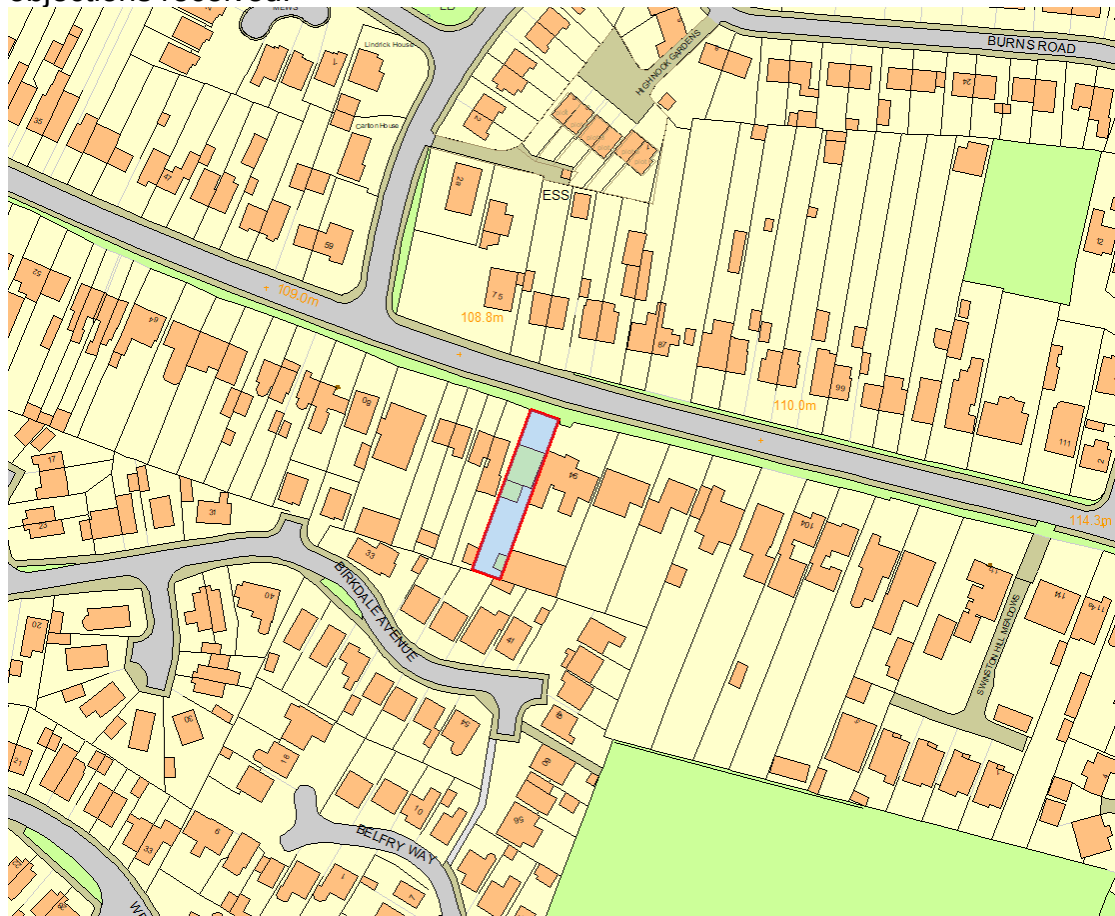


**REPORT TO THE PLANNING BOARD
TO BE HELD ON THE 24th July 2025**

The following applications are submitted for your consideration. It is recommended that decisions under the Town and Country Planning Act 1990 be recorded as indicated.

Application Number	RB2025/0610 https://rotherham.planportal.co.uk/?id=RB2025/0610
Proposal and Location	Change of use from dwellinghouse (use class C3) to children's home (use class C2) for up to 3 children with extended vehicular access, at 92 Swinston Hill Road Dinnington Rotherham S25 2SA
Recommendation	Grant with conditions

This application is being presented to Planning Board due to the number of objections received.



Site Description & Location

The application relates to an existing extended two-storey detached dwelling located on Swinston Hill Road at Dinnington. The property is located within a residential area consisting of mixed house types set back from the adjacent highway with off road parking to the front and relatively large rear garden areas.

Background

There have been several applications relating to this property including the following;

RB1978/3876 - Extn to form garage kitchen bathroom & bedroom – Granted

RB2006/0803 - Two storey rear extension, new pitched roof to replace existing pitched & flat roof, formation of rooms in roof space and erect porch to front – Granted conditionally

Proposal

This application seeks full planning permission for the change of use of the property from a dwellinghouse (Use Class C3) to a children's home (Use Class C2) for up to 3 children. The application has been amended from the original proposal which was for 4 children to address highway concerns with regard to available off street parking.

The submitted information indicates that the children will be aged from 11 to 17 years.

No external changes to the dwelling itself are proposed.

The site has parking for three cars to the front and the existing vehicular access is proposed to be widened to 5m by removing of a section of the front boundary wall and extending the existing dropped kerb.

The applicant has submitted a supporting statement which can be summarised as follows:

- The care Home will be staffed 24 hours a day, 7 days a week, with a maximum of two staff members on-site at any one time. This includes two support workers. Carers will not live at the property but will operate on a shift basis.
- Support staff will mainly work on a 48-hour shift pattern, from 10:00am to 10:00am the following day. Staff handovers will typically take place daily between 10:00am and 11:00am, outside of peak traffic times (07:30–09:00), thereby minimising any impact on local congestion.
- For the majority of the time a maximum of two staff members will be present on-site at any given time. There will ordinarily be no staff arriving before 8:00am or departing after 11:00pm, ensuring the quiet character of the residential area is respected.

- Public transport for school transportation will be used where possible to avoid the need for taxis or institutional transport services, helping to preserve the residential nature of the area and preventing frequent or conspicuous traffic movements. Additionally, to further minimise the environmental impact, staff will be encouraged to walk or cycle to work, use public transport, or carpool where possible. This strategy aims to reduce traffic and ensure that the care home operates in harmony with its residential surroundings
- The home will be run as a single household, with all communal spaces shared between the carers and the young people. The carers and the children will cook and eat together, and spend time engaging in activities within the home that are both educational and recreational in nature. This approach fosters a family-style environment.
- Our carefully planned staff rota system ensures efficient handovers and staggered shift patterns. Specifically:
 - Two staff members work together for 48 hours (2 days), providing round-the-clock care. This is a widely used and effective rota model in children's residential care
 - Handover daily at 10:00 AM, one staff member finishes while another arrives. Handover is complete by 10:30 AM, avoiding early morning disruption and peak traffic.
 - Therefore, the demand for parking will never exceed the two spaces provided, and we are confident that the current provision is entirely sufficient to support the operational needs of the home
- Access to the site at 92 Swinston Hill Rd will be widened to 5m. The site accommodates three private off-street parking spaces dedicated to the care home. If required, two for the on-site staff, and one for visitors and site manager who will visit by appointment only.

Development Plan Allocation and Policy

The Core Strategy was adopted by the Council on the 10th September 2014 and forms part of Rotherham's Local Plan together with the Sites and Policies Document which was adopted by the Council on the 27th June 2018.

The application site is located within the Green Belt in the Local Plan, for the purposes of determining this application the following policies are considered to be of relevance:

Local Plan policy(s):

CS27 'Community Health and Safety'
 SP11 'Development in Residential Areas'
 SP52 'Pollution Control'

Other Material Considerations

National Planning Policy Framework: The revised NPPF sets out the Government's planning policies for England and how these should be applied. It sits within the plan-led system, stating at paragraph 2 that "Planning law

requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise” and that it is “a material consideration in planning decisions”.

National Planning Practice Guidance (NPPG).

The Local Plan policies referred to above are consistent with the NPPF and have been given due weight in the determination of this application.

Rotherham Adopted SPDs:

SPD12 Transport Assessments Travel Plans and Parking Standards

Dinnington Neighbourhood Plan

Publicity

The application has been advertised by way of a site notice along with individual neighbour notification letters to adjacent properties. 73 letters of representation have been received from local residents. The concerns raised can be summarised as follows:

- The change of use should be notified to all surrounding areas not just immediate neighbours. Local residents were not adequately informed or consulted about the proposed change. A thorough community consultation should take place before a decision is made.
- The property does not have enough off road parking and the property is close to a busy T junction that has been the site of accidents and this is a very busy road and increased traffic on this road which is already used as a race track, could result in more accidents.
- The traffic on Swinston Hill has already increased over recent years due to new housing developments in the area.
- The proposed parking area does not comply with the British Parking Association guidelines. The change could result in regular visits and there is limited on street parking.
- The last thing we need is troubled teenagers living nearby. No details have been provided regarding the background of these children. Will children with more complex needs be homes there in the future?
- Deeds say that property cannot be changed to commercial use.
- Noise and light pollution caused by local authority vehicles visiting night and day. Installation of security lights, cameras will change the character of the property.
- Why are these children being put into separate homes instead of altogether in a purpose built children's home.
- This will lower the cost/value of homes in the surrounding area.
- Environmental impact of use of cars raising the emissions
- Not cost effective
- Shortage of property in this country, this application could set a precedent which would take from the current housing stock
- Concerns about anti social behaviour and overlooking issues

- May feel unsafe in the comfort of my own home and don't want my family to even have the chance of being put at risk due to this.
- Plot size not big enough. A children's home needs an outdoor space for play and activity.
- Having worked in a children's home, very concerned that the safety of all residents will be compromised. Having had firsthand experience of how the child services system works, I am certain that the proposed application will have nothing but negative impact on the area
- While I fully support the need for appropriate care for vulnerable children, I have serious concerns about the suitability of this location for such a use and the impact it would have on our residential community.
- Can result in higher levels of activity at unpredictable hours. This could disturb the peace and quiet enjoyed by residents and affect quality of life and the character of the area, including the elderly and more vulnerable residents.
- The opening of the home will inevitably lead to associates of these troubled children frequenting the area. It will also lead to children in the community being befriended and falling into crime. This will inevitably lead to an increased police presence in the area. Already issues with anti-social behaviour in Dinnington.
- Private children's homes are run for profit.
- Statistics show that more children in care had more serious incidents involving the police than private children. There is already a high crime rate in the area.
- Concerned with safeguarding and lack of information about the home.
- Could result in over concentration of non-family residential uses in the area undermining cohesion and balance of the local community.
- The applicant is a businessman, does he have any knowledge/experience of this very complex industry? He has also applied for the same change of use of a property in South Anston. Who would be the regulatory body overseeing the standards of the home?
- What skills do former police officers have to care for children and why is this being highlighted as a positive thing?
- Increased waste disposal will require large bins to the front which will be unsightly and decrease available parking areas.
- Potential impact on the mental health and well-being of nearby vulnerable residents. The fear of crime can undermine the quality of life of residents.
- This is not a suitable site it should be located near a town.
- Other authorities have refused similar applications.
- Whilst supporting the need for a loving and suitable environment for these children this is not considered to be the right location in a residential area with heavy traffic and speeding where it will generate adverse impacts on local amenity, parking and highways.
- Social care professionals residing in the area are concerned with the downplaying of any effect the home will have on residents and the area. Visits by professional officers will be more regular than stated in the application.

- The application mentions a cycle to work scheme but then goes on to say that staff will transport children in their own cars.
- Contact visits for the children are arranged by a central worker not controlled by the home so can be at any time and regular visits can be arranged causing traffic conflict.
- Nearby open fields and woodland can be used by any children running away from the home where they are unlikely to be easily found.
- Lack of amenities and facilities for children in the area

Dinnington St Johns Town Council have submitted the following objections.

- While the Council understands and supports the necessity of providing appropriate care for vulnerable young people, we have serious concerns about the suitability of this proposal in its current form and in this specific location.
- The proposed property is located within a quiet, residential area, primarily composed of family homes. The change of use to a care facility for teenagers with significant emotional, behavioural, or medical needs represents a substantial departure from the existing residential character of the neighbourhood. The cumulative effect of this increased footfall and traffic presents real and legitimate concerns for the amenity of nearby residents.
- Parking provision and traffic management have not been adequately addressed in the application.
- Lack of information, Key operational aspects such as staffing numbers, shift patterns, visiting schedules, and safeguarding measures have not been explained.
- The proposal appears to conflict with the aims and objectives of the Dinnington St John's Neighbourhood Plan, which promotes sustainable development that respects and enhances the character of our community.

Following the change of description to reduce the number of children to be cared for to 3 the following additional comments have been received

- Arrests were made last week following a firearms incident on Swinston Hill Road
- Following the firearms incident poor judgement would place vulnerable children in this sort of environment
- Ofsted reports show higher levels of police involvement at children's homes compared with private residences and many are rated inadequate by Ofsted due to poor safeguarding, unqualified staff, unsafe buildings, poor behaviour management.
- Other similar applications in Rotherham have been refused.
- How will the rota system be controlled?
- There is no public transport to get the children to school n time as stated
- The proposed parking scheme makes no mention of the storage of bins or cycle racks
- The use will generate more visits other than carers such as social workers, police and contact workers

Two letters of support have been received which state;

- While it's not desirable to have such homes on your doorstep, it's absolutely necessary given the poor starts and abhorrent circumstances some children grow up in.
- The general public will never understand the horror that some children find themselves in in today's world. Hopefully this home will be a safe space for many young people who can heal from their trauma and grow into amazing adults.
- Cars parked outside might slow the endless passing traffic.
- The property has a large driveway to accommodate staff cars; if the property was sold privately to a large family they could easily have three cars anyway so I think concerns about number of cars/traffic is irrelevant.
- All children deserve to have a safe home and these children are no different. There is no evidence that these children will be any more badly behaved/display more anti-social behaviours than those living with their own families.

In response to the objections received the following comments have been submitted by the applicant from the proposed care home manager:

- *The proposal seeks to provide a high-quality, full-time residential care placement for up to three young people aged 11–17. This model is in direct response to a growing national and local demand for therapeutic, community-based placements that reduce the need for institutional care or out-of-area placements. It ensures a continuity of care, proximity to familiar environments, and a personalised approach, key principles in both Ofsted's regulatory framework and wider social care policy.*
- *As the newly appointed Registered Manager of Swinston Hill Children's Care Home, I will be responsible for the day-to-day operation of the home in accordance with current legislation, regulatory standards, and best practice guidance. My role is central to ensuring a smooth transition for all young people entering our care, and I will personally oversee that the environment is fully prepared, appropriate training is delivered to staff, and robust care plans are in place to support their well-being and development.*
- *The 24 hour shift model with a carefully planned 30-minute handover period allows for smooth transitions and information sharing between staff without overlap or disruption to neighbours*
- *The presence of the registered manager operating core business hours with remote working flexibility further ensures professional oversight, while reducing unnecessary daily site visits and associated traffic*
- *Staff Transport of Young People: Using public transport for school transport avoids the need for taxis or institutional transport services, helping to preserve the residential nature of the area and preventing frequent or conspicuous traffic movements.*
- *Encouragement of Sustainable Commuting: Promoting walking, cycling, public transport, and carpooling aligns with national goals to*

reduce carbon emissions and supports Sheffield's Local Transport Plan. These measures reinforce the home's goal of being a considerate and environmentally responsible neighbour

- *The planned care model replicates the dynamics of a family home, an approach known to foster emotional security, resilience, and personal growth in looked-after children. Shared meals, joint participation in daily routines, and planned educational and recreational activities create a nurturing environment. This is not only Ofsted-aligned but also essential to delivering therapeutic, attachment-based care in a non-institutional setting.*
- *The access and parking arrangements are practical and well-suited to the proposed use*
- *The proposal aligns strongly with both national planning policy (NPPF) and local development frameworks:*

Social Need Fulfilment: It addresses a clear social need, offering a solution that keeps children within their communities and avoids the high costs and poor outcomes often associated with out-of-area or emergency placements

Community Integration: By minimising disruption, encouraging environmentally friendly practices, and maintaining a domestic scale, the home will operate with discretion and integrity in its setting, key expectations under planning and inspection frameworks. The proposed change of use at Swinston Hill represents a forward-thinking, child-centred approach to residential care, grounded in principles of respect, community integration, and sustainability. It balances the critical needs of vulnerable young people with the legitimate expectations of local residents and the requirements of the planning system.

The application is also supported by a Transport Technical Note which states:

- No two staff member work the same shift pattern, with shift handover occurring every day. Shift hand over occurs between 10:00am and 10:30am. There will be no more than two staff members on site at shift handover with the staff member finishing their shift leaving at 10:00am and the staff member starting their shift arriving at 10:30am.
- Therefore, the maximum staff parking demand will be for three spaces when the 2 core staff and one additional staff member are on-site between 14:00 and 22:00. This is however considered very much worst case as based on Bravehearts Care experience elsewhere, a significant proportion of staff will commute to work either via public transport, active travel or taxi / drop off. There are frequent bus services operating along Lidgett Lane c.450m west of the site. Bravehearts Care are also signed up to the cycle to work scheme allowing staff to purchase bicycles and equipment through an interest free loan, repaid via monthly deductions from their salary.
- Drawing ITY210183-GA-001 contained in Appendix B illustrates the swept paths of an estate car accessing the driveway in forward gear and parking in three separate spaces. If all three spaces were occupied by an estate car, which is unlikely as an estate care represents an 85th percentile vehicle, then those parking in the middle space would be able to egress the site in forward gear, with those parking in the other

two spaces egressing in reverse (as would be the case for a typical private driveway). Drawing ITY210183-GA-002 also contained in Appendix B illustrates the swept paths of a small car accessing and egressing the site in forward gear. It is not considered necessary to provide 6m aisle width for a use of this nature as parking tends to be more typical of a residential driveway rather than a public car park.

- As set out in Appendix A there will be occasions when visitors come to the site and require parking. All visits will be diarised so there are no clashes. If a visit is to take place at a time when there is demand for three staff parking spaces then they will have the opportunity to either park on the driveway to the rear of the staff cars or on the carriageway outside the property. Onsite observations indicate that there is existing on street parking along Swinston Hill Road.

Consultations

RMBC – Transportation Infrastructure Service: Following receipt of additional information with regard to the rota system and the changes to the application to reduce the number of children to three and increase the width of the access they raise no objections in a highway context subject to relevant planning conditions being imposed as set out below.

RMBC – Environmental Health: Do not foresee any issues with regard to this application.

SY Police Liaison Officer: Supportive of the application in principle and recommend improvements to door security and lighting as per Secured by Design standards.

Appraisal

Where an application is made to a local planning authority for planning permission.....In dealing with such an application the authority shall have regard to -

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations. - S. 70 (2) TCPA '90.

If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise - S.38 (6) PCPA 2004.

The main considerations in the determination of the application are:

- Principle of the development
- Impact on residential amenity
- Highway/Parking considerations

- Children's Safety
- Other matters raised by local residents

Principle

The proposed use would fall within class C2 'Residential Institutions' (use for the provision of residential accommodation and care to people in need of care). In this instance a change of use to Use Class C2 occurs as children cannot form a household on their own and live independently without adult supervision.

The site is allocated for Residential Use within the Local Plan and Local Plan policy SP11 'Development in residential Areas' states "Residential areas identified on the Policies Map shall be retained primarily for residential uses. All residential uses shall be considered appropriate in these areas and will be considered in light of all relevant planning policies."

The National Planning Policy Framework (NPPF) at paragraph 63 notes that:

"Within this context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to) those who require affordable housing (including Social Rent); families with children; looked after children; older people (including those who require retirement housing, housing-with-care and care homes); students; people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes"

The previous government also set out Ministerial advice with regard to the Government's commitment to support the development of accommodation for looked after children, and its delivery through the planning system.

They stated that:

"The planning system should not be a barrier to providing homes for the most vulnerable children in society. When care is the best choice for a child, it is important that the care system provides stable, loving homes close to children's communities. These need to be the right homes, in the right places with access to good schools and community support. It is not acceptable that some children are living far from where they would call home (without a clear child protection reason for this), separated from the people they know and love."

Dinnington Neighbourhood Plan states that some of the key issues are:

- sustaining a level of housing growth to meet identified housing need whilst retaining Dinnington's essential distinct character and sense of identity.
- supporting future housing that is high quality, well designed, and that is of a size, type and tenure that helps meet changing needs, including the needs of local people.

This proposal is considered to meet the needs for a home for cared for children within an existing community.

Taking all of the above into account the proposed development is considered to be acceptable in principle.

Impact on general amenity

Policy CS27 'Community Health and Safety' states that: "Development will be supported which protects, promotes or contributes to securing a healthy and safe environment and minimises health inequalities."

Policy SP52 'Pollution Control' states: "Development proposals that are likely to cause pollution, or be exposed to pollution, will only be permitted where it can be demonstrated that mitigation measures will minimise potential impacts to levels that protect health, environmental quality and amenity. When determining planning applications, particular consideration will be given to:

- a. the detrimental impact on the amenity of the local area, including an assessment of the risks to public health.
- b. the presence of noise generating uses close to the site, and the potential noise likely to be generated by the proposed development.
- e. The impact of artificial lighting. Artificial lighting has the potential to cause unacceptable light pollution in the form of sky-glow, glare or intrusion onto other property and land."

The NPPF at paragraph 135 (f) states planning decisions should ensure that development "create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

There is no current national guidance in relation to children's homes, therefore, the land-use planning considerations that local planning authorities need to concern themselves with are mainly the impact of a proposed institution on amenity and the environment and highways issues.

Concerns have been raised that the proposed use would generate additional visits to the property causing noise and light pollution at unsocial hours, affecting the residential amenity of the area.

The proposal is for the use of the dwelling as a children's home for up to three children at any one time with two carers.

In regard to the potential impact on existing residents in the area and safeguarding, the proposal would result in the change of use of the property from a residential dwelling to a children's home for 3 children with 24-hour care, which will be registered by Ofsted.

The property would be accessed by the children and staff members. These comings and goings and associated vehicle movements may differ from the level of activity beyond that which would normally be associated with a

dwelling house, however, it is not considered that a small children's home that would be accommodated in a dwelling of this size would be of a level which would create a significant impact on the residential amenity of the nearby neighbours.

The level of additional noise and disturbance that may be expected is not considered to be of a scale that would conflict with policies SP11 'Development in residential Areas' or SP52 'Pollution Control'. and as such would not justify refusing the planning application on these grounds.

The applicant has confirmed that the support staff will mainly work a 48hr shift with the changeover time for staff being between 10am and 11am, no staff will ordinarily arrive before 8am or depart after 11pm and so it is not considered that the increase in activity at the property would give rise to an increased level of noise and disturbance during unsociable hours.

Whilst activity may increase during daytime hours, it is considered that the level of noise associated with increased vehicular movements would not lead to a significant impact on the residential amenity of existing nearby residents.

it is considered that the impact would not be unlike that of a large family that could reside there. Additionally, the Council's Environmental Health department have been consulted and have not raised any objections to the proposal from a residential amenity perspective.

Concerns have also been raised that the children residing there could have emotional and behavioural problems resulting in anti-social behaviour to the detriment of the mental health and well-being of nearby residents.

The three children accommodated within the property will be supervised on a 24 hour basis and as such, it is not considered that this issue would create any significant impact on the residential amenity of existing residents or the wider community as a whole.

In an appeal decision for a similar development (Bromley 02/12/1994 DCS No [033-844-797](#)) an inspector felt that the frequency of bad behaviour would be difficult to predict and would depend on individual children and the supervision they received. These were personal matters not concerned with the use of the property, and the appeal was allowed.

Overlooking from the dwelling to nearby homes and gardens has also been raised as a concern, however no changes are proposed to the property in terms of its layout and it is considered that it is no different to any dwelling occupied by a family with children and adults and should not raise any significant concerns.

Additional vehicular movements have been highlighted by some residents as an environmental concern increasing emissions, the applicant has introduced a cycle to work scheme and has stated that they will encourage staff to use

this and also to use public transport. The revised supporting statement notes that the children will be transported to school and other trips by taxi.

Whilst the numerous concerns raised by residents have been noted in terms of the potential impact on residential amenity it is considered that the proposal would be considered to have a character akin to that of a residential dwelling, and as such is considered acceptable in a residential area. Therefore, due to the nature of the proposal it is considered to be residential in character, which is appropriate in this residential area.

Highways issues

Paragraph 116 of the NPPF states: "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."

Objections to the proposals include insufficient on site parking, being located on a busy classified road where traffic is constantly speeding and several accidents have happened. Also, the traffic on Swinston Hill Road is reported as having increased recently due to additional residential development and that on street parking causes issues for residents.

The Transportation Officer has assessed the proposals in highway terms and following discussions with the applicant the proposal has been reduced to three children from four to reduce the number of carers and visitors to the site to address the issue of adequate on site parking and to reduce any disruption in traffic terms.

In order to address the concerns raised that the number of carers and the rota system could change in the future affecting the parking requirements it is recommended that a condition is imposed to restrict this to the submitted details.

Subject to the recommended conditions set out below the Transportation Officer raises no objections in relation to Highway Safety concerns and is happy with the level of parking available on the site.

Children's Safety/Safeguarding Considerations

Several concerns have been raised by residents that the site is not in a suitable location in terms of ensuring the safety of the children, particularly in respect to the busy main road, nearby fields and woodlands and recent firearms instance.

As previously states, the Government announced in May 2023 that the planning system should not be a barrier to providing homes for the most vulnerable children in society and that it is important that the care system provides stable, loving homes close to children's communities. It advised councils to support applications, where appropriate, for accommodation for looked-after children and to consider whether it is appropriate to include

accommodation for children in need of care as part of their assessment of housing need.

Whilst the Council's adopted local plan does not include any policies directly relating to looked after children, the application property is located within a residential area and Policy SP11 states that all residential uses are to be considered appropriate in such areas. This includes use as a children's care home. In this instance, the children's care home will be very well located as far as its proximity to the community and to all local facilities are concerned.

Furthermore, the children will have 24 hr supervision and ultimately the safety of the children under their care is the responsibility of the carers and the would be regulated by OFSTED and would not differ from other children residing in the area.

Other matters raised by local residents

Several other matters have been raised by local residents and are addressed below:

- *Need to maintain housing stock*
The property will still be in residential use and could revert back to a family home in the future subject to planning permission.
- *Impact on property values*
This is not a material planning consideration and cannot be taken into account in the assessment of this application
- *Meeting Ofsted requirements*
This is separate legislation and is the responsibility of the applicants and other services. Accordingly, it does not have any impact on planning decisions.
- *Restrictive Covenants*
A number of residents have also raised the issues of covenants on the properties in this area preventing a change of use. This too would be a separate legal issue outside of the planning system and cannot be afforded any weight in the planning determination.
- *Use of larger children's homes*
Smaller individual children's homes are now considered to provide a better environment for looked after children than the previous larger residential institutions. Nevertheless, this is not material in the determination of this application.
- *Concerns that the property could be changed to house children with more complex problems.*
The permission hereby granted would be for a C2 use only and any change of use to a secure residential institution (Use Class C2A) would require further planning permission.

- *Lack of public consultation*
The planning application has been advertised in accordance with government legislation by individual letters to adjacent occupiers and the display of a site notice to inform the wider population.
- *Lack of facilities in the area*
The property is located within an existing community, within walking distance to facilities such as green spaces and schools. Notwithstanding this, the use would not be any different to a family occupying this property.
- *Applicant's experience/knowledge*
The care of the children will be overseen by Ofsted and Local Authority Social workers and it is not within the scope of the Planning Authority to check into the background of applicants

Conclusion

Taking account of the location of the dwelling and the nature of the proposed use it is considered that any noise and disturbance generated would be similar to a traditional family dwelling and whilst there could be an increase in comings and goings, especially at shift change over times, this would be within daytime hours so would not create such a significant impact on the amenity of neighbouring residents that would justify refusing planning permission on these grounds.

Furthermore, the presence of several carers at any one time will ensure that the children and/or young people in care are suitably supervised minimising any impact on the amenity of neighbours or the wider community, as well as the children themselves.

It is further considered that the proposed alterations to the boundary wall to increase the width of the vehicular access and the level of on site parking will be appropriate in highway terms.

In view of the above, it is recommended that planning permission be granted.

Conditions

01

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason

In order to comply with the requirements of the Town and Country Planning Act 1990

02

The permission hereby granted shall relate to the area shown outlined in red on the approved site plan and the development shall only take place in accordance with the submitted details and specifications and as shown on the approved plans (as set out below).

- Drawing nos: 3378-CDA-00-XX-DR-A-0402, 3378-CDA-00-ZZ-DR-A-0401 Received 28 April 2025
- Drawing No. 3378-CDA-00-XX-DR-A-0403 Received 2 July 2025

Reason

To define the permission and for the avoidance of doubt.

03

The premises shall be used as a residential care home for up to 3 children only and for no other purpose (including any other purpose in Class C2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, (or any Order revoking and re-enacting that Order with or without modification)).

Reason

The premises are not considered suitable for general use within the Class quoted for amenity and highway reasons.

04

Prior to the commencement of the use hereby approved the site access shall be increased in width to 5m with a corresponding increase in the width of the vehicle access crossing. (A S184 licence will be required for these works from the Council's Streetpride Service).

Reason

In the interest of highway safety

05

Before the development is brought into use, that part of the site to be used by vehicles shall be constructed with either;

a/ a permeable surface and associated water retention/collection drainage, or;

b/ an impermeable surface with water collected and taken to a separately constructed water retention/discharge system within the site.

The area shall thereafter be maintained in a working condition.

Reason

To ensure that surface water can adequately be drained and that mud and other extraneous material is not deposited on the public highway and that each dwelling can be reached conveniently from the footway in the interests of the adequate drainage of the site, road safety and residential amenity.

06

Before the development is brought into use the car parking area shown on the approved plan ref 3378-CDA-00-XX-DR-A-0403 shall be provided, marked out and thereafter maintained for car parking.

Reason

To ensure the provision of satisfactory garage/parking space and avoid the necessity for the parking of vehicles on the highway in the interests of road safety.

07

The use hereby permitted shall be restricted to no more than three children with two carers in accordance with the rota details as set out in the submitted Appendix B Rota Summary received 2 July 2025

Reason

In the interests of the amenities of the occupiers of nearby dwellings

Informative

01

The property would benefit greatly from being refurbished to Secured by Design standards, to create a better standard of security.

Surveillance Any landscaping and front boundaries should be kept low at no more than 1 metre high to enable greater informal surveillance into and out from the property.

Lighting All external paths and car parking areas should be well lit with an LED lighting scheme to standard BS5489 with no dark areas. All front and rear doors should be lit with a wall mounted luminaire to provide lighting in line with standard BS5489 which should operate on a dusk to dawn sensor and spread the light downward.

Security of Dwellings In line with SBD standards, all front / rear doors and ground floor windows should comply with PAS 24:2022.

POSITIVE AND PROACTIVE STATEMENT

During the determination of the application, the Local Planning Authority worked with the applicant to consider what amendments were necessary to make the scheme acceptable. The applicant agreed to amend the scheme so that it was in accordance with the principles of the National Planning Policy Framework.