

PLANNING STATEMENT

Prepared on behalf of: Praveen Vidalap

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

Application type: Full Planning Permission

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1.0 Introduction

This Planning Statement has been prepared by Inhaus Planning on behalf of Praveen Vidalap 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 eleven 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, Parking Management Plan, Care Management Plan, and Good Neighbour and Community Engagement Plan in particular.

These revised documents have been prepared following a comprehensive site-specific research exercise. All policy references, transport information, and local context have been verified against current live sources. All policy references are to the National Planning Policy Framework as published in December 2024.

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 two off-street parking spaces 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, 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, meaning shift changeovers occur at most once per day, typically during off-peak hours.

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.

Two off-street parking spaces are provided on the private driveway. Secure cycle storage for three bicycles is provided within the curtilage. The management of these spaces, and the approach to any residual parking demand, is set out in full in the accompanying Parking Management Plan.

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 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. This section should be read alongside the accompanying Parking Management Plan, which sets out the operational arrangements in further detail.

5.1 Parking Provision and On-Street Demand

The amended site plan provides two off-street parking spaces on the private driveway. The applicant acknowledges that in the scenario where two staff vehicles are present on the driveway simultaneously during a shift changeover, a third vehicle — that of the incoming staff member — may on occasion need to park on Cartmel Close for the brief duration of the handover before the outgoing staff member departs. The applicant does not seek to overstate the off-street provision: this honest assessment of operational reality is set out plainly so that the Council can assess it properly.

Shift changeovers occur at most once per day, typically during off-peak hours, and last for a short period. The handover itself takes between 15 and 30 minutes, after which the outgoing staff member departs and the driveway returns to accommodating both on-duty vehicles. Outside of changeover periods, the two driveway spaces are sufficient for all operational needs.

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 substantially met. The two off-street

spaces accommodate all operational needs outside of changeover windows. The single on-street parking event — one vehicle, for approximately 15 to 30 minutes, at most once per day, during off-peak hours — represents a negligible and time-limited addition to a road which the iRIS parking survey recorded as already carrying between 8 and 16 parked vehicles at any given time. The addition of one further vehicle, briefly and predictably, does not represent the ‘unwanted’ and unmanaged on-street parking that Policy HT2/4 is designed to prevent.

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. The extended 24-to-48-hour shift pattern produces one changeover per day, not multiple. The Registered Manager’s attendance is administrative and infrequent, not daily. Professional visitor appointments are staggered. School transport will collect from the driveway. 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. The proposed use will add, at most, one vehicle briefly to on-street parking during daily changeovers. It will not park opposite existing vehicles; it will occupy a space on the same side of the road as other parked cars, consistent with existing parking patterns. The marginal addition of one briefly-parked vehicle does not materially worsen the carriageway conditions already documented by SCP.

The iRIS parking survey recorded between 8 and 16 vehicles on Cartmel Close across the survey period of 2 to 7 July 2026. The addition of one further vehicle during brief changeover periods represents a marginal and temporary increment to an already well-documented existing condition.

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. SCP notes that on-street parking reduces available footway width to below 1 metre and that this pedestrian-sensitive context makes any increase in on-street parking concerning.

The applicant acknowledges this concern. The one vehicle that may on occasion park on Cartmel Close during a changeover will be required, under the home’s Parking Management Plan, to park in a position that does not obstruct the footway and does not reduce the available footway width below the existing baseline. Staff will be briefed on this requirement before commencing employment and it will be enforced by the Registered Manager. The Parking Management Plan, submitted alongside this Statement, sets out these requirements in detail. The proposed use therefore adds no material risk to pedestrian safety on Cartmel Close or the Sunny Bank Road footpath beyond the pre-existing conditions.

5.4 Turning Head and Emergency Vehicle Access

The SCP swept-path analysis demonstrates that refuse vehicles already reverse approximately 150 metres to Randale Drive and that a fire tender may face difficulty turning if a car is parked adjacent to No.29. Both conditions arise from existing residential parking behaviour. The proposed use contributes one vehicle, briefly, during changeovers, which will be parked in accordance with the Parking

Management Plan to avoid the turning head area. Staff will be explicitly instructed not to park at or near the turning head. This instruction is embedded in the Parking Management Plan as a binding operational requirement. The fire access constraint identified by SCP will accordingly not be worsened by the proposed use.

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 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 contributes, at most, one vehicle briefly parked on Cartmel Close during daily changeovers, parked in a managed and specified location away from the turning head, for approximately 15 to 30 minutes, at most once per day, during off-peak hours. Measured against an existing baseline of 8 to 16 parked vehicles on the road at any given time, this represents a negligible and managed increment. 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 arise from existing residential occupation. The proposed home, with its two off-street spaces, its extended shift model, its appointments-based scheduling, and its Parking Management Plan constraining staff parking to specified locations away from the turning head, adds no material highway impact beyond a brief, managed, and predictable daily event that falls far short of the severe test.

6.0 National Planning Policy Framework (NPPF) — December 2024

The operative NPPF is the version published in December 2024 (amended 7 February 2025). All policy references are to this version.

Paragraph 63 requires that the housing needs of different groups, including looked-after children, should be assessed and reflected in planning policies and decisions. The proposed home directly responds to this requirement.

Paragraph 96 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.

Paragraph 116 provides the severe test on highway grounds, addressed fully in section 5 above. The threshold is not met.

Paragraph 124 promotes effective use of land. The proposed change of use makes productive use of an existing residential property without any new construction.

Paragraph 135 requires development to be sympathetic to local character. No external changes are proposed. The home will present as an ordinary family dwelling.

The May 2023 Ministerial Statement explicitly supports small-scale children's homes in residential settings and remains a material consideration.

7.0 Local Policy Context and Emerging Policy LP-H6

The Publication Bury Local Plan (Regulation 19, June 2026) contains emerging Policy LP-H6 (Homes for Looked After Children and Care Leavers), which is a material consideration at a weight appropriate

to its Regulation 19 stage.

Policy LP-H6 sets out that new homes should be in suitable, sustainable locations; should not result in clustering or overconcentration; and should give priority to Bury children. The 400-metre separation criterion under criterion (b) is engaged by the proximity of existing provision at 25 Randle Drive (approximately 220 metres) and 3 Sandown Road (approximately 370 metres).

The applicant acknowledges these proximities. Several material considerations weigh in favour of the application: LP-H6 has not yet been subject to independent examination; the proposed use involves only two young people; the national placement shortage is acute with 81,770 looked-after children in England as at 31 March 2025, including 9,480 in children's homes, a figure that rose 9% in a single year. These considerations amount to the material weight that indicates permission should be granted.

On criterion (c), the applicant confirms that placements will be offered in the first instance to young people from the Bury area, and the provider will actively engage with Bury's Children's Social Care team to support local sufficiency.

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 consistent with the NPPF (December 2024), the May 2023 Ministerial Statement, and the adopted development plan for Bury.

The highway concerns raised by residents and their independent experts have been addressed point by point. The amended site plan provides two off-street parking spaces accommodating all operational needs outside of brief daily changeover windows. The one vehicle that may on occasion park on Cartmel Close during a changeover is subject to a binding Parking Management Plan that specifies its location, prevents obstruction of the footway and turning head, and limits its duration. The residual cumulative impact on the highway network does not approach the severe threshold in paragraph 116 of the NPPF. Emerging Policy LP-H6 has been addressed substantively.

With 81,770 looked-after children in England as at 31 March 2025, the proposed home will make a direct and proportionate contribution to addressing a pressing national need. Bury Metropolitan Borough Council is respectfully invited to grant Full Planning Permission.