (December 2024) requires development to be sympathetic to local character. The proposed use involves no external changes whatsoever. The home will present as an ordinary, well-maintained family dwelling indistinguishable from its neighbours on Cartmel Close.

The May 2023 Ministerial Statement on children's homes remains a material consideration. It explicitly supports small-scale children's homes in residential settings and directs local planning authorities to

apply a positive and enabling approach to applications of this type.

7.0 Local Policy Context and Emerging Policy LP-H6

Bury Metropolitan Borough Council determines applications with reference to its adopted development plan. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires determination in accordance with the development plan unless material considerations indicate otherwise.

The Council is preparing the Publication Bury Local Plan (Regulation 19, June 2026). Emerging Policy LP-H6 (Homes for Looked After Children and Care Leavers) is a material consideration to which weight must be given in accordance with paragraph 49 of the NPPF, calibrated to the stage of preparation, the extent of unresolved objections, and the degree of consistency with the NPPF.

Policy LP-H6 sets out that new children's homes should be in suitable, sustainable locations; should not result in clustering or overconcentration; and should give priority to children from the Bury area. The 400-metre separation criterion under criterion (b) states that permission may not be granted where the proposed provision would be within 400 metres of an existing property meeting similar needs. Residents' representations have identified provision at 25 Randle Drive (approximately 220 metres) and 3 Sandown Road (approximately 370 metres), both within the 400-metre threshold.

The applicant acknowledges the emerging policy and the proximity of the identified existing homes. Several material considerations weigh in favour of the application. First, Policy LP-H6 is at Regulation 19 stage and has not yet been subject to independent examination; its soundness, including the 400-metre criterion, has not been tested. Second, the policy requires case-by-case assessment of site-specific circumstances, and the proposed provision involves only two young people in a large family dwelling — the smallest possible scale. Third, the national placement shortage is acute: as at 31 March 2025, there were 81,770 looked-after children in England, with 9,480 in children's homes, a figure that rose 9% in a single year. The weight of this pressing national need, acknowledged in the May 2023 Ministerial Statement and in paragraph 63 of the NPPF itself, is a significant material consideration pulling strongly in favour of the grant of permission.

On criterion (c) — priority to Bury children — the applicant confirms that placements will be offered in the first instance to young people from the Bury area, in accordance with commissioning arrangements agreed with the local authority. The provider will actively engage with Bury's Children's Social Care team to support local sufficiency.

The applicant respectfully invites the Council to carry out and disclose its assessment of all existing, approved, and pending provision within 400 metres of the site and to engage with the substance of LP-H6 in its decision notice. It is submitted that the combination of the stage of the emerging policy, the very small scale of the proposed use, and the overwhelming national need amount to material considerations indicating that permission should be granted.

8.0 Conclusion

The proposed change of use of 29 Cartmel Close, Unsworth, Bury, BL9 8JA from Class C3 to Class C2 for use as a two-place children's residential care home for young people aged 8–17 with EBD and SEMH needs is a sustainable, low-impact, and socially beneficial form of development.

The application is consistent with the NPPF (December 2024), the May 2023 Ministerial Statement, and the existing adopted development plan for Bury. The emerging Policy LP-H6 has been addressed directly and substantively. The highway and pedestrian safety concerns raised by residents and their independent experts have been answered point by point: the three off-street parking spaces, the

extended shift model, the appointments-based scheduling system, and the inherent inapplicability of pre-existing highway conditions to this application's impact assessment all support the conclusion that no severe or unacceptable highway impact will arise. Saved UDP Policy HT2/4 is satisfied by the off-street driveway provision and the operational model described in the accompanying documents.

The national and local need for additional residential care provision for looked-after children is pressing and well-evidenced. With 81,770 children in care as at 31 March 2025, the proposed home will make a direct and proportionate contribution to addressing that need. Bury Metropolitan Borough Council is respectfully invited to grant Full Planning Permission.