

WARD: Timperley Central

112429/FUL/23

DEPARTURE: No

Erection of a two-storey infill extension to the existing internal courtyard, new internal reconfiguration and external alterations to include: new rear and front entrances, blocking up existing windows and the creation of new windows, new AC units, external landscaping and reconfiguration of the car parking.

Woodlands United Reformed Church, Woodlands Parkway, Timperley, Altrincham, WA15 7QT

APPLICANT: Standard Corporation Ltd

AGENT: Atelier MB

RECOMMENDATION: GRANT

The application has been reported to the Planning and Development Management Committee as more than six representations have been received contrary to officer recommendation.

SITE

The application site refers to a single storey brick-built vacant church building located on Woodlands Parkway in a residential area of Timperley. The building is positioned to the centre of a large site, with an area of hardstanding to the front, and a large expanse of hardstanding to the rear, both of which are used for parking. There are dwellings positioned to the north, west and south of the site, which vary in style from detached bungalows to three storey terraces.

PROPOSAL

The application seeks planning permission for a two-storey infill extension, and external alterations, including new rear and front entrances, the blocking up of existing windows and the creation of new windows, new AC units along the roof, external landscaping and the reconfiguration of the car park.

The application does not propose to change the lawful use of the building, which is an established place of worship (Use Class F1).

DEVELOPMENT PLAN

For the purposes of this application the Development Plan in Trafford comprises:

- **The Places for Everyone Plan (PfE)**, adopted 21st March 2024, is a Joint Development Plan of nine Greater Manchester authorities: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. PfE partially replaces policies within the Trafford Core Strategy (and therefore the

Revised Trafford Unitary Development Plan), see Appendix A of the Places for Everyone Plan for details on which policies have been replaced.

- The **Trafford Core Strategy**, adopted 25th January 2012; the Trafford Core Strategy partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan** (UDP), adopted 19th June 2006; A number of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by the new Trafford Local Plan.

PRINCIPAL RELEVANT PLACES FOR EVERYONE POLICIES

JP-P1

JP-C8

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4

L7.3

PROPOSALS MAP NOTATION

No allocation

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the National Planning Policy Framework (NPPF) in December 2023. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The MHCLG published the National Planning Practice Guidance on 6 March 2014, and was last updated in February 2024. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

None

APPLICANT'S SUBMISSION

Bat and Breeding birds' Assessment.

Design and Access Statement

Flood Risk Assessment

Noise Impact Assessment

Transport Statement

Travel Plan

Tree Protection Plan

CONSULTATIONS

Ecology: No objections subject to condition to provide biodiversity enhancement measures, and informatives regarding protected species and advising against works during main bird nesting season. Discussed in detail in Ecology section below.

Local Highways Authority (LHA): No objection, subject to condition to submit travel plan and cycling parking details – discussed in more detail in highways and parking section.

Lead Local Flood Authority (LLFA): No objections – recommend an informative regarding the use of permeable surfaces for parking areas.

Nuisance: No objection, subject to conditions related to opening hours and noise management to prevent nuisance to neighbouring properties.

Tree Officer: No objections subject the development following the tree advice contained with the Tree Protection Plan.

REPRESENTATIONS

165 objections and 2 neutral comments received. These comments have mainly been received from nearby properties and from the United Reform Church Steering Group, a local resident's group.

All summarised below:

Neutral:

- Given that the application is only for a 2-story infill, some internal reconfiguration, alteration of some windows and remodelling of the front and rear entrances, it is difficult to raise an objection on planning grounds.
- In addition, the current building, and therefore the site, clearly has a consent for a place in which public worship can take place therefore conversion from one faith to another seems an unlikely reason for refusing consent. Overall, one has to conclude there are no grounds for objection to the application.

Objections:

Design:

- The proposed plan for this building is nothing like the existing properties in this area and seems at odds with all the planning regulations.
- Extensions and additions would appear out of character in this setting.

Amenity:

- Disparity between the images shown in the planning application – plans differ from the artist image which shows a definite two storey building, which would certainly overlook neighbour properties.
- Extension could result in a loss of light to no. 8 Langdale Close.

Use:

- Strong objection to the claim that there will be no change of use – previous building was approved as a place of worship to serve the local community – the new building will predominantly support a population outside of the area.
- The building will be in operation at very different days/times, which is a significant change.
- The building as existing attracts very little vehicle use and is not open during unsociable hours.
- No information submitted regarding the frequency of events.
- The land could be put to far better use.
- Planning application does not state the number of visitors.
- Ismaili centres are growing in Manchester and are having a great impact on the surrounding area in terms of parking, safety and access to one's house.
- Proposed usage does not support local demographic. Trafford's latest census has only 7.9% Muslim. This facility therefore does not enhance or serve the local community.
- Those using the facility will come from outside of the local community.
- This location is wholly unacceptable for this type of development.
- Already an Islamic Centre in Hale.
- Would be better to have more schools and sports centres rather than a religious centre.
- Questions suitability of days/hours of development usage in a residential area.
- Over the past 25 years - URC used very lightly. Small congregations, small community groups such as brownies etc and children's parties for example.
- Serious impact on character of this area due to intensification of the existing use.

Hours of opening:

- Application states that hours of opening are not relevant – notes that the increased parking/traffic movements around this facility 24hrs a day is relevant.

Noise:

- Operation would be in use from 4am – concerns that this will generate disturbance for residents at an otherwise quiet time of the day.
- Increased traffic at all hours of day would disturb residents.
- Noise and light pollution to surrounding residents at all hours.
- Information regarding times/days of use not sufficient.

- Air conditioning units would cause disturbance.
- Noise impact of 'call to prayer' on residents.
- Requests that a condition is added, which would not permit any audible calls to prayer at any time.
- Relocation of front entrance to the rear raises concerns regarding the nuisance impact on properties to the rear.
- Noise impact assessment does not consider the impact on properties to the rear and sides.
- Nuisance would impact on resident's quality of life.

Access/Traffic/Parking:

- Insufficient parking within site – only 20 off road spaces.
- No safe parking on Woodlands Parkway adjacent to the site. Parking within adjacent residential areas is constrained.
- Increased traffic – adding to congestion and road safety issues.
- Site entrance on a narrow blind bend – impact on road safety
- Impacts on residents and children's safety.
- No traffic management plan provided.
- Infrastructure not in place – insufficient parking and road capacity.
- Requests that a condition is added, preventing access into or from Langdale Close for vehicles or pedestrians now or in the future.
- Schools surrounding the site already cause parking problems.
- Increasing traffic will make it difficult/impossible for emergency services to access/leave the area.
- Increased traffic in the middle of the night is not in keeping with this quiet residential area.
- Seeks confirmation that there will no access to the site provided from Langdale Close now or in the future.
- References traffic problems caused by Hale Islamic Centre.
- Comments received disputing the accuracy and findings of the parking survey.
- Comments received raising concerns regarding the size and quantity of parking spaces, cycling space and motorcycle spaces on the revised site plan.
- Comments raising concerns with the travel plan – states "Without full details of anticipated users and their residential location, the Travel Plan as proposed must be considered a theoretical document, with little or no factual content."

Ecology and Trees:

- Removal of trees will impact on green appearance of the area.
- Ducks breed each year in the pond within the centre of the building – this development will prevent that.

Anti-social behaviour:

- Proposed opening hours – opening at 4am could lead to anti-social behaviour.

Pollution:

- Increased traffic and congestion will make the air pollution in the area worse
- Pollution from building work into the Brook would cause harm to the fragile eco system.
- Lights in car park could cause light pollution.

Other

- The detrimental congestion and parking impacts and dangers caused at the Islamic Centre at Grove Lane in Hale will be replicated here.
- Application would conflict with Manchester Mayor's 'Greater Manchester Strategy' and Trafford Council's 'Places for Everybody Plan'.
- There is a pond at the site – however, no survey has been submitted.
- Requests that detailed discussions and agreements should take place with each adjoining owner.
- Consideration should be given to Muslim population growth – if the growth of the religion is set to increase.
- This planning application does not support any of the "ALO" Altrincham objectives. (Place objectives from Trafford Core Strategy)

Consultation

- The local people have not been advised, and no site notice was published.
- No notice was sent to residents during the application process.
- Inadequate consultation

Officer response: The consultation was conducted in full accordance with the publicity requirements as outlined at Part 3, Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015. All adjoining neighbours were consulted as required. A site notice was not required for this development.

All other comments will be addressed within the report.

OBSERVATIONS

1. The application is for extensions, additions, and alterations to a building. The most important policies in the determination of this application are JP-P1 of PfE (design) and L7.3 of TCS (amenity). Both are up to date in NPPF terms and should be given full weight in decision making.
2. It is important to note that this application does not seek permission to change the use of the building. The use of the building as a place of worship is lawful. The applicant notes that the religion of the place of worship would change, however, to

be clear, this would not constitute a material change of use. The focus of the application is on whether the extensions and alterations to this building are acceptable, in particular, on design, amenity, and parking grounds.

3. Some comments received from neighbours note that the intended use of the building as a place of worship is not appropriate within this setting, that the building could be put to better use or that this use would not cater to the local community. It is also noted in the objections that the use would not support the local demographic. As this is an established and lawful place of worship the principle of the building's use (as a place of worship) is not for assessment in this application. Set out below is an assessment of the development for which planning permission is sought.

DESIGN AND APPEARANCE

4. The proposed changes include the addition of extensions to the building, the installation of air conditioning units to the new roof, and alterations to the building's fenestration.
5. An infill extension with a clerestory roof is proposed to the centre of the building, which would be sited on the footprint of the existing courtyard. A second clerestory roof is proposed to the north of the building. The extension to the centre of the building would have a height of 6.14m, 1.14m higher than the maximum height of the existing building. The clerestory roof to the north of the building would project 0.8m above the existing roof. The extensions are considered to be of an acceptable scale and proportionate with the existing building and site.
6. Copper cladding is proposed to the existing front entrance, and a new copper clad entrance is proposed to the rear. The use of copper to the front and rear entrances would differ from the predominant brick elevations, however given the position and proposed extent of its use, it is considered that it would complement this brick-built design. The proposed copper entrance to the rear of the building is considered acceptable in size and design and is proportionate to the scale of the building.
7. A section of the central roof would be lowered, to allow for the installation of 7no. air conditioning units. The units are small in scale, and would be screened from view, ensuring that they would have no visual impact on the building or surrounding area.
8. The infilling of existing windows, and the installation of new windows/doors would be acceptable on design grounds. All proposed windows/doors would sit appropriately within the elevations of the existing building and appear well proportioned.

9. As part of the works, new areas of hard and soft landscaping are proposed to the rear of the site. The loss of soft landscaping to the rear to provide increased parking is accepted, however, to ensure that the site is appropriately landscaped, a condition will be added to request that full details of both hard and soft landscaping works are submitted to the LPA for approval prior to any above grounds works.
10. Given that new materials are being used on the building, it is recommended that a condition is added requesting that a full specification of all materials to be applied on the building are submitted to and approved by the LPA prior to their use. This will ensure that the materials used are high quality and that an appropriate finish is achieved.
11. Subject to the above conditions, it is concluded that the proposed development would comply with JP-P1 of PfE and relevant design policy within the NPPF.

RESIDENTIAL AMENITY

12. All low-level windows and doors within the side elevations of the building would be filled in. New doors and windows are proposed within the rear elevation, with the existing openings to be removed. The proposal would not provide any opportunity for overlooking of the surrounding residential units.
13. The extensions would be positioned to the centre and north of the building. The extension to the centre of the building would have a height of 6.14m, 1.14m higher than the existing building. This extension would be set 7.5m and 14m from the adjacent site boundaries to the south and north and would be sited 13m from 7 Woodlands Parkway and between 12-14m from 8 and 9 Langdale Close, ensuring the extension would have no negative impact on the amenity of these dwellings. The roof extension to the north of the building would project 0.8m above the existing roof and would be positioned approx. 7m from the nearest residential property, no. 7 Woodlands Parkway. The extension to the north is not significant, with the building remaining significantly lower than the adjacent residential dwelling (no. 7 Woodlands Parkway). To conclude, the extensions, given their scale and position, would have no overbearing or loss of light impact on surrounding dwellings.

Nuisance

14. The application proposes an extension to provide increased floorspace, higher window openings within the side elevations and two clerestory roofs. Moreover, air conditioning units are proposed to the side of the new roof of the building.
15. The application has been reviewed by the Environmental Health Officer (EHO), who has advised that the proposed changes (extension to provide increased floorspace, higher window openings within the side elevations, air conditioning units, and two clerestory roofs) could allow for noise to emanate from the building.

Such changes could therefore have an impact on neighbouring dwellings if mitigation measures are not in place. As such, the EHO has recommended that several conditions are added to any approval to restrict opening hours, and to manage noise. Each suggested condition is reviewed below.

16. The EHO has reviewed the noise impact assessment, and it is considered that due to the proximity of noise sensitive residential premises to the application site, a stricter criterion for plant noise emissions will be required. As such, it is recommended that a condition is added to restrict the noise levels of such equipment to 10db below the background noise level when measured at the nearest sensitive receptors.
17. Moreover, due to the introduction of high windows on the exterior of the building, there is potential for loud noise to emanate from the building and disturb nearby residents. As such, it is agreed that a condition is added to prevent the use of loudspeakers, bells, amplifiers, or other similar public address systems in association with the premises.
18. The Environmental Health consultee also recommends that a condition is imposed to restrict the hours of opening to 0730-2300 daily, with the exception of acts of worship. It is noted that the application site relates to a place of worship, i.e. the lawful primary use of the site is for acts of worship. Other activities may take place at the site if they are ancillary to that main use. There is no reasonable basis to restrict the time of either the main use (or any ancillary use). It would also be very difficult to differentiate comings and goings at the premises which are in association with an act of worship or otherwise. Some visitors may be attending to worship and to carry out other associated activities. The condition would therefore not meet the required test of enforceability. It should be noted that the introduction of a new use at the site would require planning permission (on which controls could be imposed if necessary).
19. The design and access statement notes that the building may open at 4am for prayers. It is recognised that many of the objections received refer to the proposed early openings hours of the building, which they state would be inappropriate and result in nuisance to the surrounding residential area. It is not disputed that the use of this building within a predominantly residential area during the nighttime / early morning hours may result in disturbance to surrounding neighbours. However, the existing lawful use of the building, and the associated hours of operation are not the subject of this application. As matters stand, the building is able to lawfully operate as a place of worship at all times of the day and night.
20. The application proposes modest extensions and alterations to the existing building. Those changes do not constitute or result in a material change of use.
21. As stated above, the existing use of the building as a place of worship with unrestricted hours of use is lawful, and as such does not require planning

permission. Conditions on a permission granted for the current proposals must relate to the development for which consent is sought.

22. Accordingly, whilst the applicant seeks to maximise the building's potential, it is noted that the existing building can already lawfully accommodate the intended use as a place of worship, during the proposed hours and for a similar number of people. It is not considered necessary or reasonable to impose a condition to restrict the opening hours for this building.
23. It is however considered necessary and reasonable to impose a condition that a sound insulation scheme is designed to protect the amenity of occupants of nearby buildings from noise emitted from the application premises as a consequence of the proposed development to alter and extend the building. Such a condition appears in the list of recommended conditions below.
24. Given that the development would take place within a residential setting, a condition requiring that a construction method statement is submitted prior to the development is recommended to ensure that the proposed construction works would be managed appropriately and would not result in undue nuisance to surrounding dwellings.
25. Other conditions recommended by the EHO include a lighting management condition, and a condition regarding the potential use of ventilation/extraction equipment at the proposed kitchen. The application has not proposed any new lighting outside the premises, nor have they proposed a ventilation/extraction system. As such, it is not considered necessary or relevant to the proposed works to add these conditions.
26. To conclude, it is considered that the proposed development, subject to the imposition of certain noise related conditions (addressed above), would not give rise to any nuisance or disturbance to the surrounding neighbouring dwellings. The proposal would therefore comply with policy L7.3 and the NPPF.

HIGHWAYS AND PARKING

27. Policy JP-C8 of Places for Everyone requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. Paragraph 16 of this policy states that: Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network.
28. Policy L4.7 of the Trafford Core Strategy states that: *The Council will not grant planning permission for new development that is likely to have a significant*

adverse impact on the safe and efficient operation of the Strategic Road Network, and the Primary and Local Highway Authority Network unless and until appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for the implementation are secured. Policy L4 is out of date with the NPPF in terms of the test of highways harm. Paragraph 115 of the NPPF states 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.

29. The car parking standards as detailed within Supplementary Planning Document 3 'Parking Standards and Design' (SPD3) state that for this location one car parking space per 5 sqm is required. The proposed development has an internal floor area of 510 sqm equating to 102 spaces (in comparison to the existing building on site which requires 93 spaces in order to accord with those standards). Currently, no formal onsite parking is provided but users are able to park on two hard surfaced areas located to the front and rear of the site.
30. The application has proposed 27 standard parking spaces, three disabled spaces, 10 cycle spaces and four motorcycle spaces. The disabled and cycle parking allocation would comply with SPD3. The LHA noted that the car parking spaces do not achieve the minimum space requirements for such spaces. The applicant amended the site plan to show that the spaces would measure 2.4m x 4.8m, which would accord with the minimum size requirements. The LHA also requested that the size of the motorcycle spaces is increased accordingly to take account of the rider and additional space needed to accommodate them getting on and off their motorcycle. It is considered that sufficient parking and space for motorcycles is provided on site, proportionate to the scale of the extension, and considering that the existing site did not provide any allocated motorcycle spaces. As such, the size of both the parking and motorcycle spaces would be acceptable.
31. The LHA consider that the proposed development would intensify the use of the site in comparison to the previous Woodlands United Reformed Church, including opening at times when the existing parking restrictions would not be subject to enforcement. As such, a parking survey and travel plan were requested from the applicant.
32. The submitted transport survey has provided basic information pertaining to the requested parking survey. However, the LHA note that no detail has been provided for retained carriageway widths, distance from any road junctions, and details of any vehicles parked on footways. The LHA therefore requested full details of the parking survey be provided including copies of any photographs and/or onsite measurements taken to allow a full assessment of the results.
33. The transport consultant has confirmed, on behalf of the applicant, that they conducted the parking survey via two staff in one vehicle, which they assert was the most efficient method to cover the survey area. They note that no photographs,

or dash-cam footage were taken. Moreover, they have also confirmed that no on-site measurements were taken. They noted that they provided estimated spaces, which were estimated on-site. They double checked these measurements using Google Maps Street view and its measuring tool.

34. Furthermore, they note that this Parking Survey, as described above was conducted using the Lambeth Methodology. The Lambeth Methodology refers to an approach used to assess parking patterns, availability and usage in a given area.
35. The LHA have reviewed the above comments, which they state have confirmed that the survey was not undertaken in accordance with the LHA guidance provided in their response 01. They also note that this survey does not reflect the Lambeth methodology and no scaled drawing showing the site location and extent of the survey area and all parking and waiting restrictions, bus lay-bys, kerb buildouts, and crossovers (where applicable) have been produced. It is further confirmed that no photographs were taken during the survey. The Lambeth Method further suggests that the location of parked vehicles should be marked on a plan, however no plan has been provided.
36. The LHA does not accept that the parking survey undertaken was adequate and it is their view that the survey does not provide an accurate or true reflection of the level of on street parking in the area and the current demand for parking. From looking at the streets on Google, it is considered that if the number of parking spaces noted in the report were used, and unless parking was to take place on the footways/verge areas, traffic flows along multiple roads would be severely impacted. It is therefore considered likely that the actual number of on street parking spaces and the level of available capacity are far less than that stated in the survey report. The LHA however state that that unless the LPA considers the change in user of the building to represent a 'material change in use requiring planning permission', any objection on highways grounds would not be sustainable given the proposals only seek to provide a small extension to the existing building.
37. It is also acknowledged that the United Reform Church Steering group provided responses to the submitted Parking survey and travel plan, including an independent review of the parking survey which was prepared by a Civil Engineer. The responses raise concerns regarding the accuracy of the submitted documents. Their findings seek to show that there would be significantly less on-street parking capacity in the surrounding area compared to the estimates provided within the applicant's parking survey. Furthermore, with regard to the travel plan, they state that walking / cycling, and public transport options are simply not feasible and that without full details of the anticipated users, and their residential location, the travel plan as proposed must be considered a theoretical document, with little or no factual content.

38. The use of the building as a place of worship would not change, and as previously noted no permission is required to allow the existing building to be used for this purpose. The internal capacity of the building would only increase by 47sqm, which is a modest increase when considering the scale of the existing building (approx. 463sqm). It is acknowledged that the additional space would allow for more people to use the building, however, it is not considered that the extensions would increase the internal capacity to such an extent compared to the existing that would result in a significant adverse impact on the safe and efficient operation of the highway.
39. It is also noted that the proposal would provide three disabled parking spaces, 10 cycle spaces, and is in a sustainable location, near bus stops, and is a 10-minute walk from the Navigation Road Tram stop, highlighting that the building would be accessible by non-car modes. A condition is recommended to ensure that the areas for the movement and parking of vehicles have been provided, constructed, and surfaced in complete accordance with the plans hereby approved. A condition is also recommended requiring that full details of the cycling storage are provided prior to the use of the extension, to ensure that the proposed parking is secure and designed appropriately.
40. A travel plan has been submitted and reviewed by the LHA. The LHA requests that a condition is added to any grant of planning permission to require that a full Travel Plan is submitted to the LPA for review and approval in writing within 6 (six) months of the first date of operation/the date of first occupancy of the site, to promote sustainable travel to and from the site. The proposed increase in size of the building, albeit modest, means that the submission and implementation of a TP is considered a reasonable measure. However, the trigger for the TP submission should be linked to the proposed development rather than general occupancy of the site.
41. Subject to the conditions described above, the proposal would be considered acceptable on highways and parking grounds, in accordance with policy L4 of TCS and the NPPF.

TREES

42. No trees would be removed as part of the works. The applicant has submitted a tree protection plan (TPP), detailing the protection measures, with the alignment and specification of fencing. The tree officer raises no objection to the scheme, subject to the works being carried out in accordance with the Tree Protection Plan (to be conditioned).
43. As discussed within the design assessment above, it is acknowledged that the works would result in a loss of soft landscaping. A condition is to be added requested that full details of the hard and soft landscaping proposed are submitted

prior to occupation of the development to ensure the site is appropriately landscaped.

DRAINAGE

44. The site possesses low to high surface water risk, with the proposed building footprint not being shown as within the mapped flood extent for the 1 in 100-year event. There are no mapped Ordinary Watercourses within 5m.
45. There would be no significant change to the impermeable area and so little change to the surface water runoff generated by the site. The applicant is advised to follow the hierarchy of drainage, as shown in Part H of the Building Regulations. The application has been supported by the submission of a 'Flood Risk Assessment' document which provides a list of mitigatory property level resilience measures. The LLFA support the inclusion of these measures within the development's design.
46. An informative will be added to any approval, to make the applicant aware that permeable surfaces must be considered for the parking areas and no surface water should discharge onto the highway.

ECOLOGY

47. The application is accompanied by an Inspection and Assessment in Relation to Bats and Breeding Birds (Tyrer Ecological Consultants Ltd, October 2023) which was carried out by a suitably qualified ecologist and appears to have followed best practice guidelines. This found the building to have negligible potential to support roosting bats and no evidence of nesting birds was found.
48. Protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by other laws which are in place to safeguard biodiversity. An informative will be added so that the applicant is aware that they must seek ecological advice should they find or suspect that the proposals will impact on protected species.
49. A further informative will be added noting that work that will impact on habitats where nesting birds may be present (for example work to buildings or works to trees and other vegetation including undergrowth like bramble), should not be undertaken in the main bird nesting season (March – August) unless suitable checks for active bird nests have been undertaken.
50. Policy JP-G8 of Places for Everyone and policy R2 of the Trafford Core Strategy encourage enhancements for biodiversity to be delivered through the planning system. Wherever possible measures to enhance the site for biodiversity should be secured as part of this planning application. A list of biodiversity enhancement measures is provided in the ecology report submitted by the applicant, which recommend that one breeding bird box, one house sparrow terrace, a bee brick, one integrated bat box and native planting and/or landscaping are incorporated

into the new development. A condition will be added requesting that a biodiversity enhancement scheme which includes these recommended measures is submitted prior to use of the development.

EQUALITIES

51. The Equality Act became law in 2010. Its purpose is to legally protect people from discrimination in the workplace and in wider society. The Act introduced the term 'protected characteristics', which refers to groups that are protected under the Act. These characteristics comprise: age, disability, gender reassignment, marriage and civil partnerships, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.
52. As part of the Act, the 'public sector equality duty' came into force in April 2011 (Section 149 of the Act), and with it confirmed (via Section 19 of the Act) that this duty applies to local authorities (as well as other public bodies). The equality duty comprises three main aims: a public authority must, in the exercise of its functions, have due regard to the need to:
- (i) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (ii) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - (iii) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
53. Case law has established that appropriate consideration of equality issues is a requirement for local authorities in the determination of planning applications, and with this requirement directly stemming from the Equality Act 2010.
54. The proposed alterations and extensions would create a building which caters better to the Ismaili community in Trafford. The design improvements and additional space would enhance the experience of those using this building. The proposal would therefore provide a social equality benefit as it would meet the needs of and offer an improved place to worship for this religious group.
55. Furthermore, the existing front entrance and the new rear entrance would have level access (confirmed by the applicant), and the internal reconfigurations would provide a larger disabled WC, which ensures that the building would be more accessible and would accommodate those with disabilities. It is also noted that the works would provide three disability parking spaces, which again would make the building more accessible to persons who share this protected characteristic.
56. It is considered that the applicant has taken appropriate measures, proportionate to the scale of the development, to ensure that the building would be more accessible.

57. No other benefits or dis-benefits have been identified to persons with any other protected characteristic.

DEVELOPER CONTRIBUTIONS

58. The proposed development will increase the internal floor space of the building by less than 100 m² and therefore will be below the threshold for CIL charging.

PLANNING BALANCE AND CONCLUSION

59. The proposal is for extensions and alterations to an existing place of worship located in a residential area in Timperley.

60. Significant concerns have been raised from the local community mainly regarding alleged nuisance and parking/transport impacts of the scheme. Consideration has been given to these concerns, and conditions have been recommended where justified to ensure that the proposed development would cause no unacceptable harm, including to existing residents.

61. Many comments have been received regarding the intended use of the building as a place of worship for the Ismaili community, as described in the design and access statement. As is discussed within this report, this application does not seek to change the use of the building as a place of worship. The use of the building as a place of worship is lawful. It is noted that the religion of the place of worship would change, however, this does not constitute a material change of use, and the identity (or religion) of occupiers is not a material consideration within the assessment and determination of this application.

62. The proposed development would not cause any harm to the character and appearance of the building, the street scene or the surrounding area by reason of its siting, scale and design and is considered appropriate in its context. In addition, subject to the noise management conditions proposed, the proposed development would not result in any unacceptable impact on residential amenity and would meet the aims of the Development Plan, and the NPPF in this respect.

63. Regarding parking and the impact on the highway, as is discussed in detail within the report, it is not considered that an extension of 47sqm would increase the building's capacity to such an extent as to result in an unacceptable impact on highway safety or a severe impact on the road network. The site is located in a sustainable location, being just a 10-minute walk from the Navigation Road Metro Station. The proposal would also provide 10 cycle spaces, and three disabled parking spaces, offering a sustainable transport alternative, and also catering for those with disabilities. The proposal would comply with policy L4 of the Trafford Core Strategy and the NPPF.

64. The proposed works would provide a building which caters better to the Ismaili community in Manchester, therefore offering an equality benefit to persons who share this protected characteristic. Furthermore, the building would have level access to the front and rear entrances, a larger disabled WC for those with disabilities, and would introduce three disabled parking spaces at the site, ensuring the building is accessible to those with disabilities.
65. The application would provide biodiversity enhancements on site via a condition, therefore delivering ecology benefits as part of the works.
66. To conclude, the application is considered acceptable on all grounds, it complies with the development plan when taken as a whole, and would also deliver cycling, equality and ecology benefits, and as such, other material considerations lend further support to the grant of consent.
67. The application is therefore recommended for approval.

RECOMMENDATION: GRANT subject to the following conditions

1. The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on plan numbers:

- P(200) Rev A
- P(210) Rev A
- P(100) Rev B
- P(110) Rev A
- P(300) Rev A
- P(310) Rev A
- P(800) Rev A
- P(900) Rev E

Reason: To clarify the permission, having regard to Policy JP-P1 of Places for Everyone and the National Planning Policy Framework.

3. Notwithstanding any description of materials in the application no works involving the use of any materials to be used externally on the building shall take place until samples and / or full specification of materials have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity, having regard to Policy JP-P1 of Places for Everyone and the National Planning Policy Framework.

4. a) Notwithstanding the details shown on the approved plans, prior to above ground works full details of both hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.
(b) The landscaping works shall be carried out in accordance with the approved scheme.
(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location, the nature of the proposed development and having regard to Policy L7, Policy R2 and Policy R3 of the Trafford Core Strategy, Policy JP-P1, Policy JP-G2 and Policy JP-G7 of Places for Everyone, and the National Planning Policy Framework.

5. The rating level (LAeq,T) from any plant and equipment associated with the development, when operating either alone or simultaneously with any other plant and equipment associated with the development, shall be 10dB below the background noise level (LA90,T) at any time when measured at the nearest noise sensitive premises at the quietest time that the equipment would be operating. Noise measurements and assessments should be compliant with BS 4142:2014+A1:2019 "Methods for rating and assessing industrial and commercial sound".

Reason: In the interests of amenity, having regard to Policy L7 of the Trafford Core Strategy and the provisions of the National Planning Policy Framework.

6. No loudspeakers, bells or public address systems shall be used at or in association with the premises.

Reason: In the interests of amenity, having regard to Policy L7 of the Trafford Core Strategy and the provisions of the National Planning Policy Framework.

7. Prior to above ground works a sound insulation scheme and noise management plan designed to protect the amenity of occupants of nearby buildings from noise

emitted from the application premises shall be submitted to and approved in writing by the local planning authority. The development hereby approved shall not be occupied until the works have been completed in accordance with the approved details, and such noise insulation scheme as may be approved shall be retained thereafter.

Reason: In the interests of amenity, having regard to Policy L7 of the Trafford Core Strategy and the provisions of the National Planning Policy Framework.

8. No development shall take place until, a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority, including details of the proposed measures to manage and mitigate the main environmental effects. The CEMP shall address, but not be limited to the following matters:
 - a. Suitable hours of construction and pre-construction activity (see below)
 - b. the parking of vehicles of site operatives and visitors.
 - c. loading and unloading of plant and materials including times of access/egress.
 - d. storage of plant and materials used in constructing the development.
 - e. the erection and maintenance of security hoardings.
 - f. measures to control the emission of dust and dirt during demolition and construction and procedures to be adopted in response to complaints of fugitive dust emissions.
 - g. a scheme for recycling/disposing of waste resulting from demolition and construction works (prohibiting fires on site).
 - h. measures to prevent disturbance to adjacent dwellings from noise and vibration, including any piling activity.
 - i. information on how asbestos material is to be identified and treated or disposed of in a manner that would not cause undue risk to adjacent receptors.
 - j. information to be made available for members of the public.

The development shall take place in full accordance with the approved CEMP.

Reason: Reason: In the interests of highway and of public safety, having regard to Policy L4 and Policy L7 of the Trafford Core Strategy, Policy JP-P1 of Places for Everyone, and the National Planning Policy Framework.

9. Prior to the extension hereby approved first coming into use, a Travel Plan, which should include measurable targets for reducing car travel, shall be submitted to and approved in writing by the Local Planning Authority. On or before the first occupation of the development hereby permitted the Travel Plan shall be implemented and thereafter shall continue to be implemented throughout a period of 10 (ten) years commencing on the date of first occupation.

Reason: To reduce car travel to and from the site in the interests of sustainability and highway safety, having regard to Policy L4 and Policy L7 of the Trafford Core Strategy, Policy JP-C1, Policy JP-C5, Policy JP-C6 and Policy JP-C8 of Places for Everyone, and the National Planning Policy Framework.

10. Prior to the extension hereby approved first coming into use the means of access and the areas for the movement and parking of vehicles have been provided, constructed and surfaced in complete accordance with the plans hereby approved and shall be kept free of obstruction for their intended purpose thereafter.

Reason. To ensure that satisfactory provision is made within the site for the accommodation of vehicles attracted to or generated by the proposed development, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

11. Prior to the extension hereby approved first coming into use the cycle parking arrangements shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle parking spaces shall be made fully available prior to the development being first brought into use with evidence submitted to confirm installation and shall be retained thereafter for their intended purpose.

Reason: To ensure that satisfactory cycle parking provision is made in the interests of promoting sustainable development, having regard to Policy L4 of the Trafford Core Strategy, Policy JP-P1 of Places for Everyone, the Council's adopted Supplementary Planning Document 3: Parking Standards and Design, and the National Planning Policy Framework.

12. The development hereby approved shall take place (including any works of demolition and site preparation) in full accordance with the Tree Method Statement and associated Tree Protection Plan (ref. E(905)), both received by the LPA on 21.02.2024, and with such measures and practices remaining in place throughout the demolition and construction processes.

Reason: In order to protect the existing trees on and adjacent to the site in the interests of the amenities of the area, having regard to Policy JP-P1 of PfE, Policy R2 and Policy R3 of the Trafford Core Strategy and the National Planning Policy Framework.

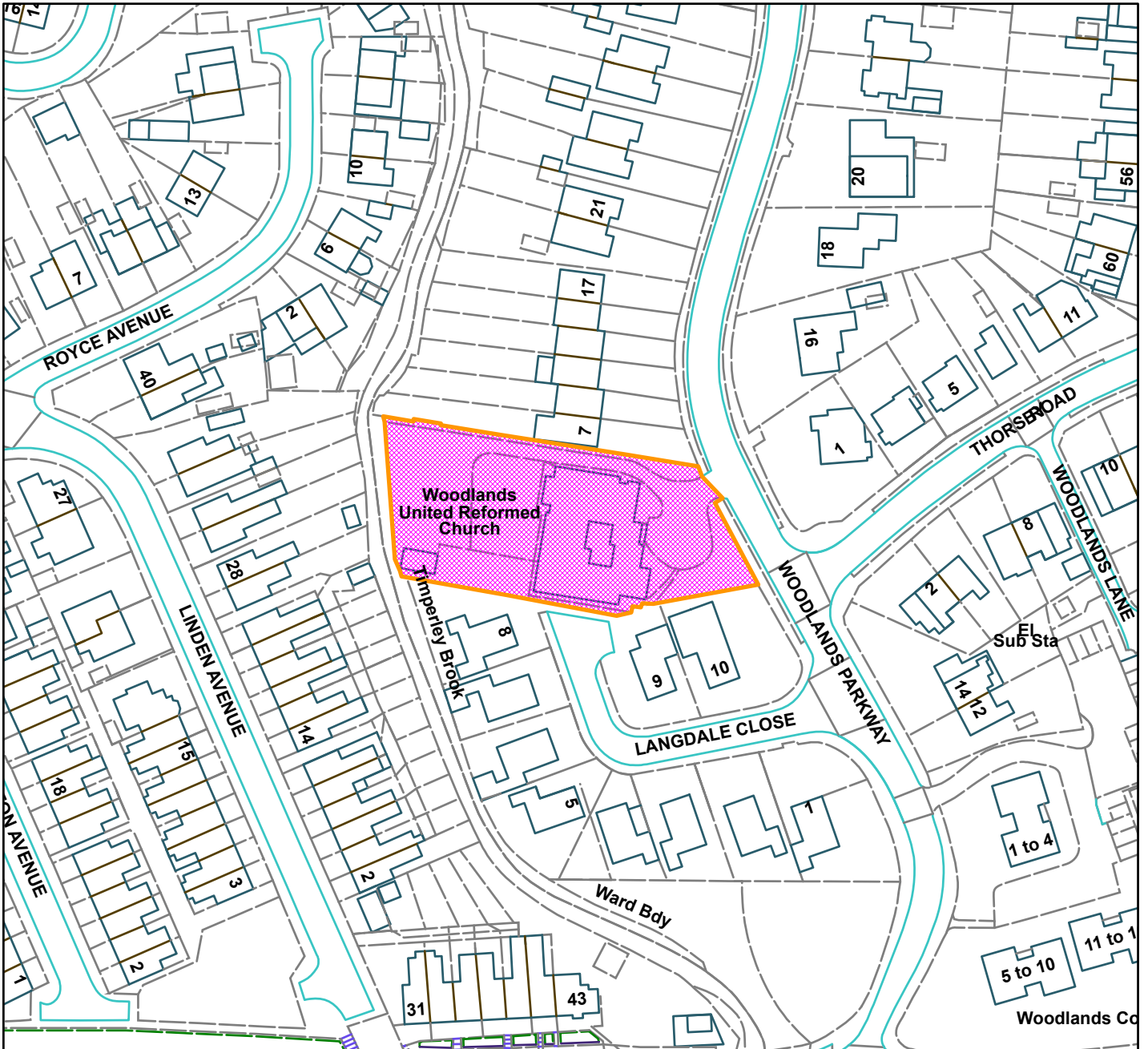
13. Prior to above ground works a scheme detailing biodiversity enhancement measures in the form of one breeding bird box, one house sparrow terrace, a bee brick, bird nest box, one integrated bat box and native planting to be incorporated into the new development shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall thereafter be implemented in accordance with the approved details prior to the extension hereby approved first coming into use and retained thereafter.

Reason: In the interests of biodiversity enhancement having regard to Policy JP-G8 of Places for Everyone, Policy R2 of the Trafford Core Strategy, and the National Planning Policy Framework.

AF



Woodlands United Reformed Church, Woodlands Parkway, Altrincham, WA15 7QT (site hatched on plan)



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 26/09/2024
Date	13/09/2024
MSA Number	AC0000809316 (2022)

WARD: Hale

113094/FUL/24

DEPARTURE: No

Erection of a single storey side and rear extension to Prayer Hall 1.

Islamic Cultural Centre, Grove Lane, Hale, Altrincham WA15 8JG

APPLICANT: AHMA

AGENT: 1618 Architects

RECOMMENDATION: GRANT

This application is being reported to the Planning and Development Management Committee as more than six representations contrary to officer recommendation have been received.

SITE

The application site is located on the south side of Grove Lane in Hale and features two buildings with landscaped grass areas, paved paths and trees. The older mid-century hall (prayer hall 1) is located in the front part of the site and features brick walls with a gabled tiled roof. The newer, larger hall (prayer hall 2) is located within the rear part of the site and is constructed of brick and timberwork elevations, with a gabled tiled roof. Both buildings are accessed by steps and the older building also contains a basement area.

There is an unauthorised extension located on the east side of prayer hall 1, which is constructed of timber and corrugated plastic walls, with a mono pitched sheet roof. The structure has a floor space of 60sqm with front and rear door openings.

PROPOSAL

This application seeks full planning permission for the erection of a single storey side and rear extension to Prayer Hall 1, to replace the existing unauthorised extension. The extension would be single storey and constructed of brick walls, with a pitched gabled tiled roof, front arched window, roof lights and front and rear door openings. There would be internal doors, providing access to the main hall and bicycle parking to the front. A small flat roofed rear extension is also proposed containing an accessible W/C.

The floor space of the proposed extension is 50sqm and the floor space of the current unauthorised extension is 60sqm.

Value Added

Amended plans were submitted to further set back the front elevation of the extension, improve the design of window/door openings and show bicycle parking. An updated tree impact assessment was submitted to further clarify tree removal and protection. A

transport assessment and interim travel plan was submitted. Plans with an accessible W/C have been provided and a neighbour re-consultation for these has been sent.

DEVELOPMENT PLAN

For the purposes of this application the Development Plan in Trafford comprises:

- The **Places for Everyone Plan (PfE)**, adopted 21st March 2024, is a Joint Development Plan of nine Greater Manchester authorities: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. PfE partially replaces policies within the Trafford Core Strategy (and therefore the Revised Trafford Unitary Development Plan), see Appendix A of the Places for Everyone Plan for details on which policies have been replaced.
- The **Trafford Core Strategy**, adopted 25th January 2012; the Trafford Core Strategy partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; A number of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by the new Trafford Local Plan.

PRINCIPAL RELEVANT PLACES FOR EVERYONE POLICIES

- JP-C6 – Walking and Cycling
- JP-C8 - Transport Requirements of New Development
- JP-P1 – Sustainable Places
- JP-03 – Cultural Facilities
- JP-S1 – Sustainable Development
- JP-S2 – Carbon and Energy
- JP-S4 – Flood Risk and the Water Environment
- JP-G7 – Trees and Woodland
- JP-G8 - A Net Enhancement of Biodiversity and Geodiversity

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

- L4 – Sustainable transport and accessibility
- L5 – Climate Change
- L7 – Design
- L8 – Planning Obligations
- R2 – Natural Environment
- R3 – Green Infrastructure
- R6 – Culture and Tourism

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the National Planning Policy Framework (NPPF) in December 2023. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The MHCLG published the National Planning Practice Guidance on 6 March 2014, and was last updated in February 2024. The NPPG will be referred to as appropriate in the report.

OTHER PLANNING GUIDANCE DOCUMENTS

SPD1 – Planning Obligations

RELEVANT PLANNING HISTORY

19/00039/USTR – Without planning permission, the erection of a single storey side extension. Unauthorised Structure. Notice dated 13.03.2020

98940/FUL/19 - Erection of a side extension to Prayer Hall 1, to replace existing unauthorised building.
Withdrawn 21.01.2020

H/70608 - Erection of two storey extension with basement car parking, following demolition of part of existing building.
Approved with conditions 05.05.2011

76346/FULL/2011 - Erection of storage building to rear of site, adjacent to existing church hall.
Approved with conditions 21.03.2011

CONSULTATIONS

Local Highways Authority

No objection – subject to conditions in relation to submission of a full travel plan, parking management strategy, construction management plan and implementation of bicycle parking.

Tree Officer

No objection – magnolia tree has moderate value but is small and not prominent so no objection to removal. Confident that retained trees will be protected and impact minimised as long as the advice within the report is followed. Recommend planting of 2no. medium replacement trees on site.

Environmental Health

No objection - recommend conditions regarding:

- Roof lights to remain closed to prevent escape of noise from the extension. Also recommend the main door remains closed during use, except for access/egress and there is no associated activity outside including no speakers/public address system.
- A restriction of the noise level from any plant equipment proposed.
- Any lighting is erected and directed to avoid disturbance to residential accommodation
- To restrict construction working hours.

REPRESENTATIONS

6no. objections were received to the originally submitted plans, summarised as follows:

- *Mosque is too big for the area and should be relocated, not expanded*
- *Parking issues*
- *Driveways are blocked*
- *Noise levels and disruption*
- *Fire regulations concerns due to number of people*
- *Traffic causes disruption and chaos*
- *Unacceptable and inconsiderate parking*
- *Query name of site as a cultural centre rather than mosque*
- *Position/size of building are inadequate for number of people*
- *No parking is proposed*
- *Lots of extra traffic*
- *Use of the mosque has increased significantly over the years*
- *Majority of worshippers come by car*
- *Impact is felt along several local roads*
- *Footpath parking causes issues*
- *Road safety concerns*
- *Overdevelopment of the site*
- *Proactive and safe parking regime should be carried out*

1no. objection was received to the revised plans, summarised as follows:

- *Cannot be allowed to go ahead*
- *Existing structure needs to be pulled down and mosque relocated*
- *Roads are gridlocked including Saturday and Sunday mornings*

- *Road safety concerns due to volume of traffic*
- *Noise issues from early morning and late night worship*
- *Question whether fire regulations are being met*

OBSERVATIONS

BACKGROUND INFORMATION

1. This planning application follows an ongoing enforcement case at the site, against the erection of the existing unauthorised single storey side extension, which has been in place since 2016.
2. Due to its size, design and the materials used in its construction, this extension is considered to form an incongruous feature which is harmful to the appearance of the host building and character of the area. The enforcement notice required the structure to be removed, the property restored to its prior condition and all associated building materials, rubble and waste removed from the site.
3. This planning application intends to regularise the construction of a replacement single storey side extension with a sympathetic appearance and reduced footprint, compared to the current extension on site.

PRINCIPLE OF DEVELOPMENT

4. S38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at paragraphs 2 and 47 reinforces this requirement.
5. Paragraph 88 of the NPPF states that: *Planning policies and decisions should enable: d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.*
6. Policy JP-P3 of PfE states that: *We will proactively develop and support cultural businesses and attractions in our cities and towns through a range of measures, where appropriate, including (as relevant): 1. Protecting existing heritage, cultural and community venues, facilities and uses and 2. Promoting new, or enhancing existing, locally-distinct clusters of cultural facilities.*
7. Policy R6 of the Core Strategy states that: *The Council will encourage and continue to support the culture and tourism offer, and related developments where appropriate, that highlight and enhance the cultural heritage of the Borough, in accordance with national guidance and policies within the Development Plan for Trafford (in several key areas). Outside of such key locations, it is stated that: the Council will support appropriate improvements to,*

and the expansion of, the tourism and cultural offer, in accordance with national guidance and policies within the Development Plan for Trafford.

Assessment

8. The Islamic Cultural Centre is long established at the site, the Altrincham and Hale Muslim Association having purchased the former St David's Church buildings in 2003. The lawful use of the site is as a place of worship and no planning permission was required for the occupation of the building by the Islamic Cultural Centre.
9. The extension would provide additional worship space within the site, facilitating the enhancement of the Islamic Cultural Centre, to the benefit of the congregation. This would have social and other benefits for the Islamic community within the area.
10. The development is considered acceptable in principle, in accordance with the policies identified above, subject to the material considerations which are reviewed in the sections below.

DESIGN AND APPEARANCE

11. The promotion of high standards of design is a central narrative within the NPPF, and with this message is strengthened and reinforced in the December 2023 update. The overarching social objective, which is one of three objectives critical to the achievement of sustainable development, is reliant upon the planning system fostering a well-designed, beautiful and safe built environment, according to paragraph 8.
12. Paragraph 131 of the NPPF states that: "The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".
13. Policy JP-P1 of PfE contains extensive requirements for development, with 16 key design and sustainable places considerations outlined below. Namely, development should be:

Distinctive, with a clear identity that: A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture; B. Enables a clear understanding of how the place has developed; and C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used; Visually stimulating; Socially inclusive; Resilient; Adaptable; Durable; Resource efficient; Safe; Supported by critical infrastructure; Functional and convenient; Incorporate inclusive design;

Legible; Easy to move around; Well-connected; Comfortable and inviting; Incorporate high quality and well managed green infrastructure/public realm; Well served by local shops, services, amenities and facilities.

14. Policy L7.2 of the Trafford Core Strategy states that: In relation to matters of functionality, development must:
- *Incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety;*
 - *provide sufficient off-street car and cycle parking, manoeuvring and operational space;*
 - *provide sufficient manoeuvring and operational space for service vehicles, as appropriate;*
 - *Be satisfactorily served in terms of key utilities such as water, electricity, gas and telecommunications;*
 - *Be satisfactorily served in terms of the foul sewer system; and*
 - *Provide appropriate provision of (and access to) waste recycling facilities, preferably on site*

Assessment

15. The extension would be sited to the east side of the older front building within the site. It would be set back from the front elevation of this building, allowing the structure to appear clearly subservient, whilst reducing its prominence in the street scene. There would be sufficient space provided to the east side boundary line, particularly taking into account the generous set back from the site frontage. The height of the extension would also be appropriate, being suitably set down from the roof of the main building. The design of the structure would incorporate a matching pitched roof, with front window which replicates the one on the existing building. Well sited doors are proposed to the front and rear which are considered suitable in style, with the more contemporary doors reserved for the rear elevation. The rear element containing a W/C would have a simple flat roof design and small scale, which is considered appropriate in this discreet part of the site.
16. The palette of materials proposed would match the existing building, with brick walls and tiled roof. Limited painted concrete would be used to the rear door surround which is considered appropriate in this location and would provide some interest. Further materials details of these elements, alongside window/door frames, fascias and rainwater goods are required by way of a condition to ensure a suitable appearance.
17. It is considered that a high-quality appearance which is appropriate in the context would be provided, in compliance with Policy JP-P1 of Places for Everyone and the NPPF. Consideration of compliance with Policy L7 of the Core Strategy (functionality) is made in the highways section below.

RESIDENTIAL AMENITY

18. This section considers the potential amenity impact upon adjacent properties, alongside amenity standard of future occupiers of the development itself.

19. Policy L7; Design also states that:

“Protecting Amenity

L7.3 “In relation to matters of amenity protection, development must:

- Be compatible with the surrounding area; and*
- Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way”.*

20. Part 15 of JP-P1 states that development *should have the key attribute of being “comfortable and inviting, with indoor and outdoor environments, offering a high level of amenity that minimises exposure to pollution”.*

Impact upon no. 62 Grove Lane (neighbour to side to east)

21. The extension would be sited 0.90m in (at its rear side corner) and 2m in (at its front side corner) from the east site boundary line. It would project 5.50m past the closest rear outrigger elevation of this neighbour. The side elevation of the extension which projects past this neighbour would be sited 1.40m to 0.80m in from the east boundary (an average of 1.10m).

22. If applying the rule from section 3.4 of SPD4 (regarding house extensions/alterations), this could typically allow a 3m single storey projection past the rear elevation of the neighbour, plus the distance the proposed structure is set in from the boundary. This would equate to a typical 4.10m projection in this instance. However, it is noted the neighbour is set in from the shared boundary by 3.40m, which includes its side elevation and rear elevation kitchen windows. It is also noted that the existing prayer hall 1 (which is notably taller) already projects further to the rear past the neighbour. The extension roof would pitch up away from the boundary rather than featuring any tall parapet or side gable for example. There is a small change in land level down to the neighbour which is acknowledged.

23. Taking these factors into account along with the sensitive design proposed, the extension is not considered to cause an overbearing impact, undue visual intrusion or excessive loss of outlook for this neighbour. This also applies to the rear W/C element, which would be set further in from the boundary and of a small scale. Regarding overshadowing and any loss of light, this would be limited as the buildings face south and prayer hall 1 is already taller than the extension, obstructing any low sun at the end of the day in this direction.

24. The extension would not feature any east side elevation windows facing the neighbour, and there would be no overlooking created from people inside the extension.

Impact upon no. 58 Grove Lane (neighbour to side to west)

25. The extension would not be visible from this property and is not considered to have any adverse visual amenity impact upon this neighbour.

Impact upon nos. 63 to 77 Grove Lane (neighbours to front to north)

26. The extension would be set back from the existing front hall and would also be partially screened by existing trees. There is not considered to be any adverse visual amenity impact upon these neighbours.

Impact upon nos. 115 to 119a Hermitage Road (neighbours to rear to south)

27. The extension would feature a significant separation of 30m+ from the rear elevations of these neighbours. This combined with the height of the structure, boundary screening and intervening buildings means there is not considered to be any adverse visual amenity impact upon these neighbours.

NOISE/NUISANCE

28. It is considered that the closer proximity of the extension to the east neighbour compared to the existing prayer hall 1 has potential for noise impact. Conditions are recommended in respect of providing a noise attenuation scheme, alongside prohibiting any loudspeakers etc. on the building. It is noted that no plant equipment is proposed and if any plant equipment is proposed in the future (e.g. A/C units or air source heat pumps), this would require planning permission. Any lighting proposed to be erected should be directed and of a suitable brightness so as to avoid disturbance to adjacent properties. An informative to this effect is recommended.

ECOLOGY

29. Policy R2.1 of the Trafford Core Strategy states that: *To ensure the protection and enhancement of the natural environment of the Borough, developers will be required to demonstrate through a supporting statement how their proposal will:*

- *Protect and enhance the landscape character, biodiversity, geodiversity and conservation value of its natural urban and countryside assets having regard not only to its immediate location but its surroundings; and*
- *Protect the natural environment throughout the construction process*

30. Section 180 of the NPPF states that *planning policies and decisions should contribute to and enhance the natural and local environment. Biodiversity Net Gain forms part of the Places for Everyone Plan (Policy JP-G8) and has been adopted under the Environment Act 2021.*
31. Policy JP-G8 includes several measures for protecting and enhancing the natural environment including wildlife habitats and sites of ecological importance. Part 7 b. states that development will be expected to achieve a measurable net gain in biodiversity of no less than 10%.

Assessment

32. Biodiversity net gain is not applicable, as historic imagery shows that the ground area of the proposed extension was already comprised of hardstanding, prior to construction of the unauthorised extension. A slight area of grass to the front would be lost to facilitate the new bicycle parking and access. As such it is considered the proposed extension would result in the loss of less than 25sqm of soft habitat landscaping on site and would meet the exemption requirements for statutory BNG.
33. The existing unauthorised building to be demolished is 8 years old and has no loft space, with an open roof structure internally. There are no voids or other small enclosed spaces and as such it is considered very unlikely to support roosting bats.
34. The proposal would comply with Policy R2 and JP-G8 taking the above into account.

LANDSCAPING

35. The site already features good soft landscaping areas which would only be marginally impacted upon by the proposal. The proposal is for an extension only and a landscaping scheme is not considered necessary.

TREES

36. A tree constraints report and impact assessment has been submitted with the application. It is proposed to remove one tree to facilitate the works. This is T4, a Category B magnolia. There is no objection to this removal to facilitate the extension and it is noted that there is still good soft landscaping across the site. However, to compensate for this removal, a condition requiring the planting of 2no. replacement trees is recommended to maintain tree cover on site against Policy JP-G7 of Places for Everyone. These should be two medium size specimens at maturity.

37. The Council's Arboriculturalist has reviewed the information and raises no objection, subject to the advice within the report being followed.

DRAINAGE

38. The extension would replace existing hardstanding and the site is not a major site. There are not considered to be any adverse flood risk implications of the scheme.

PARKING, ACCESS AND HIGHWAYS

39. Policy JP-C8 of Places for Everyone require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. Paragraph 16 of this policy states that: Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network.
40. Policy L4.7 of the Trafford Core Strategy states that: *The Council will not grant planning permission for new development that is likely to have a significant adverse impact on the safe and efficient operation of the Strategic Road Network, and the Primary and Local Highway Authority Network unless and until appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for the implementation are secured.* Policy L4 is out of date with the NPPF in terms of the test of highways harm.
41. Paragraph 115 of the NPPF states 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.*

Access

42. The existing site features two front pedestrian pavement entrance points, which would be utilised to access the extension and are considered suitable. Level access would be provided to the front and rear entrances of the extension, which is a benefit for all age groups and people, compared to the existing main buildings which both feature entrance steps. This also has equality benefits.

Parking

43. To the front of the extension, 4no. Sheffield bicycle stands are proposed. This is considered sufficient for the extension against the standards from SPD3. As

there no existing dedicated bicycle parking on site, these spaces could also serve visitors using existing buildings.

44. There is no dedicated car parking on site and visitors to the buildings park on Grove Lane and surrounding residential streets. It is acknowledged that the current use of the buildings does lead to parking stress and antisocial parking e.g. on pavements and blocking driveways, particularly on Grove Lane, at busy times. The total floor space of the existing buildings on site is approximately 460sqm (excluding the unauthorised extension), which equates to a maximum car parking requirement of 92 spaces based on the standard from SPD3. The floor space of the proposed extension is 50sqm, which equates to a maximum car parking requirement of 10 spaces. This represents a 10.87% increase in floor space and theoretical car parking demand upon the existing buildings.
45. The site is within a sustainable location and there are a variety of transport options available other than private car. This includes buses, walking, cycling, alongside the train line stopping at Altrincham and Hale and the Metrolink at Altrincham, which can be used in combination with these methods to reach the site. Whilst it is understood that a high proportion of worshippers do travel to the site by car, there are clear aims to reduce this number as evidenced through the submitted interim travel plan. In order to develop this plan further and ensure it is robust and improved upon, a full travel plan is required by way of a condition. It is considered that this should be submitted prior to occupation of the extension, if the application is granted, to ensure this matter is prioritised by the Centre. It is important to note that this plan would have the benefit of covering the wider site and not only the extension, with the aim of reducing the highways impact of the Centre as a whole in the future, and potentially improving the situation. This plan should ensure that tailored travel surveys are undertaken of all people using the site and would provide a more robust and specific Travel Plan Strategy.

Highways Impact

46. A transport statement has been submitted with the application which evidences the sustainable location of the site and identifies the anticipated highways impact. The LPA considers that in the context of existing traffic levels associated with the established site, any traffic generated by worshippers specifically using the extension would be minor. Whilst there are some existing concerns and a highways impact from the established use of the site, it is considered that this would be the case, regardless of whether the extension was constructed, and was before the construction of the unauthorised extension. The enforcement notice served in respect of the unauthorised extension did not give highway and parking issues as a reason for service.
47. The LPA is aware that some traffic management already takes place directly outside the site during particularly busy periods (e.g. Fridays or Eid). However formal traffic management details should be submitted through a condition. This

is to ensure a smoother flow of traffic and to avoid inappropriate parking across the frontage and the wider locality in general. No on street parking survey of existing on street capacity has been submitted. Such a survey is not considered necessary in context of the minor floor space of the extension in comparison to the remainder of the buildings on site, and the proposed parking management strategy condition.

48. In relation to paragraph 115 of the NPPF, it is not considered that there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Whilst the LHA initially raised issue with the scheme, following further review and subject to the recommended conditions which seek to mitigate and improve the situation, the LHA been confirmed this would alleviate their concerns.

49. Taking the above into account, the proposal is considered to comply with Policy L4 of the Core Strategy and Policy JP-C5 and JP-C7 of Places for Everyone.

SUSTAINABILITY AND CLIMATE CHANGE

50. Policy L5.1 of the Core Strategy states that new development should maximize its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralized energy generation.

51. Paragraph 159 of the NPPF states that new development should be planned in ways that can help reduce greenhouse gas emissions, such as through its location orientation and design.

52. The application falls under the Council's threshold for requiring a specific energy statement. However, Policy JP-S2 of Places for Everyone is relevant which expects new development to be net zero in regulated operational carbon emissions and provide on-site renewable energy where possible, alongside incorporating general measures to increase sustainability and energy efficiency.

Assessment

53. The extension would utilise roof lights and large front and rear facing doors. This would maximise natural light, reducing reliance on artificial lighting internally. The building fabric would be required to be built to latest Building Regulations standards. This allows the development to be closer to net zero in regulated operational energy, against Policy JP-S1 of Places for Everyone, particularly when the UK grid decarbonises. Given the relatively small size of the extension compared to existing buildings on site and that the extension roof slopes east and west, it is not considered practicable for the building to be powered by solar panels, or achieve at least a BREEAM excellent standard for the 'ENE 01 reduction of energy use and carbon emissions category).

54. In summary the scheme is considered to comply with Policy L5 of the Core Strategy and the aims of Policy JP-S1 and JP-S2 of Places for Everyone.

EQUALITIES

55. Building Regulations 2010 in The Access to and Use of Buildings (2010) document, part M requires building where possible, buildings to be suitably accessible for all people, adaptable and wheelchair friendly.

56. The Equality Act became law in 2010. Its purpose is to legally protect people from discrimination in the workplace and in wider society. The Act introduced the term 'protected characteristics', which refers to groups that are protected under the Act. These characteristics comprise: age, disability, gender reassignment, marriage and civil partnerships, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

57. As part of the Act, the 'public sector equality duty' came into force in April 2011 (Section 149 of the Act), and with it confirmed (via Section 19 of the Act) that this duty applies to local authorities (as well as other public bodies). The equality duty comprises three main aims: A public authority must, in the exercise of its functions, have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

58. Case law has established that appropriate consideration of equality issues is a requirement for local authorities in the determination of planning applications, and with this requirement directly stemming from the Equality Act 2010.

Assessment

59. The extension would provide level access at the front and rear, alongside an accessible W/C. This is an improvement upon the existing prayer halls on site, which do not have any level access or such W/C provision. This has social equality benefits for those using the centre.

60. The extension would provide benefits for the Islamic community of the area, by enhancing the service of worship, whilst also helping to reduce overcrowding within the main buildings. Whilst intended as an overspill area, the space provided by the extension would also provide a separate 'breakout' area for smaller groups from the Centre to use more privately if required.

61. No other benefits or dis-benefits of the scheme have been identified in relation to any of the other protected characteristics in the Equality Act. As such, it is considered that the proposed development is acceptable with regard to Policy L4 and L7 of the Core Strategy and JP-P1 of Places for Everyone.

DEVELOPER CONTRIBUTIONS

62. The proposed development will increase the internal floor space of the building by less than 100 m² and therefore will be below the threshold for CIL charging.

PLANNING BALANCE AND CONCLUSION

63. The development would provide additional space to this place of worship in Hale, which has social sustainable development benefits. The new floor space is minor in the context of the existing buildings on the site, which has been in use as a well-established place of worship for a long period of time. It is not considered that the building with the extension would attract a materially greater number of visitors than without. There are benefits from the level access that would be provided to the extension, in comparison to the existing buildings on site.

64. The highways and parking impact of the development is considered to be minor and not materially greater than the site without the extension. Bicycle parking is proposed and a full travel plan, alongside a parking management strategy is to be required by way of conditions.

65. The design of the extension is considered appropriate in context and would provide an appropriate, sympathetic appearance. The extension is not considered to have any significant adverse impact upon close by neighbouring properties. Other factors including ecology, trees, drainage and sustainability are considered acceptable subject to conditions.

66. In relation to paragraph 11c) of the NPPF, the scheme complies with the development plan when taken as a whole and is considered to represent sustainable development. It is therefore recommended for approval.

RECOMMENDATION

GRANT subject to the following conditions:

1. The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

P-03 G (proposed floor plan/site plan);
P-04 F (proposed front/side elevation);
P-05 G (proposed rear elevation);
P-01 B (location plan)

Reason: To clarify the permission, having regard to Policy L7 of the Trafford Core Strategy, JP-P1 of Places for Everyone and the National Planning Policy Framework.

3. Notwithstanding any description of materials in the application no works involving the use of any materials listed below shall take place until samples and / or full specification of materials to be used externally on the building:

[main bricks, plinth bricks, front window header bricks, rear concrete door surround, roof tiles, windows, doors, fascias, rainwater goods]

have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 and R1 of the Trafford Core Strategy, JP-P1 and JP-P2 of Places for Everyone and the provisions of the NPPF.

4. Prior to first occupation of the extension hereby approved, the 4no. Sheffield bicycle stands as shown on drawing number P-03 F (proposed floor plan/site plan) shall be installed on site and a verification photograph demonstrating such installation shall be submitted to the Local Planning Authority for approval in writing. The bicycle stands shall be retained thereafter.

Reason: In the interests of sustainable transport, having regard to Policy L4 and L5 of the Trafford Core Strategy, Policy JP-C6 and JP-S1 of Places for Everyone and the NPPF

5. Prior to first occupation of the extension hereby approved, a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority.

1. The Travel Plan shall include incentives and initiatives to encourage the use of non-car modes of travel and active travel measures, and reduce single occupant car trips to the Centre.

2. The Travel Plan shall include quantifiable and realistic targets and a strategy for addressing failed targets.

3. Travel Plan targets shall be reviewed and monitored against the baseline position which will be established within 3 months from the date of first occupation of the extension.

4. Travel surveys of visitors using the Centre shall be completed every 12 months from the date of first occupation of the extension, for a minimum period of 5 years.

The Travel Plan shall be implemented for a period of not less than 10 years from the date of first occupation of the extension.

Reason: To encourage sustainable modes of transport for site users, having regard to Policy L4, L5 and L7 of the Trafford Core Strategy, Policy JP-S5 and JP-C6 of Places for Everyone and the National Planning Policy Framework

6. Prior to first occupation of the extension hereby approved, a Parking Management Strategy to control parking by users of the Centre and avoid unsafe and obstructive parking on the adopted highway shall be submitted to and approved in writing by the Local Planning Authority. The Parking Management Strategy shall be complied with for the lifetime of the development.

Reason: To encourage highways safety and efficient movement of vehicles, having regard to Policy L4, L5 and L7 of the Trafford Core Strategy, Policy JP-S5 and JP-C6 of Places for Everyone and the National Planning Policy Framework

7. Prior to first occupation of the extension hereby approved, 2no. medium sized tree (of a mature planting size) shall be planted on site and retained thereafter.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location, the nature of the proposed development and having regard to Policy L7, Policy R2 and Policy R3 of the Trafford Core Strategy, Policy JP-P1, Policy JP-G2 and Policy JP-G7 of Places for Everyone, and the National Planning Policy Framework.

8. The existing trees to be retained on site shall be protected in accordance with the measures identified within the submitted Arboricultural Impact Assessment and Tree Protection Plan, ref. 13.09.24-V2-sb

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area, having regard to Policy L7, Policy R2 and Policy R3 of the Trafford Core Strategy, Policy JP-P1, Policy JP-G2 and Policy JP-G7 of Places for Everyone, and the National Planning Policy Framework. The fencing is required prior to development taking place on site as any works undertaken beforehand, including preliminary works, can damage the trees.

9. The extension shall be drained via separate systems for the disposal of foul and surface water.

Reason: To secure a satisfactory system of drainage and to prevent pollution of the water environment having regard to Policy L5 and Policy L7 of the Trafford Core Strategy, Policy JP-S4 of Places for Everyone, and the National Planning Policy Framework.

10. No development shall take place (including works of site preparation) unless and until, a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority, including details of the proposed measures to manage and mitigate the main environmental effects. The CEMP shall address, but not be limited to the following matters:
- a. Suitable hours of construction and pre-construction activity
 - b. the parking of vehicles of site operatives and visitors,
 - c. loading and unloading of plant and materials including times of access/egress
 - d. storage of plant and materials used in constructing the development
 - e. the erection and maintenance of security hoardings
 - f. measures to control the emission of dust and dirt during demolition and construction and procedures to be adopted in response to complaints of fugitive dust emissions
 - g. a scheme for recycling/disposing of waste resulting from demolition and construction works (prohibiting fires on site)
 - h. measures to prevent disturbance to nearby dwellings from noise and vibration, including any piling activity
 - i. information to be made available for members of the public and contact details for the site manager advertised at the site in case of issues arising.

The approved CEMP shall be complied with for the duration of the demolition and construction phase of the development.

Reason: To ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policies L4 and L7 of the Trafford Core Strategy and Policy JP-C8 of Places for Everyone.

11. Other than demolition works and tree felling, no development shall take place unless and until a sound insulation scheme and noise management plan designed to protect the amenity of occupants of adjacent properties from noise emitted from the extension has been submitted to and approved in writing by the local planning authority. Prior to first occupation of the extension, the approved details shall be implemented and subsequently adhered to for the lifetime of the development.

Reason: In the interests of amenity, having regard to Policy L7 of the Trafford Core Strategy and the provisions of the National Planning Policy Framework.

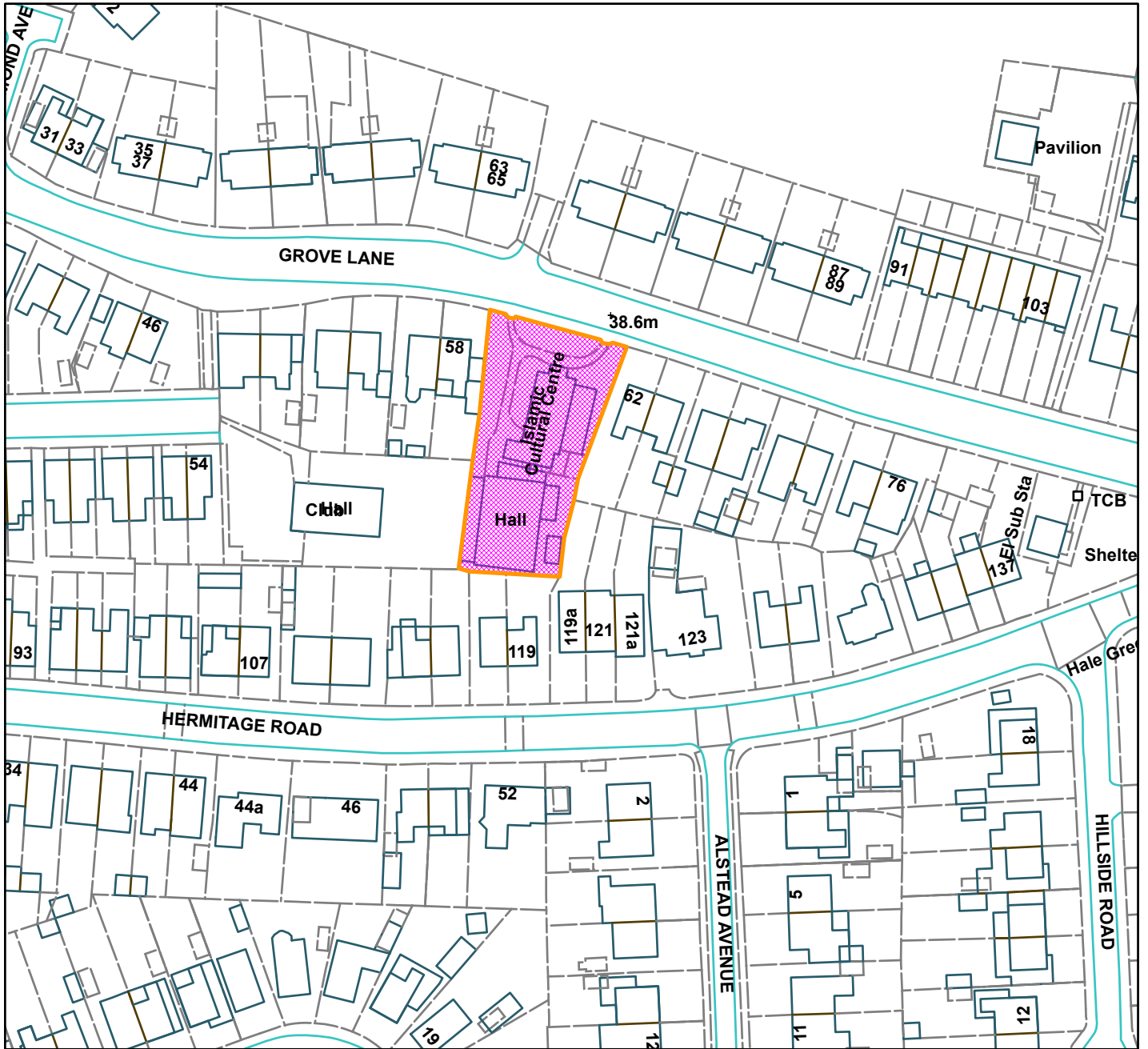
12. No loudspeakers, bells or public address systems shall be used at or in association with the premises.

Reason: In the interests of amenity, having regard to Policy L7 of the Trafford Core Strategy and the provisions of the National Planning Policy Framework.

GEN



Islamic Cultural Centre, Grove Lane, Hale, Altrincham WA15 8JG (site hatched on plan)



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 26/09/2024
Date	13/09/2024
MSA Number	AC0000809316 (2022)

WARD: Hale Barns & 113464/FUL/24
Timperley South

DEPARTURE: No

Demolition of existing block. Erection of a 2 and 3 storey teaching block containing 31no. classrooms with ancillary rooms and erection of two infill extensions to create a larger kitchen and servery, together with the creation of additional car parking and erection of new 2.4m high fencing.

Altrincham College, Green Lane, Timperley, Altrincham, WA15 8QW

APPLICANT: Trafford Council

AGENT: Lancaster Maloney Martin Ltd

RECOMMENDATION: GRANT

This application is being reported to the Planning and Development Management Committee as three representations contrary to Officer recommendation have been received and the application has been submitted by the Council.

SITE

The application site is Altrincham College, located on Green Lane between Hale Barns and Timperley. The site is bordered by open fields to the west, residential dwellings to the south, a garden centre to the east and a residential dwelling to the north.

There are a variety of teaching buildings on the site, ranging from one to three storeys in height including classroom blocks and a large sports hall building. There are car parking areas to the north and south parts of the site. The frontage features a drop off bay for buses and visitor parking. There are well established trees and hedges to the site boundaries and playing fields within the west part of the site.

PROPOSAL

This application seeks planning permission for demolition of the existing single storey detached classroom block and the erection of a new two to three storey classroom building. This would contain 31no. classrooms with ancillary rooms. The additional number of classrooms proposed on site is 11no. taking into account demolition of the existing block and internal reconfiguration proposed elsewhere within the existing buildings. The development would allow for 300no. additional pupils at the college, across years 7 to 11. This would take place over time, rather than all the new pupils being enrolled straight away.

The new classroom block would have a rectangular shape orientated lengthways north to south. The elevations would be constructed of brick, with aluminium framed windows/doors and stone panel cladding to the south two storey element. There would be vertically aligned windows and brick detailing to the building, and a large entrance

atrium. The existing kitchen and servery adjacent to the main entrance within the north east part of the site would be enlarged through single storey infill extensions.

An extension of the existing south car park area is proposed adjacent to the south elevation of the new building. Additional bicycle stands are proposed adjacent to the existing store.

There is a separate planning application (114166/FUL/24) pending determination, for the siting of 2no. temporary classrooms units (containing 12no. classrooms across both units). This would be located adjacent to the Sports Hall and would accommodate the classrooms displaced as a result of the building to be demolished. There would be no additional pupils at the site until the new classroom block is completed.

Value Added

Amended plans were submitted to provide larger windows within the new classroom block and to improve the design of cladding. Further highways information was also submitted in respect of clarifying classroom numbers and the parking layout. An updated landscaping plan was submitted to show the soft landscaping species proposed. Further drainage plan details were also submitted.

DEVELOPMENT PLAN

For the purposes of this application the Development Plan in Trafford comprises:

- The **Places for Everyone Plan (PfE)**, adopted 21st March 2024, is a Joint Development Plan of nine Greater Manchester authorities: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. PfE partially replaces policies within the Trafford Core Strategy (and therefore the Revised Trafford Unitary Development Plan), see Appendix A of the Places for Everyone Plan for details on which policies have been replaced.
- The **Trafford Core Strategy**, adopted 25th January 2012; the Trafford Core Strategy partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; A number of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by the new Trafford Local Plan.

PRINCIPAL RELEVANT PLACES FOR EVERYONE POLICIES

- JP-C6 – Walking and Cycling
- JP-C8 - Transport Requirements of New Development
- JP-P1 – Sustainable Places
- JP-P5 – Education, Skills and Knowledge
- JP-P7 – Sport and Recreation

- JP-S1 – Sustainable Development
- JP-S2 – Carbon and Energy
- JP-S4 – Flood Risk and the Water Environment
- JP-G7 – Trees and Woodland
- JP-G8 - A Net Enhancement of Biodiversity and Geodiversity
- JP-G9 – Green Belt

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

- L4 – Sustainable transport and accessibility
- L5 – Climate Change
- L6 - Waste
- L7 – Design
- L8 – Planning Obligations
- R1 – Historic Environment
- R2 – Natural Environment
- R3 – Green Infrastructure
- R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Green Belt

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None relevant

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the National Planning Policy Framework (NPPF) in December 2023. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The MHCLG published the National Planning Practice Guidance on 6 March 2014, and was last updated in February 2024. The NPPG will be referred to as appropriate in the report.

OTHER PLANNING GUIDANCE DOCUMENTS

SPD1 – Planning Obligations

SPD3 – Parking and Design

SPG1 – New Residential Development (relevant for general privacy distances)

RELEVANT PLANNING HISTORY

114166/FUL/24 - Erection of 2no. single storey temporary classroom and toilet units (containing 12no. classrooms across both units)
Pending determination

105003/FUL/21 - Application for external alterations creating a new main entrance
Approved with conditions 07.09.2021

81051/FULL/2013 - Installation of a Synthetic Turf Pitch (STP) with perimeter fencing and installation of a dual lane long jump pit.
Approved with conditions 09.09.2013

80797/FULL/2013 - Replacement of roof on existing technology building block B, including extension to existing dormer and replacement glazing.
Approved with conditions 23.08.2013

74549/FULL/2010 - Erection of three storey extension to form sixth form centre for 200 pupils and housing post-16 teaching facilities. Associated additional car parking provision and drop-off/access alterations.
Approved with conditions 24.06.2010

CONSULTATIONS

Local Highways Authority

No objection subject to conditions including a full travel plan being provided alongside a construction method statement, additional parking layout plan (including buddy system spaces) and adequate bicycle storage provision.

Lead Local Flood Authority

No objection - the proposed development will only be acceptable if the measure(s) as detailed in the Outline Drainage Strategy submitted with this application are implemented and secured by way of a planning condition on any planning permission.

Tree Officer

No arboricultural objections to the proposals. Satisfied with further soft planting details now provided, subject to 'standard' size trees being planted. A landscape and ecology management plan should be submitted.

Sport England

No objection subject to conditions relating to: phasing of and replacement of playing field, continuity of use of the sports facilities and a construction environmental management plan.

United Utilities

Confirm the proposals are acceptable in principle to United Utilities. Recommend a condition for compliance with the foul & surface water drainage layout, with a restricted surface water drainage rate of 5/s. No surface water should drain directly or indirectly into the public combined sewer.

Greater Manchester Ecology Unit

Raise no objection on ecology grounds. Advise that full details of the proposed mixed shrub planting to achieve BNG are provided. As a further enhancement measure, features of use to roosting bats should be installed. Also provide an advisory note regarding bats during construction works.

Environmental Health (noise/nuisance)

Recommend a condition for submission of information to demonstrate compliance of the air source heat pumps with the procedure of Microgeneration Installation Standard MCS 020. Also recommended a condition for a construction environmental management plan.

Cadent Gas

No objection, informative note provided.

Climate Change/Sustainability Team

The proposed energy efficiency measures are found to be satisfactory. Some minor revisions are needed to the travel plan and details of EV charging points should be submitted.

REPRESENTATIONS

3no. objections were received, summarised as follows:

- *Already subjected to parking issues*
- *Teachers, students and visitors park on one side of Kenmore Road*
- *At drop off and pick up times, parents/guardians park on the single yellow line and also the double yellow lines*
- *More classrooms will result in more cars and a headache for closeby residents*
- *Green Lane is overwhelmed with cars as parents drop off/pick up and there is regularly grid lock*
- *Additional pupils will lead to more cars*
- *New parking restrictions on Kenmore Drive and Green Lane are largely ignored*
- *More pupils and traffic will make Green Lane more congested/grid locked*
- *Blocked in from parents/people picking up and dropping off*

- *Driveway is a turning point for cars*
- *Introduction of double yellow lines has made things worse*
- *Strongly object to the proposal*
- *More car parking should be provided*
- *Parking isn't sufficient*

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. S38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at paragraphs 2 and 47 reinforces this requirement. The relevant policies from Places for Everyone and the Trafford Core Strategy are up to date in NPPF terms.
2. In relation to schools, Paragraph 95 of the NPPF states that: *"It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should: give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted"*.
3. Policy JP-P5 of PfE states that: *Significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted, including by*
 1. *Enabling the delivery of new and improved accessible facilities for all ages, such as early years, schools, further and higher education, and adult training to ensure our workforce is ready to benefit from new employment opportunities;*
 2. *Ensuring the delivery of sufficient school places to respond to the demands from new housing, such as through:*
 - a. *Working with education providers to forecast likely changes in the demand for school places; and*
 - b. *Where appropriate, requiring housing developments to make a financial contribution to the provision of additional school places and/or set aside land for a new school, proportionate to the additional demand that they would generate;*

Assessment

4. The proposal is for new development works within an existing school (college) site, which is considered acceptable in principle, in accordance with sustainable development and educational priorities outlined within the NPPF and Places for Everyone. The new three storey classroom block would make best use of the space

available, replacing an existing single storey block. The contemporary classrooms would expand capacity and enhance the overall social well-being and learning/teaching experience of pupils and staff. There is a strong need for additional pupil places in this part of the Borough. The expansion of the dining hall and kitchen area would also improve capacity and functionality as well. There are also considered to be some economic benefits generated during the construction phase and environmental benefits through the sustainable fabric and energy performance of the new classroom block. The principle of the development is considered acceptable in accordance with the policies identified above, and is subject to the material considerations reviewed in the sections below.

GREEN BELT

5. The site lies within the Green Belt and Policy R4 of the Trafford Core Strategy alongside Policy JP-G9 of PfE and the provisions of the NPPF are relevant.
6. Policy JP-G9 of PfE states that: *The beneficial use of the Green Belt will be enhanced where this can be achieved without harm to its openness, permanence or ability to serve its five purposes. In particular, the enhancement of its green infrastructure functions will be encouraged, such as improved public access and habitat restoration, helping to deliver environmental and social benefits for our residents and providing the high quality green spaces that will support economic growth.*
7. Paragraph 142 of the NPPF specifies that *'The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.'*
8. Paragraph 143 of the NPPF notes that the Green Belt serves five purposes:
 - a) *to check the unrestricted sprawl of large built-up areas;*
 - b) *to prevent neighbouring towns merging into one another;*
 - c) *to assist in safeguarding the countryside from encroachment;*
 - d) *to preserve the setting and special character of historic towns; and*
 - e) *to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*
9. Paragraph 152 of the NPPF defines inappropriate development as being *'harmful to the Green Belt and should not be approved except in very special circumstances'*
10. Paragraph 153 clarifies that, *'When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.'*

11. Paragraph 154 of the NPPF states: *'A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:*

- a) buildings for agriculture and forestry*
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;*
- e) limited infilling in villages;*
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and*
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:*

– not have a greater impact on the openness of the Green Belt than the existing development; or

– not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority'.

Assessment

12. The site is previously developed land. In respect of the definitions of 'inappropriate development' in Paragraph 154 of the NPPF, the new classroom block would replace the existing single storey building present in this location. The new flat roof building would be two to three storeys in height, which would be taller than the hipped roof of the existing building. The footprint would also be larger, particularly in terms of width and the new classroom block would therefore be materially larger than the building being replaced. There would be some loss of openness across this part of the site, with a greater feeling of enclosure for the spaces to the south, east and north sides of the new building in particular. As such this building would be 'inappropriate development' in the Green Belt and very special circumstances are required for it to proceed.

13. Whilst taking the above into account, the harm to Green Belt purposes is considered to be minor because of the surrounding context, including the existing three storey buildings present within the site. This includes the main frontage building facing Green Lane, in the east part of the site, as well as the large sports hall located to the

north west. The new classroom block would be seen in the backdrop of these existing large buildings, which reduces its prominence in the spatial and visual dimensions. The stepped elevations of the building and two to three storey design would help break up the mass of the structure. In addition, the new building would not be occupying any open grass areas but would rather be sited on existing hardstanding.

14. In terms of the single storey extensions proposed to the kitchen area, these are small in size and would infill relatively enclosed existing spaces. These extensions in themselves are not considered to materially impact upon the openness of the Green Belt.
15. Trafford Council has a duty to provide school places for every child resident within the Borough. This duty has recently been met by expanding a number of primary schools across the borough to meet local demand, with Altrincham and Sale experiencing the greatest demand within Trafford.
16. However there is identified additional demand for secondary school places for pupils who live in the Altrincham and Sale areas following a number of primary expansion schemes and the recent unprecedented surge of applications from children moving into Trafford midway through their primary education. This is alongside pupils from new housing development taking place within the area.
17. As such there is an urgent need for more pupil places, which the proposed development would help to meet. There would also be an improved educational facility provided with a better learning and teaching experience provided. This has strong social sustainable development benefits for pupils, as well as staff and the area in general. This is alongside some limited economic benefits from increased staff employment at the school. There are also some moderate environmental benefits from the sustainable design, including energy efficiency and renewable power for the new building compared to the existing block being demolished.
18. This is a long-established school site in the Green Belt, with a substantial proportion of the site previously developed land. This particular school could not be extended otherwise than on Green Belt land.
19. In conclusion the new classroom block would be materially larger than the building it is replacing and taking the site characteristics into account, there is considered to be minor harm to the openness of the Green Belt. It is considered that very special circumstances exist to justify the development, as outlined above due to the strong educational need. The very special circumstances clearly outweigh the harm to Green Belt by reason of inappropriateness.

DESIGN AND APPEARANCE

20. The promotion of high standards of design is a central narrative within the NPPF, and with this message is strengthened and reinforced in the December 2023 update. The overarching social objective, which is one of three objectives critical to the achievement of sustainable development, is reliant upon the planning system fostering a well-designed, beautiful and safe built environment, according to paragraph 8.
21. Paragraph 131 of the NPPF states that: *“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.*
22. Policy JP-P1 of PfE contains extensive requirements for development, with 16 key design and sustainable places considerations outlined below. Namely, development should be: *Distinctive, with a clear identity that: A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture; B. Enables a clear understanding of how the place has developed; and C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used; Visually stimulating; Socially inclusive; Resilient; Adaptable; Durable; Resource efficient; Safe; Supported by critical infrastructure; Functional and convenient; Incorporate inclusive design; Legible; Easy to move around; Well-connected; Comfortable and inviting; Incorporate high quality and well managed green infrastructure/public realm; Well served by local shops, services, amenities and facilities.*
23. Policy L7.2 of the Trafford Core Strategy states that: *In relation to matters of functionality, development must:*
- *Incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety;*
 - *provide sufficient off-street car and cycle parking, manoeuvring and operational space;*
 - *provide sufficient manoeuvring and operational space for service vehicles, as appropriate;*
 - *Be satisfactorily served in terms of key utilities such as water, electricity, gas and telecommunications;*
 - *Be satisfactorily served in terms of the foul sewer system; and*
 - *Provide appropriate provision of (and access to) waste recycling facilities, preferably on site*

Siting and layout

24. The proposed classroom block would be suitably sited, largely on the footprint of an existing building. There would be a greater separation provided to the adjacent east

building than existing, which is considered appropriate and necessary due to the increase height. The spacing to the southern site boundary would be sufficient, taking into account the lower two storey height of the building in this location. The position of the building would not encroach on to any playing field space within site. The orientation of the building with the main entrance facing east towards the existing adjacent buildings would be functional and practical.

25. The extensions to the kitchen area adjacent to the main entrance would be well sited and would fit in with the existing built form in this location. Similarly the new 2.4m high fencing would only be across a small section of the site and appropriate in its location. It would replace similar fencing already present in this location.

Scale, form and massing

26. The height of the new classroom block is determined by the two to three storey floor space and parapet roof design to accommodate plant equipment. The south section would be lower in height, which would help break up the massing, as would the single storey east side element and stepped elevations. The oblong form would provide an appropriate footprint which can be accommodated comfortably within the space available. The flat roof would provide a contemporary design, which is considered appropriate in the context, particularly given the street scene separation with neighbours and that existing buildings generally feature flat roofs. Existing buildings range from one to three storeys in height and the height of the new building would be appropriate in this regard. Given the space available within the site, the scale, form and massing is considered appropriate.

27. The extensions to the existing kitchen area would correspond with the height of the existing built form in this location. The new 2.4m high fencing is considered appropriate in height, taking into account its location within the rear part of the site, adjacent to a car park area for only a small length.

Elevation detail and materials

28. The brick forming the main elevations of the building would reflect the predominant material in the local area, which includes brick built dwellings and school buildings. The flat roof design would provide a contemporary aesthetic, which would be enhanced by detailing including protecting brick toothing course around the roof edge of the main three storey element. This would provide interest and definition to this area. Stone cladding panels would be provided to the southern two storey element, which would help the building to tie in with existing buildings on site, most of which feature sections of cladding.

29. Windows would be large with suitable proportions and a coherent design throughout, whilst the window spandrel panels between floors and vents above windows would add interest. Aluminium window and door frames would provide a high quality finish. Further details of proposed materials are required to be submitted and agreed by

way of a condition. Similarly further details are required by way of a condition to show the exact roof edging, window set-backs, brick detailing and other fixed external features.

30. The extensions to the existing kitchen area would provide a matching appearance to the existing built form in this location. There are good sized windows and matching materials proposed. The new 2.4m high fencing would feature a mesh design which would still allow views through and is suitable.
31. Overall the development is considered to be functional and would provide a high quality design and appearance, in compliance with Policy L7 of the Trafford Core Strategy, JP-P1 of Places for Everyone, SPG1 and the National Planning Policy Framework.

RESIDENTIAL AMENITY

32. This section considers the potential amenity impact upon adjacent properties, alongside amenity standard of future occupiers of the development itself.
33. Policy L7; Design also states that:

“Protecting Amenity

L7.3 “In relation to matters of amenity protection, development must:

- Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way”.

34. Part 15 of JP-P1 states that development should have the key attribute of being *“comfortable and inviting, with indoor and outdoor environments, offering a high level of amenity that minimises exposure to pollution”*.

Impact upon properties to the south on Kenmore Drive

35. The two storey south elevation of the new classroom block features windows that would be sited 10.50m to 16.50m away from the south boundary line. This is considered sufficient from a privacy perspective to avoid excessive or undue overlooking to the rear gardens of these neighbouring houses. It is also noted that there is well established vegetation present which would provide some screening.
36. The set in from the boundary, combined with the height of this closest part of the building, is not considered to appear overbearing or cause any undue visual intrusion for the rear gardens and elevations of neighbouring houses on Kenmore Drive. It is noted there would be a sufficient 26m minimum facing distance to the closest rear elevations of these houses. As the new building would be located to the north of the neighbours, there would be no overshadowing and little to no loss of

light. The extensions to the existing kitchen area would not be visible from these properties and would have no amenity impact.

Impact upon properties to the south east on Green Lane

37. The new classroom block would be sited 75m+ away from the closest rear elevations of these properties. Taking this into account, in combination with existing intervening trees, there is not considered to be any amenity impact upon these nearby residential properties. The extensions to the existing kitchen area would not be visible from these properties and would have no amenity impact.

Impact upon properties to the north on Green Lane

38. The new classroom block would be sited 65m+ away from the north site boundary line. There are also several existing intervening college buildings. Taking the siting and scale into account, there is not considered to be any amenity impact upon neighbouring houses adjacent to the north site boundary.

39. The extensions to the existing kitchen area would assimilate well into the existing built form and come no closer to the north boundary than the furthest point of the existing building. There is not considered to be any amenity impact from this extension upon neighbouring properties.

Amenity of pupils and staff of the development

40. The new classroom block and kitchen extensions would provide a practical and functional layout, with good circulation space and sufficient classroom sizes. There would be adequate windows provided for each room, with sufficient natural light and outlook.

SPORTS PROVISION

41. A playing field area of approximately 0.23ha in size would be lost to accommodate the temporary classrooms required during the construction phase of the development. These are subject to a separate application still under consideration ref. 113464/FUL/24. With respect to the application subject of this report, Sport England have been consulted and raise no objection, considering that it broadly meets the exception 4 of the playing field policy, and paragraph 103(b) of the NPPF. This is subject to three recommended conditions of which two would more appropriately relate to the application for the temporary classrooms and the other is a construction management plan (required in any event).

NOISE/NUISANCE

42. The two storey roof area of the new classroom block would feature several air source heat pumps. These would be screened behind the roof parapet and would be sited 14m from the south site boundary and 30m away from the closest rear elevations of houses on Kenmore Drive. It is considered unlikely that the units would have an adverse noise impact upon these properties taking into account the separation distance and significant boundary screening present. However a condition is recommended, to require the submission of information to demonstrate compliance of the specific units that are proposed against the Microgeneration Installation Standard MCS 020. Any further screening as required on the roof could be installed with the units, and a condition requiring further details of the unit design and siting is recommended.
43. A construction environmental management plan condition is recommended, to help ensure that any disruption to nearby houses from the demolition/ construction phases of the development is minimised.

ECOLOGY

44. Policy R2.1 of the Trafford Core Strategy states that: To ensure the protection and enhancement of the natural environment of the Borough, developers will be required to demonstrate through a supporting statement how their proposal will:
- Protect and enhance the landscape character, biodiversity, geodiversity and conservation value of its natural urban and countryside assets having regard not only to its immediate location but its surroundings; and
 - Protect the natural environment throughout the construction process
45. Section 180 of the NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment. Biodiversity Net Gain (BNG) forms part of the Places for Everyone Plan (Policy JP-G9) and has been adopted under the Environment Act 2021.
46. Policy JP-G8 includes several measures for protecting and enhancing the natural environment including wildlife habitats and sites of ecological importance. Part 7 b. states that development will be expected to achieve a measurable net gain in biodiversity of no less than 10%.

Assessment

47. An extended phase 1 habitat survey and daytime bat survey of the site has been carried out. This was to determine the likely species present, including those which have statutory protection and what effect the development may have on such species. No evidence of bat activity was found during the internal and external inspection of the building and the building design lacks any features of suitability for

roosting. The building and trees on site were assessed as having negligible potential to support roosting bats and no impact upon bat roosts is anticipated. Hedgerows on site are to be retained and any impact upon hedgehogs is considered to be negligible. Similarly no impact upon nesting birds within trees or hedgerows is expected. However the proposed clearance of small areas of dense and introduced scrub has potential to impact nesting birds.

48. Recommendations are provided in terms of the installation of bird boxes and avoiding removal of vegetation during the main bird nesting season. Similarly the construction environmental management plan should consider impact upon ecology. Greater Manchester Ecology Unit raise no objection to the proposals.
49. Biodiversity net gain is proposed for the scheme as general ecological enhancement. Whilst not specifically part of this application, it is noted that 0.0511ha of amenity grassland habitat would be temporarily removed to facilitate the temporary classroom area. The existing habitats on site score 2.34 habitat units and 1.20 hedgerow units. The proposed development achieves 2.58 habitat units and 1.33 hedgerow units. The Biodiversity Net Gain Assessment shows a net change of 0.24 habitat units (10.06% net gain) and 0.13 hedgerow units (10.77% net gain). Because there is no specific loss of habitat through this application, the development is not strictly subject to BNG. However there are still green infrastructure requirements to meet, alongside planning policies which encourage ecological enhancement. It is considered that implementation of the proposed habitat can be secured through the landscaping condition, but a full 30 year BNG maintenance condition would not be required.
50. The habitat planting details show that a 511sqm area of mixed hazel, guelder rose and elder native shrub planting is proposed, which would provide the biodiversity and wildlife habitat on site. This area would be sited in the south east corner of the site, away from existing parts of the playing field that are used for sports activities. In addition, a silver birch and oak tree are to be planted, sited within existing gaps along the south site boundary tree line. Greater Manchester Ecology Unit raise no objection to the scheme.
51. The proposal would comply with Policy R2 of the Core Strategy and JP-G8 of Places for Everyone taking the above into account.

TREES AND LANDSCAPING

52. No trees are proposed to be removed to facilitate the works. The Council's Arboriculturalist raises no objections subject to the provision of a 30 year landscape and ecology management plan. This should be submitted by way of a condition. It is also considered necessary to include a condition requiring tree protection fencing for existing trees on the south site boundary, which are relatively close to the new classroom block. This is to avoid accidental damage from construction vehicles and plant equipment.

53. Taking into account the existing building to be demolished, the development would provide approximately 2,366sqm of additional floor space. It is not considered reasonable or necessary to provide full tree planting in accordance with SPD1 (which would equate to 79 trees or approximately 30 metres of hedgerow). This is because there are already many trees to the perimeters of the site and the existing playing field space needs to be largely retained. However the 511sqm area of varied shrub planting proposed in the south east part of the site to provide BNG is considered sufficient as a substitute. There is also an oak tree and silver birch tree proposed on the south site boundary, between gaps in the existing tree line.

54. It is considered the development would meet the requirements of Policy R3 of the Core Strategy and Policy JP-G8 of Places for Everyone.

DRAINAGE AND FLOOD RISK

55. Policy JP-S4 of Places for Everyone under paragraph 4 states that flood risk will be managed by: *Expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable. District local plans should consider setting more detailed surface water drainage policies to reflect local circumstances, including alternative surface water discharge rates, such as in areas with critical drainage issues*

56. Paragraph 5 of this policy aims to ensure that sustainable drainage systems:

- i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation;*
- ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground;*
- iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and*
- iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development.*

Assessment

57. The new classroom block and extensions would be constructed upon existing hardstanding and the site is located within flood zone 1, which has a low probability of flooding from rivers and sea. United Utilities and the Lead Local Flood Authority have reviewed the scheme and are satisfied with the submitted drainage information and plans. This is subject to a condition requiring compliance with the submitted drainage plan and the mitigation measures detailed within the drainage strategy, which includes limiting the surface water run-off generated by a 1 in 100yr + CC critical storm event, so that it will not exceed 5 l/s and not increase the risk of flooding off-site. This is alongside the provision of a minimum 161.5m³ of attenuation flood storage on the site to account for a 1 in 100yr +CC standard storm event.

PARKING, ACCESS AND HIGHWAYS

58. Policy JP-C8 of Places for Everyone requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. Paragraph 16 of this policy states that: Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network.
59. Policy L4.7 of the Trafford Core Strategy states that: *The Council will not grant planning permission for new development that is likely to have a significant adverse impact on the safe and efficient operation of the Strategic Road Network, and the Primary and Local Highway Authority Network unless and until appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for the implementation are secured.* Policy L4 is slightly inconsistent with the NPPF in terms of the test of highways harm but is not considered to be out of date. Paragraph 115 of the NPPF states 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'*
60. Policy L7.2 of the Trafford Core Strategy states that: In relation to matters of functionality, development must:
- *Incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety;*
 - *provide sufficient off-street car and cycle parking, manoeuvring and operational space;*
 - *provide sufficient manoeuvring and operational space for service vehicles, as appropriate;*
 - *Be satisfactorily served in terms of key utilities such as water, electricity, gas and telecommunications;*
 - *Be satisfactorily served in terms of the foul sewer system; and*
 - *Provide appropriate provision of (and access to) waste recycling facilities, preferably on site.*

Assessment

61. The development would provide a net increase of 11no. additional classrooms, increasing from 63no. existing to 74no. proposed. Whilst the new classroom block would provide 31no. classrooms, this includes those being replaced through demolition of the existing block, as well as others lost due to reconfiguration proposed elsewhere within the college.
62. There would be up to 300no. additional pupils enrolled at the college, across years 7 to 11, with 10no. classes of 30no. pupils each. It is not proposed to increase the

sixth form intake and as such none of the additional pupils would park at the college. A discrepancy between the number of parking spaces and classrooms from the transport statement, design and access statement and site plan has now been clarified.

63. SPD3 stipulates a standard of 2no. car parking spaces per classroom for schools. There would be 16o. additional parking spaces provided on site. Whilst this is below the equivalent maximum standard of 22no. spaces from SPD3 (based upon 11no. additional classrooms), the college have confirmed that it is possible to implement a 'buddy' parking system for several spaces. This is where certain staff who arrive/leave at the same time each day pair up with one another, to double park in certain places. It is considered that further details of this should be provided through a condition. The full Travel Plan condition proposed would aim to increase active and non-car modes of travel to the site, to help reduce parking demand. For motorcycle parking, 2no. dedicated spaces are proposed, and it is noted the existing site features no such dedicated provision.
64. Subject to conditions and taking the above into account, the proposed level of car parking provision is considered satisfactory.
65. Visitor car parking would continue to be provided within the front lay by, outside bus drop off/pick up times. There are on-street parking restrictions that have recently been implemented on parts of the closest roads to the site, to restrict and deter inappropriate parking in such areas. This covers the period 9am to 5pm Monday to Friday. The case officer has observed that there is generally on street parking available within the immediate locality, on the parts of the roads which are not covered by these restrictions. It is considered that any illegal parking which may currently take place, as raised in objections, is a separate consideration to this planning application and could be reported to parking wardens.
66. There is an existing bicycle storage area, which is proposed to be increased in size to accommodate new pupils and staff cycling to the site. It is considered that full details of the bicycle store, including the exact number of additional spaces can be provided as part of the Full Travel Plan. This should provide further information based upon the expected need, whilst also aiming to provide spare capacity to accommodate any further increase in cyclists in the future. For motorcycle parking, 2no. spaces are proposed near the main entrance, alongside 5no. accessible parking spaces, which is considered sufficient based on anticipated requirements.
67. In terms of impact upon the surrounding highway network, a traffic generation forecast has been undertaken. The results find that there is considered to be capacity within the network to accommodate the increase in traffic movements associated with the development. On Wood Lane and Thorley Lane there is an estimated percentage link impact of between 6% to 11% in combination with the nearby 'world of pets' housing development in Timperley. An impact of less than 10% is typically considered nominal and an impact of more than 30% is usually the

threshold where a development could cause material adverse effects. As such the development would not have a severe cumulative impact upon the road network.

68. An interim travel plan has been undertaken with the application. This outlines what methods of travel the existing staff and pupils use and how many use each method. It is considered that this document requires further development and a Full Travel Plan should be submitted by way of a condition application.
69. The existing footpath which passes to the north of the garden centre is in an overgrown state and does not feature a hardstanding surface. Whilst it would be preferable to re-surface this path to encourage and facilitate greater active travel, the college have confirmed that there is not sufficient funding in place to undertake these works. It is however recommended that the college advises the Garden Centre to cut back this vegetation annually, to maintain the width of the footpath and overall visibility for users of the path.
70. Taking the above into account, the proposal complies with Policy L4 of the Core Strategy and Policy JP-C5 and JP-C8 of Places for Everyone.

ACCESSIBILITY AND EQUALITY

71. Policy JP-P1 of PFE states that development should be socially inclusive, functional/convenient, legible, easy to move around by those of all mobility levels and comfortable/inviting. Paragraph 135 of the NPPF reinforces this requirement by requiring planning decisions to ensure that developments create places that are safe, inclusive and accessible.
72. Under the provisions of the Equality Act 2010, specifically Section 149 Public Sector Equality Duty (PSED), all public bodies are required in exercising their functions to eliminate discrimination, advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and to foster good relations. Having due regard for advancing equality involves: removing or minimising disadvantages suffered by people due to their protected characteristics; taking steps to meet the needs of people from protected groups where these are different from the needs of other people; and encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.
73. The relevant protected characteristics of the PSED include age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex and sexual orientation. The PSED applies to Local Planning Authorities in exercising their decision making duties with regards planning applications. New development, particularly for new public buildings should would advance equality of opportunity for persons who share a relevant protected characteristic, having regard to the Equalities Act 2010 and specifically Section 149, the Public Sector Equality Duty (PSED).

Assessment

74. The new classroom block would have level access and a lift to all floors, providing good accessibility for all people. There would be good circulation and corridor space. Additional accessible car parking spaces are proposed on site.
75. No particular benefits or dis-benefits of the scheme have been identified in relation to any of the other protected characteristics in the Equality Act. As such, it is considered that the proposed development is acceptable with regard to Policy L4 and L7 of the Core Strategy and JP-P1 of Places for Everyone.

CRIME AND SECURITY

76. Policy L7.4 of the Trafford Core Strategy states that in relation to matters of security, development must:
- Demonstrate that it is designed in a way that reduces opportunities for crime; and
 - Not have an adverse impact on public safety.
77. Policy JP-P1 of Places for Everyone states that development should be safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster.
78. A Crime Impact Statement has been submitted, which has been prepared by GMP Design for Security, which outlines the recommended crime prevention and security measures that should be incorporated into the development. A condition requiring compliance with this document is recommended. Taking the above into account it is considered that the development is reasonably capable of achieving a sufficient secure design and construction. This is in compliance with Policy L7 of the Core Strategy and JP-P1 of Places for Everyone.

SUSTAINABILITY AND CLIMATE CHANGE

79. Policy L5.1 of the Core Strategy states that new development should maximize its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralized energy generation.
80. Paragraph 159 of the NPPF states that new development should be planned in ways that can help reduce greenhouse gas emissions, such as through its location orientation and design.
81. Policy JP-S2 of Places for Everyone is relevant which expects new development to be net zero in operational carbon emissions and provide on site renewable energy

where possible, alongside incorporating general measures to increase sustainability and energy efficiency.

Assessment

82. Natural light and passive solar gain would be maximised from the orientation of the new classroom block, which has the largest elevations facing east and west. This is preferable to such elevations being sited north to south, which could leave a main elevation at risk of overheating or overcooling.
83. Energy efficient building services are proposed both mechanically and electrically to heat and power the building along, with energy generation from photovoltaic solar panels located on the roof of the building. The primary source of heat energy would be air source heat pumps and high efficiency fan convectors. High efficiency LED lighting with absence detection, daylight sensors and dimming controls and proposed to minimise energy usage.
84. The submitted sustainability assessment document shows that the regulated operational energy demands of the building (heating, cooling, lighting and ventilation) can be met from the on-site photovoltaic panels proposed on the roof of the new building. Policy JP-S2 also aims for new non-domestic buildings to have a minimum BREEAM 'excellent rating' for the Ene 01 – reduction of energy use and carbon emissions' category. The building would be constructed to latest building regulation standards in terms of the fabric and building insulation. However the agent has stated achieving this specific BREEAM standard would not be viable due to the costs involved and limited public funds available. Given this position, alongside the remaining sustainable development benefits of the classroom block, it is considered acceptable not to provide this standard within the build. It is considered that electric vehicle charging points would be covered separately by building regulations.
85. In summary the scheme is considered to comply with Policy L5 of the Core Strategy and the aims of Policy JP-S1 and JP-S2 of Places for Everyone.

DEVELOPER CONTRIBUTIONS

86. The proposal would not create additional chargeable floor space of approximately 2366sqm. Being in educational use, this would not be liable to the Community Infrastructure Levy (CIL).

PLANNING BALANCE AND CONCLUSION

87. The development would be inappropriate development within the Green Belt and would cause minor harm to the openness of the Green Belt, taking the character of the site into account. This is through the increase in built form from one to three storeys associated with the new classroom block. However it is considered that 'very

special circumstances' exist to justify the development and outweigh this harm, due to the strong educational need in the area which would be met by the development and great weight is afforded to this. The development would provide an appropriate design and appearance and would be suitable in context. Other material considerations including ecology, trees, drainage, sustainability, highways, parking and residential amenity have been found to be acceptable, subject to conditions. No other residual harms have been identified.

88. The scheme complies with the development plan when taken as a whole and is considered to represent sustainable development. It is therefore recommended for approval.

RECOMMENDATION

GRANT subject to the following conditions:

1. The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

01 A (location plan)
03 E (proposed site plan);
04 A (dining hall/kitchen proposed floor plan);
06 A (dining hall/kitchen proposed elevations);
07 A (dining hall/kitchen proposed roof plan);
08 B (classroom block proposed ground/first floor plans);
09 B (classroom block proposed second floor plan);
10 C (classroom block proposed east/south elevations);
11 A (classroom block proposed west/north elevations);
2206-04-C-NB26 (classroom block roof plan);
17 D (landscape plan);

Reason: To clarify the permission, having regard to Policy L7 of the Trafford Core Strategy, JP-P1 of Places for Everyone and the National Planning Policy Framework.

3. Notwithstanding any description of materials in the application no works involving the use of any materials listed below shall take place until samples and / or full specification of all materials to be used externally on the buildings have been submitted to and approved in writing by the Local Planning Authority. Such details

shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy JP-P1 and JP-P2 of Places for Everyone and the provisions of the NPPF.

4. No above-ground construction works shall take place until a detailed facade schedule for all elevations of the buildings (including sections and details at 1:20) has been submitted to and approved in writing by the Local Planning Authority. The schedule shall be provided in tabulated form with cross referencing to the submitted drawings, including the provision of further additional drawings and the building of sample panels on site as necessary and shall include:
 - (i) Location of materials and brick detailing
 - (ii) All fenestration details including recesses/window reveals
 - (iii) All entrances into the buildings including doors
 - (iv) The means of dealing with rainwater and any necessary rainwater goods that may be visible on the external facade of the buildings
 - (v) The position and type/design of any necessary soil and vent pipes that may be visible on the external facade of the buildings
 - (vi) The siting of any external facade structures such as meter boxes
 - (vii) Plans detailing the siting and design of the photovoltaic panels and air source heat pumps on the buildings
 - (viii) The siting and design of any other fixed plant

Development shall proceed in accordance with the approved facade schedule.

Reason: In the interests of visual amenity and in protecting the original design intent and quality of the proposed development, having regard to Policy L7 of the Trafford Core Strategy and Policy JP-P1 and JP-P2 of Places for Everyone and the National Planning Policy Framework.

5. Prior to first occupation of the development and notwithstanding the approved plans, plans and elevation details of the proposed bicycle store shall be submitted to and approved in writing by the Local Planning Authority. The stores shall be installed in accordance with the approved details prior to first occupation of the development and retained thereafter.

Reason: In the interests of servicing the site and bicycle storage, having regard to Policy L4 and L7 of the Trafford Core Strategy, Policy JP-C5 and JP-C8 of Places for Everyone and the provisions of the NPPF.

6. Prior to first occupation of the development hereby approved, a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority.

1. The Travel Plan shall include incentives and initiatives to encourage the use of non-car modes of travel and active travel measures and reduce single occupant car trips to the site.
2. The Travel Plan shall include quantifiable and realistic targets and a strategy for addressing failed targets.
3. Travel Plan targets shall be reviewed and monitored against the baseline position which will be established within 3 months from the date of first occupation of the development hereby approved.
4. Travel surveys of pupils and staff using the site shall be completed every 12 months from the date of first operation of the development for a minimum period of 5 years.

The Travel Plan shall be implemented for a period of not less than 10 years from the date of first occupancy of the development.

Reason: To encourage sustainable modes of transport for site users, having regard to Policy L4, L5 and L7 of the Trafford Core Strategy, Policy JP-S5 and JP-C6 of Places for Everyone and the National Planning Policy Framework

7. Other than the demolition of buildings and structures down to ground level, and site clearance works, no development shall take place unless an updated car parking layout plan, which includes details of a 'buddy parking system' to provide 6no. additional parking spaces compared to approved drawing no. 03 E, including vehicle tracking and dimension details, has been submitted to and approved in writing by the Local Planning Authority. The updated car parking layout shall be implemented prior to first occupation of the development and retained thereafter.

Reason: To cater for on site car parking for the development, having regard to Policy JP-C8 of Places for Everyone, Policy L4 and L7 of the Trafford Core Strategy and the provisions of the NPPF

8. The development hereby permitted shall not be brought into use until the means of access and the areas for the movement, loading, unloading and parking of vehicles have been provided, constructed and surfaced in complete accordance with the plans hereby approved.

Reason: To ensure that satisfactory provision is made within the site for the accommodation of vehicles attracted to or generate by the proposed development, having regard to Policies L4 and L7 of the Trafford Core Strategy, Policy JP-C8 of Places for Everyone and the National Planning Policy Framework.

9. Prior to first occupation of the development, the photovoltaic panels as shown on the approved plans shall be installed. The photovoltaic panels shall be retained thereafter in good working order.

Reason: In the interests of sustainability and climate change, having regard to Policy L5 of the Trafford Core Strategy, Policy JP-S1 and JP-S2 of Places for Everyone and the National Planning Policy Framework.

10. Prior to the first operation of the Air Source Heat Pump equipment, satisfactory information which demonstrates the noise level of such equipment against the Air Source Heat Pump noise calculation procedure of Microgeneration Installation Standard MCS 020 shall be submitted to and approved in writing by the Local Planning Authority. The Air Source Heat Pumps shall be installed in accordance with the approved information and retained as such.

Reason: In the interests of amenity, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

11. (a) The landscaping works shall be carried out in accordance with the details shown on drawing number: 17 D and the proposed Oak and Silver Birch trees shall have a minimum planting size of 250cm in height.

(b) The landscaping works shall be carried out within the preceding planting season, prior to first occupation of the development hereby permitted.

(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location, the nature of the proposed development and having regard to Policy L7, Policy R2 and Policy R3 of the Trafford Core Strategy, Policy JP-P1, Policy JP-G2 and Policy JP-G7 of Places for Everyone, and the National Planning Policy Framework.

12. Other than the demolition of buildings and structures down to ground level, and site clearance works, no development shall take place unless details including the location and type of 3no. bat boxes or bricks and 3no. bird boxes have been submitted to and approved in writing by the Local Planning Authority. The bricks/boxes shall be installed and retained in situ in accordance with the approved details.

Reason: Having regard to biodiversity and Policy R2 of the Trafford Core Strategy, JP-G8 of Places for Everyone and the National Planning Policy Framework.

13. No development or works of site preparation shall take place until all trees that are to be retained within or adjacent to the site have been enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design,

demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area having regard to Policies L7, R2 and R3 of the Trafford Core Strategy, JP-G7 of Places for Everyone and the National Planning Policy Framework. The fencing is required prior to development taking place on site as any works undertaken beforehand, including preliminary works, can damage the trees

14. The development permitted by this planning permission shall only be undertaken in accordance with the approved drainage plan (dwg no. 11116-WML-00-XX-DR-C-1001, Rev P02, dated 07/08/24) and the following mitigation measures as detailed within the strategy:

- Limiting the surface water run-off generated by the 1 in 100yr + CC critical storm so that it will not exceed 5 L/S and not increase the risk of flooding off-site.
- Provision of a minimum 161.5m³ of attenuation flood storage on the site to account for the 1 in 100yr +CC standard storm event.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site, having regard to having regard to Policy L5 and R2 of the Trafford Core Strategy, Policy JP-S4 of Places for Everyone and the provisions of the NPPF.

15. Prior to the commencement of the development, a Construction Environmental Management Plan (CEMP) shall be submitted and approved in writing by the Local Planning Authority, including details of the proposed measures to manage and mitigate the main environmental effects. The CEMP shall address, but not be limited to the following matters:

- a. If relevant to the development Details of any highway accommodation works needed to facilitate the movement of construction traffic.
- b. The management of deliveries including details of the proposed delivery booking system. Best practice should be employed to restrict external construction traffic movements to off-peak traffic hours.
- c. Loading and unloading of plant and materials to include vehicle access and egress arrangements and vehicle tracking. For note, vehicles should access and egress the site in a forward gear. The LHA will not support a proposal which includes vehicles reversing onto the highway.
- d. Parking arrangements for site operative and visitor vehicles.
- e. Storage of plant and materials used in constructing the development.
- f. The erection and maintenance of security hoardings
- g. Wheel washing facilities and any other measures proposed for keeping the highway clean during the works.

- h. Measures to control the emission of dust and dirt.
- i. A scheme for recycling/disposing of waste resulting from the works.
- j. Days and hours of construction activity on site (in accordance with Trafford Council's recommended hours of operation for construction works).
- k. Contact details for the site manager are to be advertised at the site in case of issues arising
- l. Measures to prevent disturbance to nearby dwellings from noise and vibration, including any piling activity.

The approved CEMP shall be complied with for the duration of the demolition and construction phase of the development.

Reason: To ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policies L4 and L7 of the Trafford Core Strategy and Policy JP-C8 of Places for Everyone.

16. Prior to first occupation of the development hereby approved, the physical security measures outlined within Chapter 4 of the submitted Crime Impact Statement, reference 2010/0081/CIS/01 shall be implemented and retained thereafter.

Reason: In the interests of reducing opportunities for crime, having regard to Policies L4 and L7 of the Trafford Core Strategy, Policy JP-P1 of Places for Everyone and the provisions of the NPPF.

17. No development shall take place (including works of site preparation) until full details of:

- (a) the works/contractors' compound (including any buildings, moveable structures, works, plant, machinery, access and provision for the storage of vehicles, equipment and/or materials); and
- (b) a scheme for the removal of the works/contractors' compound and the restoration of the land on which it is situated

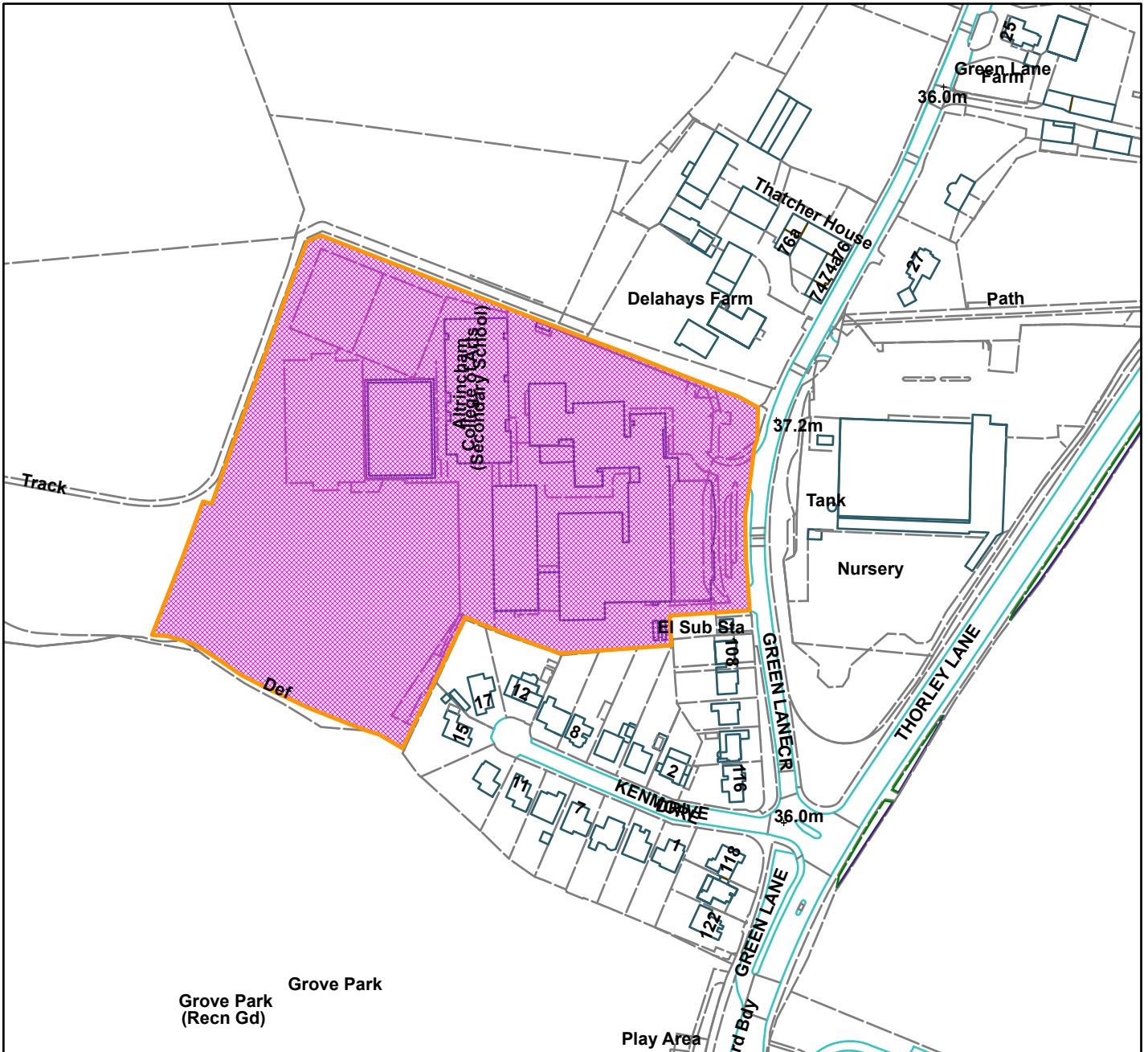
have been submitted to and approved in writing by the Local Planning Authority. The works/contractors' compound shall not be provided and used on the site other than in accordance with the approved details and shall be removed and the land on which it is situated restored in accordance with the approved details before occupation of the development hereby approved.

Reason: To protect the playing field from damage, loss or availability of use and to accord with Policy R5 of the Trafford Core Strategy and Policy JP-P7 of Places for Everyone.

GEN



Altrincham College, Green Lane, Timperley, Altrincham, WA15 8QW (site hatched on plan)



Scale: 1:2,500

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 26/09/2024
Date	13/09/2024
MSA Number	AC0000809316 (2022)

WARD: Hale Barns &
Timperley South

113920/FUL/24

DEPARTURE: No

Change of use from residential dwelling to children's home.

5 Ridge Avenue, Hale Barns, Altrincham, WA15 0AY

APPLICANT: Ms Sadiq

AGENT: Muse Architects

RECOMMENDATION: GRANT

The application is referred to the Planning and Development Management committee due to over 10 objections being received contrary to officer recommendation.

SITE

The proposed development site consists of a two-storey brick-built detached property with a hipped roof. The site is located in a residential area of Hale Barns. It is bounded by Ridge Avenue to the north and residential properties to all other aspects.

To the front of the dwellinghouse there is a driveway. A car port is attached to the east elevation of the dwellinghouse and adjoined to the detached garage at the rear. The dwellings in the surrounding area are predominantly detached of various designs. There are also some bungalows in the area.

PROPOSAL

The proposal seeks permission to change the use of the property, from a C3 Dwellinghouse to C2 Residential Institution.

The proposal specifies there would be 2no children living at the property in addition with up to 2no staff members.

External alterations are limited to the installation of ramp to the front and rear doors to provide step free access.

DEVELOPMENT PLAN

For the purposes of this application the Development Plan in Trafford comprises:

- The **Places for Everyone Plan (PfE)**, adopted 21st March 2024, is a Joint Development Plan of nine Greater Manchester authorities: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. PfE partially replaces policies within the Trafford Core Strategy (and therefore the Revised Trafford Unitary Development Plan), see Appendix A of the Places for Everyone Plan for details on which policies have been replaced.

- The **Trafford Core Strategy**, adopted 25th January 2012; the Trafford Core Strategy partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan** (UDP), adopted 19th June 2006; A number of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by the new Trafford Local Plan.

PRINCIPAL RELEVANT PFE POLICIES

JP-P1 Sustainable Places

JP-C8 Transport Requirements of New Developments

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 - Sustainable Transport

L7 - Design

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The MHCLG published the National Planning Policy Framework (NPPF) in December 2023. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

The MHCLG published the National Planning Practice Guidance on 6 March 2014, and was last updated in February 2024. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

110701/HHA/23 - Demolition of detached garage and car port and erection of part single, part two storey side and rear extension.
Approved with Conditions 14th August 2023

The above approved planning application can only be implemented subject to the property remaining a C3 Dwellinghouse. A new permission would be required should this change of use be approved and implemented.

APPLICANT'S SUBMISSION

Supporting Statement

CONSULTATIONS

Local Highways Agency

Requests one car parking space per member of staff and two cycle spaces.

Environmental Protection (Nuisance)

Further information in relation to noise and management requested.

Childrens Care Age Commission

No objection raised. OFSTED registration required, then would provide a small, local provision for children and young people. Recognises some limitation relating to location and the building.

- Lack of 2nd bathroom for staff use.
- Close to the motorway (which could be a risk factor for some children).
- Neighbours are in close proximity surrounding the property.
- Quite a distance from local town/amenities, unclear on frequency of transport links (but distance may suit some children).

REPRESENTATIONS

Objections have been received from 23 addresses from within the local area. Points raised have been summarised below:

Amenity of Residents

- The size and layout of the building is contrary to statutory and standard regulation and would provide poor amenity for staff and children.
- Insufficient information in relation to children, staff or company providing service.
- Location does not have good transport links or amenity value for children.
- Lack of input from social services.

Amenity of Neighbours

- Potential anti-social behaviour and safety issues.
- Would not benefit local community.
- Disruption from vehicular movements of staff and visitors.
- Noise nuisance of occupants to surrounding neighbours Insufficient parking space for staff and visitors, impacting on highway safety.
- Exacerbate existing parking and highway issues.

Impact on Surrounding Area

- Insufficient capacity in local services (schools/doctors).
- Impact on house prices.
- Introduces commercial use in residential area.

Other Matters

- Concerns it could be enlarged or changed in the future.
- Insufficient neighbour consultation process.
- Land ownership and possible covenants.
- Lack of confidence in operation given mess left from renovation process.
- Building work has been bad for local family's wellness.
- Inconsistencies and inaccuracies in submitted documents.
- Vague supporting statement.
- Procedural irregularities.
- Non-compliance with development plan.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. S38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF at paragraphs 2 and 47 reinforces this requirement.
2. The NPPF, at paragraph 11, explains how the "presumption in favour" should be applied in the decision-taking process. It means approving development proposals that accord with an up-to-date development plan without delay (part c). Part d) states that where there are no relevant development plan policies or the policies which are most important for determining the application are out-of-date, granting planning permission unless:
 - i. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
3. The Places for Everyone Joint Development Plan was adopted on 21st March 2024. In accordance with Paragraph 76 of the NPPF, and for the first five years of the plan's adoption, Trafford is now no longer required to identify a five-year housing land supply. In effect, for decision making purposes, it should be assumed that the Local Planning Authority has a five-year supply of specific, deliverable housing sites. The Council's housing land supply position therefore no longer triggers the tilted balance.

4. However, the Housing Delivery Test (HDT) presumption still applies. Paragraph 79 of the NPPF states that where the HDT falls under 75% then the presumption in favour of sustainable development applies. Trafford's HDT figure for 2023 is 65% i.e. the Council delivered an average of 65% of its housing requirement over the three years to March 2023. The tilted balance is therefore triggered by the HDT.
5. Although the application would result in the loss of a C3 dwellinghouse, the proposed use would be a different type of housing provision, with care provided. Therefore, the application is not considered to result in a net loss of housing numbers overall.
6. As development plan policies in Places for Everyone are very recently adopted, they are up to date and should be given full weight in decision making. Although the tilted balance in the NPPF is a primary material consideration, the development plan remains the starting point for decision making.
7. The most important policies to assess the identified material considerations for this application are JP-P1 (Sustainable Places) and JP-C8 (Transport Requirements of New Development) of Places for Everyone and L7.3 (Amenity) and L4 (Sustainable Transport and Accessibility) of the Trafford Core Strategy. For the purposes of this application, these policies are up to date and should be given full weight in decision making.

PRINCIPLE OF CHANGE OF USE FROM DWELLING TO CHILDREN'S CARE HOME

8. Paragraph 60 of the NPPF states that: "To support the Government's objective of significantly boosting the supply of homes, it is important that... the needs of groups with specific housing requirements are addressed..." The proposal would add to the wider mix of housing types within this part of the Borough, and it is considered that the proposal would make a positive contribution towards meeting supported living housing need.
9. The proposed children's home would maintain a residential use, in a residential property, within a residential context. There can be some differences in how the property would operate compared to a C3 Dwellinghouse which might have a material impact and need to be considered, these are, impacts on amenity, and highways impact. However, in some cases such a change of use of a dwelling is not considered to materially change the use of the property and it is for the applicant to determine if their proposal would warrant a materially change of use for which planning permission is required.
10. The proposed use in this location would not have a materially different impact on local services, or the safety of the occupants in comparison to if the existing use, as a single-family home would be maintained. Therefore, these factors, do not

carry sufficient weight in this application and the principle of development is acceptable.

RESIDENTIAL AMENITY

11. Policy L7 of the Core Strategy states that in relation to matters of amenity protection development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
12. The proposal would result in a change of use of the current dwellinghouse to a residential care home, providing supervisory residential care for up to 2no children aged between 8 and 17 years, by up to two staff. The proposal does not include any external alterations that would result in an increased amount of visual intrusion, overshadowing or overlooking.
13. With reference to amenity, objections have been received in relation to noise from the occupants, disruption from comings and goings of staff and the dwelling not being adequately sized or arranged for use as a children's home.
14. The applicants have stated the intended use would be for 2no children. This number would not be an overly intense use of the property compared with the extant use as a moderately sized family dwellinghouse. This is considered to be a low level of intensity and similar to a typical dwelling in the area.
15. Similarly, vehicular movements associated with up to 2no staff and any visitors would not result in excessive or undue levels of disruption, above what would reasonably be expected of a dwellinghouse of this size.
16. A condition requesting the submission of an operation plan which will detail organisation of visits, shift changes, patterns for support officers and staff, times for friends and relatives to visit, curfews and how these would be enforced, neighbour communications, mechanisms for neighbours to report issues / concerns and how these would be actioned will be included.
17. The amenity of future occupiers is also material. The property itself is considered to give an acceptable standard of living for the occupants and includes a generous garden.
18. The site's location is close to the edge of the built-up area of Hale Barns and the local centre is approximately a 20-minute walk from the site. Whilst a location close to local amenities and public transport links makes development more sustainable and means children would be more able to access facilities and services unassisted, the Council's All Age Commissioning Service have stated

that the distance may suit some children. It is considered that the development is acceptable in this respect.

19. The above assessment relies on a maximum number of 2no children occupying the dwelling. This will be secured by condition.
20. It is considered that the proposed change of use would have an acceptable impact on the residential amenity of nearby residential properties and would provide an acceptable level of amenity for the future occupants.
21. Therefore, subject to conditions, the proposal would comply with Core Strategy Policy L7 and the NPPF in relation to amenity.

HIGHWAYS AND PARKING

22. Paragraph 115 of the NPPF states 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.
23. Policy JP-C8 of Places for Everyone require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.
24. The sites nature, as an existing residential property within the urban settlement ensures it is located reasonably sustainably.
25. SPD3 advises for this use (C2 Residential Care), and this location (Area Type C), 1 space should be provided per 5 bedspaces. On site vehicular parking is provided for a maximum of 3no vehicles, which is greater than the amount advised by SPD3. The proposed staffing levels indicate on site provision would be satisfactory for staff and a reasonable number of visitors. There would not be a severe impact on the road network resulting from vehicular parking associated with the development.
26. No objections have been raised by the Local Highways Authority.
27. The application is considered to be compliant with JP-C8 of Places for Everyone, L4 of the Trafford Core Strategy where appropriate, and the NPPF.

DESIGN AND VISUAL APPEARANCE

28. Policy JP-P1 of the Places for Everyone Joint Development Plan states that developments should have a clear identity that, *'respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and*

materials used'.

29. The only proposed external alteration is the addition of an access ramp to the front and rear external doors. This is a minimal change which would provide a functional use to enhance accessibility to the property and to the rear garden.
30. The addition of the ramp would not have a detrimental impact on the surrounding residential character.
31. This change is considered to be compliant with JP-P1 of Places for Everyone and the NPPF.

EQUALITIES

32. PfE Policy JP-P1 states that development should be consistent with a number of key attributes, with the relevant attributes in this case outlined below:

- *Socially inclusive:*
 - *Responding to the needs of all parts of society;*
 - *Enabling everyone to participate equally and independently;*
 - *Providing opportunities for social contact and support; and*
 - *Promoting a sense of community*
- *Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places*
- *Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest*

33. The Public Sector Equality Duty (PSED), contained in the Equality Act 2010, requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities. Having due regard for advancing equality involves: removing or minimising disadvantages suffered by people due to their protected characteristics; taking steps to meet the needs of people from protected groups where these are different from the needs of other people; and encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

34. Section 149 – Public Sector Equality Duty (PSED) of the Equality Act 2010 states:
- i. A public authority must, in the exercise of its functions, have due regard to the need to—
 - a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

35. Disability is a 'protected characteristic' under the Equality Act 2010 and the Act states that meeting different needs involves taking steps to take account of disabled people's disabilities. Access ramps are included in the proposal to the front door and to the rear garden. This would have a positive impact upon some groups with 'protected characteristics', as defined by the Equality Act in comparison to the existing situation.

36. The proposals would provide a supported living facility for children and would therefore also have benefits for this particular group.

37. No other benefits or dis-benefits of the scheme have been identified in relation to any of the other protected characteristics in the Equality Act. As such, it is considered that the proposed development is acceptable with regard to JP-P1 of Places for Everyone.

OTHER MATTERS

38. Officers are satisfied that public consultation has been conducted in accordance with statutory requirements and the councils' statement of community involvement. This included letters directly to adjacent properties in addition to a site notice.

39. Reasonable enquiries have been made by officers to ensure requisite notice has been served on persons with an interest in the property in accordance with statutory requirements.

DEVELOPER CONTRIBUTIONS

40. This proposal is subject to the Community Infrastructure Levy (CIL) as an Institutional Facility and will be liable to a CIL charge rate of £0 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).

41. No other planning obligations are required.

PLANNING BALANCE AND CONCLUSION

42. With reference to the proposals impact on residential amenity, and highways/parking, the application has been found to be acceptable, with where appropriate mitigation secured by planning condition.

43. The proposal is considered to comply with the development plan as a whole. No adverse impacts have been identified that would significantly and demonstrably outweigh the benefits of the proposed scheme, when assessed against the policies within the NPPF. As such permission should be granted in line with NPPF paragraph 11(c).

44. All relevant planning issues have been considered and representations and consultation responses taken into account in concluding that the proposals comprise an appropriate form of development for the site. The application complies with the development plan when taken as a whole.

45. It is therefore recommended for approval subject to the following conditions.

RECOMMENDATION

GRANT subject to the following conditions:

1. The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers; 111_100, 111_101 P1 and 111_102 P1.

Reason: To clarify the permission, having regard to L7 and L4 of the Trafford Core Strategy, Policies JP-P1 and JP-C8 of Places for Everyone and the National Planning Policy Framework.

3. The premises shall only be used as a care home for children under the age of 18 (with a maximum of 2 resident child) and for no other purposes within Class C2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General Permitted Development) (England) Order 2015 or any equivalent Order following the amendment, revocation, and re-enactment thereof.

Reason: To clarify the permission, having regard to L7 and L4 of the Trafford Core Strategy, Policies JP-P1 and JP-C8 of Places for Everyone and the National Planning Policy Framework.

4. The premises shall not be brought into use as a care home for children unless and until an Operating Plan has been submitted to and approved in writing by the Local Planning Authority. The Operating Plan shall include details on how the care home

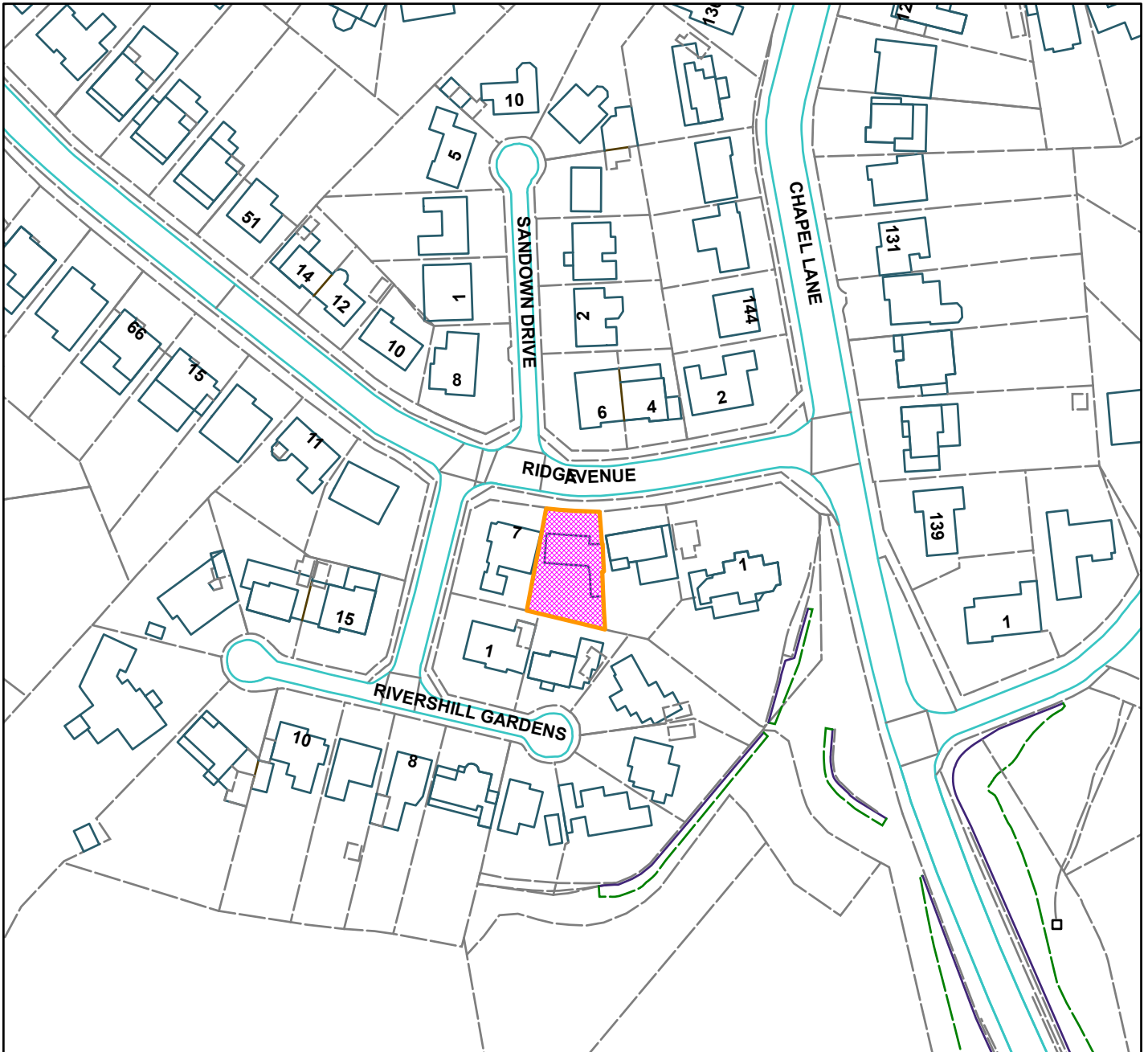
for children will be operated including numbers and ages of people to be accommodated, protocols for the provision of care and supervision, the organisation of visitors, staff shift change patterns, noise reduction policies, neighbour communications and mechanisms for neighbours to report issues / concerns and how these would be actioned. The children's care home accommodation hereby permitted shall be operated in complete accordance with the Operating Plan at all times.

Reason: To clarify the permission, having regard to L7 and L4 of the Trafford Core Strategy, Policies JP-P1 and JP-C8 of Places for Everyone and the National Planning Policy Framework.

NB



5 Ridge Avenue, Hale Barns, Altrincham, WA15 0AY (site hatched on plan)



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 26/09/2024
Date	13/09/2024
MSA Number	AC0000809316 (2022)

WARD: Ashton Upon Mersey

114161/HHA/24

DEPARTURE: No

Demolition of existing conservatory and erection of single storey side and rear extension

25 Barnfield Crescent, Sale, M33 6WJ

APPLICANT: Mr Harries

AGENT: SLW DESIGNS

RECOMMENDATION: GRANT

The application has been reported to the Planning and Development Management Committee because the applicant is a Council employee within the Place Directorate.

SITE

The application site consists of a two-storey, semi-detached residential dwelling located to the west of Barnfield Crescent in a predominantly residential area of Sale. The existing dwelling is constructed of facing brick with a partially rendered front elevation and a hipped roof. The application site is bound by Barnfield Crescent to the east and residential dwellings to all other aspects.

The application site benefits from an existing single-storey rear extension with a part flat roof and a part mono-pitched roof. The property has a front garden, a hardstanding drive to the side and a private garden to the rear.

PROPOSAL

The application seeks permission for the demolition of the existing single-storey rear extension and the construction of a replacement single-storey rear and side extension.

The extension would project approximately 3.5m from the rear elevation of the existing dwelling and approximately 1.15m from the side elevation of the dwelling.

It is proposed to install 1 no. window and 1 no. set of bifold doors to the rear elevation, 3 no. skylights in the roof and 2 no. windows to the side elevation.

The proposed materials would be facing brick and uPVC to match the existing dwelling.

DEVELOPMENT PLAN

For the purposes of this application the Development Plan in Trafford comprises:

- The **Places for Everyone Plan (PfE)**, adopted 21st March 2024, is a Joint Development Plan of nine Greater Manchester authorities: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. PfE partially replaces policies within the Trafford Core Strategy (and therefore the Revised Trafford Unitary Development Plan), see Appendix A of the Places for Everyone Plan for details on which policies have been replaced.
- The **Trafford Core Strategy**, adopted 25th January 2012; the Trafford Core Strategy partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; A number of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by the new Trafford Local Plan.

PRINCIPAL RELEVANT PfE POLICIES

JP-P1 – Sustainable Places

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design (Amenity)

OTHER LOCAL POLICY DOCUMENTS

SPD4 – A Guide to Designing House Extensions and Alterations

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DLUHC published the latest version of the National Planning Policy Framework (NPPF) on 19 December 2023. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DLUHC published the National Planning Practice Guidance on 6 March 2014, and was last updated in May 2024. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

None recorded.

APPLICANT'S SUBMISSION

None.

CONSULTATIONS

None received.

REPRESENTATIONS

The application was advertised through notification letters sent to immediate neighbours. No representations have been received.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposal is for an extension to an existing residential property, within a predominantly residential area. Therefore, the proposed development needs to be assessed against the requirements and limitations of Policy JP-P1 of PfE, Policy L7 of the Trafford Core Strategy and the Council's SPD4 householder guidelines.

DESIGN AND APPEARANCE

2. Paragraph 126 of the NPPF states 'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'
3. In relation to design, PfE policy JP-P1 (Sustainable Places) states that development should be; *"distinctive, with a clear identity that:....Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used"*.
4. The design has been considered in line with Policy JP-P1 of PfE and guidance contained within SPD4.
5. The proposed single-storey extension would project approximately 3.5m from the rear elevation of the existing dwelling and 1.15m from the side elevation of the existing dwelling. The rear projection would be identical to the 3.5m projection of the existing single-storey extension. The proposal would be built up close to the shared boundary with no. 27 Barnfield Crescent (the adjoining neighbour) and would retain a separation distance of approximately 1m to the shared boundary with no. 23 Barnfield Crescent.
6. The Council's adopted SPD4 guidance recommends a separation distance of 0.75m to the shared boundary for single-storey side extensions. The proposal

would retain in excess of this to the boundary with no. 23 and as such would be in compliance with this guideline.

7. The proposed extension would have a gabled roof in contrast to the hipped roof of the existing dwelling. Given that the extension would be single storey and positioned largely to the rear, it is considered that it would appear subservient to the existing property. The side element of the extension would have a modest width and would be set back significantly from the front elevation and therefore the proposed extension would have little impact in the street scene. The proposed materials would match the existing dwelling. Therefore, whilst the roof form would differ from that of the main roof, it is considered that the proposal would be acceptable in design terms.
8. It is therefore considered that the proposed extension would be acceptable in design terms and would not have any unacceptable on the visual amenity of the street scene or the surrounding area. As such, it is considered that the proposal would comply with Policy JP-P1 of Places for Everyone, SPD4, and policies in the NPPF in relation to good design.

RESIDENTIAL AMENITY

9. Policy L7 of the Core Strategy states that in relation to matters of amenity development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
10. SPD4 also sets out detailed guidance for protecting neighbouring amenity (paras. 2.14 to 2.18, 3.4) as well as under the relevant sections for particular types of development.
11. Paragraph 2.14.2 states 'it is important that extensions or alterations:
 - *'Do not adversely overlook neighbouring windows and/or private gardens areas*
 - *Do not cause a significant loss of light to windows in neighbouring properties and/or their patio and garden areas*
 - *Are not sited so as to have an overbearing impact on neighbouring amenity'*
12. Paragraph 3.4.2 states '*Normally, a single storey rear extension close to the boundary should not project more than 3m from the rear elevation of semi-detached and terraced properties and 4m for detached properties. If the extension is set away from the boundary by more than 15cm, this projection can be increased by an amount equal to the extra distance from the side boundary (e.g, if an extension is 1m from the side boundary, the projection may be increased to 4m for a semi-detached or terraced extension)'*

13. The impact of the extension on the amenity of the respective neighbouring properties is considered in turn below.

Impact on no. 27 Barnfield Crescent

14. The proposed development would project 3.5m from the rear elevation of the dwelling and would be set 0.15m off the common boundary. Whilst this exceeds the 3m guideline in SPD4 paragraph 3.4.2 for a single-storey extension in close proximity to the boundary, it is acknowledged that the existing extension sits adjacent to the boundary and projects the same distance. Furthermore, no. 27 also has a single storey rear extension adjacent to the boundary, which also projects the same distance.
15. The proposed rear extension is therefore considered not to have any undue overbearing or overshadowing impact on no. 27 Barnfield Crescent.
16. No windows are proposed to directly face no. 27 and as such there would be no increased potential for overlooking. Outlook to the rear would be provided by bi-fold doors but these would be at right angles to the boundary and would have no more impact than the existing glazing in the rear elevation.
17. The proposal is therefore considered not to have any unacceptable impact on the amenity of no. 27.

Impact on no. 23 Barnfield Crescent

18. The proposed development would extend from the side elevation of the dwelling by approximately 1.15m and retain a separation distance of approximately 1m to the shared boundary with no. 23. The proposal is not considered to be overbearing or overshadowing in relation to no. 23 by virtue of its single-storey nature and separation distance to the boundary.
19. The proposed rear extension would project 3.5m with a 1m gap to the boundary and would therefore comply with the SPD4 guidelines in terms of rear projection.
20. It is proposed to install 1 no. window to the rear elevation and 1 no. set of bifold doors. These would sit perpendicular to no. 23 and would not give rise to any undue sense of overlooking.
21. It is also proposed to install 2 no. windows to the side elevation of the extension. These would directly face no. 23 which also has a single-storey rear extension and windows to the side elevation of the dwelling. There are a number of windows (including main habitable room windows) in the existing side elevation and although the proposed windows would be closer to the boundary, they would serve a utility room and shower room rather than a main habitable room

and would be at ground floor level. It is therefore considered that the proposal would not result in any unacceptable overlooking in relation to no. 23.

22. It is therefore considered that the proposal would not have any undue impact on the amenity of no. 23 Barnfield Crescent.

Impact on Front and Rear

23. The proposed side extension would be set back from the front elevation of the existing dwelling by approximately 4m and would have no window in the front elevation and therefore there would be no undue impact on properties on the opposite side of Barnfield Crescent to the front.
24. The rear boundary of no. 25 sits at the boundary between two dwellings, which are both set at an angle to and offset from the application property. As such, there is no dwelling directly facing to the rear of no. 25 that the proposal would impact upon. Furthermore, the extension would be over 10.5m from the rear boundary, complying with the SPD4 guidelines in this respect, and the rear boundary is comprised of mature vegetative screening and large trees that would screen the development from view. It is therefore considered that the proposal would not unduly impact on the amenity of the dwellings to the rear.

DEVELOPER CONTRIBUTIONS

25. The proposed development will increase the internal floorspace of the dwelling by less than 100m² and therefore will be below the threshold for CIL charging.

PLANNING BALANCE AND CONCLUSION

26. The scheme has been assessed against the Development Plan and national guidance and it is considered that the proposed development would result in an acceptable form of development with regard to the amenity of neighbouring residents and would not have any detrimental impact on the visual appearance or character of the street scene or the surrounding area.
27. All relevant planning issues have been considered in concluding that the proposal comprises an appropriate form of development for the site. The application complies with the development plan when taken as a whole and the application is therefore recommended for approval.

RECOMMENDATION

GRANT subject to the following conditions:-

1. The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers SLW/IM/02/PA; SLW/IM/04/PA; (received by the Local Planning Authority on 5 August 2024) and the submitted 1:1250 site location plan (received by the Local Planning Authority on 9 August 9 2024).

Reason: To clarify the permission, having regard to Policy JP-P1 of Places for Everyone, Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

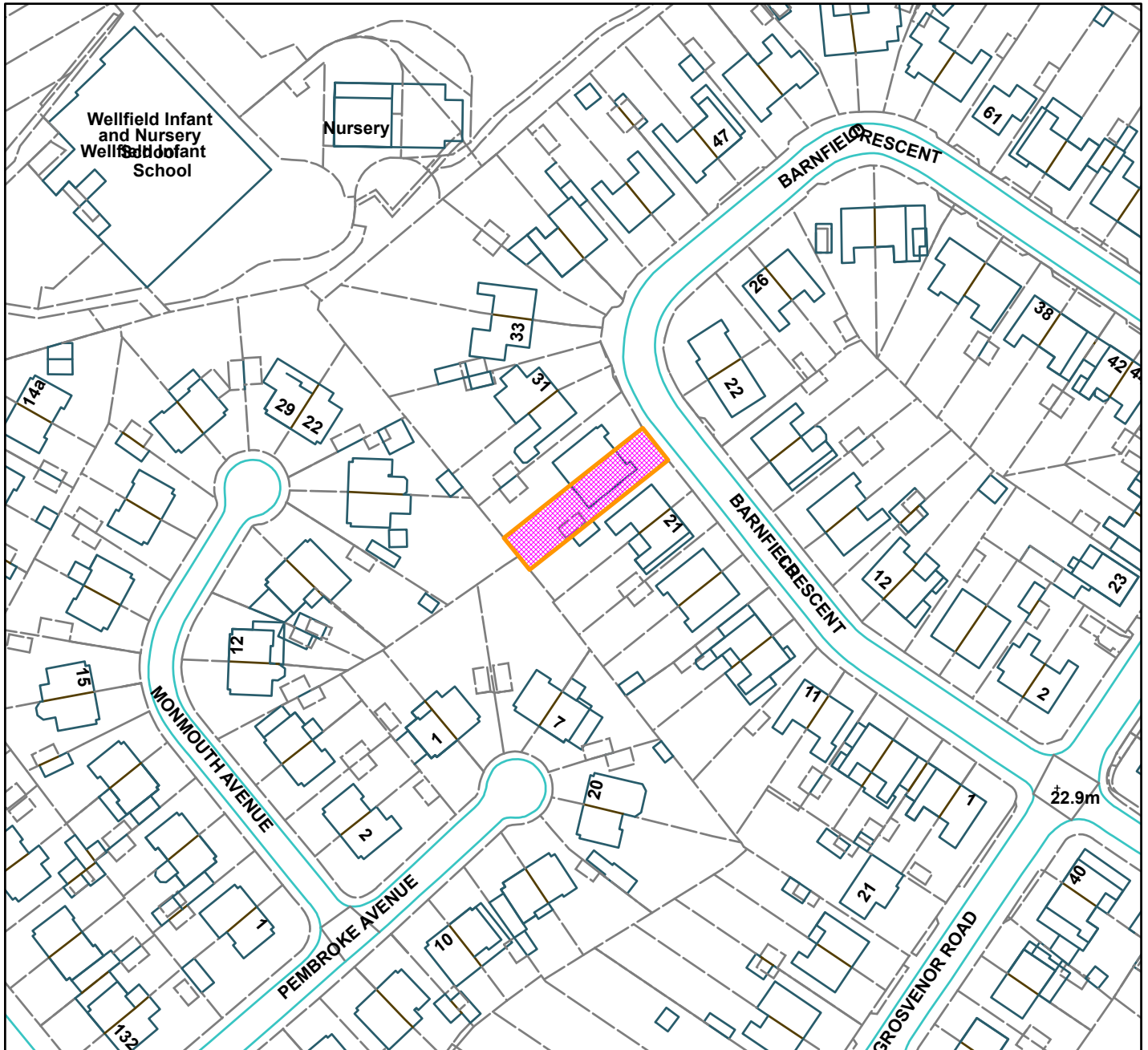
3. The materials used in any exterior work must be of a similar appearance to those used in the construction of the exterior of the existing building.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity, having regard to Policy JP-P1 of Places for Everyone, the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations, and the National Planning Policy Framework.

LR



25 Barnfield Crescent, Sale, M33 6WJ (site hatched on plan)



Scale: 1:1,250

Reproduced from the Ordnance Survey map with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2012.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 26/09/2024
Date	13/09/2024
MSA Number	AC0000809316 (2022)