

WARD: Brooklands

89213/HHA/16

DEPARTURE: No

Erection of a part single, part two storey rear extension and alterations to front.

7 Kirkby Avenue, Sale, M33 3EP

APPLICANT: Mrs Irwin

AGENT: Magnus Technical Engineering Ltd

RECOMMENDATION: GRANT

The application is to be determined by the Planning and Development Management Committee as more than 6 letters of objection have been received.

SITE

The application relates to a residential dwelling located on the east side of Kirkby Avenue, Sale.

The application dwelling has a Dutch hip roof with a single gable to the front. Kirkby Avenue contains predominantly this type of dwelling, and Penrith Avenue to the west is also characterised by this housing type. Windermere Avenue to the east is a mix of the application type dwelling and a two storey conventional house type. Cumberland Road comprises a mix of the application house type and conventional two storey house types. As such the immediate residential context is predominantly characterised by the application house type and the surrounding residential roads are characterised by a mix of this dwelling type and conventional two storey dwellings.

The dwelling has accommodation over two floors and due to the nature of the roof these properties have first floor habitable room windows in the side elevation and no first floor habitable room windows in the rear elevation. The Council's Guidelines for Residential Development in Brooklands identifies this area as having a distinctive property type with mansard roofs and black and white detailing.

The application site is bounded by residential properties. Its rear elevation faces the rear elevations of properties fronting Windermere Avenue, which are of the same design with the exception of No.2 Windermere Avenue.

PROPOSAL

Planning permission is sought for the erection of a part two storey rear, part single storey rear extension and alterations to the front comprising infilling an existing porch area at ground floor. The rear extension would project 4m from the existing rear elevation of the property at ground floor level and 2.35m at first floor level. The

extension would provide an extended kitchen and a porch and w.c. at ground floor and an additional (fourth) bedroom and ensuite / wetroom at first floor level.

DEVELOPMENT PLAN

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

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it 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; The majority 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 policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design

L4 - Sustainable Transport and Accessibility;

SUPPLEMENTARY PLANNING DOCUMENTS

SPD4: A Guide for Designing House Extensions and Alterations

SPD 3: Parking Standards and Design

Planning Guidelines for Residential Development in Brooklands

GREATER MANCHESTER SPATIAL FRAMEWORK

The Greater Manchester Spatial Framework is a joint Development Plan Document being produced by each of the ten Greater Manchester districts and, once adopted, will be the overarching development plan for all ten districts, setting the framework for individual district local plans. The first consultation draft of the GMSF was published on 31 October 2016 with a further period of consultation likely in 2017 and adoption anticipated in 2018.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF will be referred to as appropriate in the report.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

DCLG published the National Planning Practice Guidance on 6 March 2014, which replaced a number of practice guidance documents. The NPPG will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

78143 – 3 Kirkby Drive – Two storey rear extension
Approved with conditions – 10.04.2012

58959 – 3 Westmorland Road – Two storey side extension
Approved with conditions – 2004

CONSULTATIONS

None

REPRESENTATIONS

6 letters of objection were received from neighbouring occupiers raising the following concerns:

- Loss of privacy due to first floor windows
- Overbearing, over-dominating and visually intrusive
- Out of character with the property and the surrounding area
- Fundamental character of property will be destroyed
- These properties have no windows at first floor and this would introduce windows at first floor
- Overdevelopment of the site
- Disproportionate increase in scale of roof
- Loss of light to rooms and garden
- Loss of heat into property and side windows
- Noise pollution in gardens
- Noise, dust and highway safety disruption through construction
- Increased parking congestion
- Loss of property value

Additional consultation was carried out on 01.12.2016 on the basis of amended plans received. 6 further letters of objection were received from 6 neighbouring properties reiterating all of the original concerns and the following:

The design of these houses with windows in the side elevations means that the absence of windows on the rear elevations affords privacy prevented elsewhere.

Additional consultation was carried out on 22.12.2016 on the basis of further amended plans received on 16.12.2016. 12 representations have been received from 8

neighbouring properties re-iterating all of the original concerns and raising these additional concerns:

- Amendments have not addressed the reasons for objection
- Concerns over errors and omissions of objectors comments in the report
- Concerns regarding not being notified of amendments, and that not sufficient time has been given to neighbours to comment on the 3 sets of amended plans
- Concerns regarding not being notified of application going to committee
- Concerns that not all neighbouring properties have been visited by the case officer
- Use of velux windows in the sloping roof would restore some privacy

OBSERVATIONS

DESIGN AND APPEARANCE

1. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.
2. The application property falls within the area covered by the Council's Guidelines for Residential Development in Brooklands (adopted in 1994). These guidelines outline, at paragraph 5.8, that house extensions must match the original building in style and external materials. "For two storey extensions to two storey buildings with a pitched roof, and single storey extensions to bungalows with a pitched roof, it will be essential to provide a pitched roof to match the building unless the extension is at the rear and not open to view from a road or other public area." Paragraph 5.9 of the guidelines specifically refer to properties in the Cumberland Road area and states that these properties "have a distinctive appearance arising particularly from the roof shape, the low eaves level, and the contrast between the white render, black detailing and dark red tiles and brickwork. Any extensions will need to be designed with regard to this character. There is scope for single storey extensions at the side or rear or two storey extensions at the rear (but preferably with a pitched roof and low eaves height)."
3. The proposed extension measures 7.6m in width, and would extend across the rear elevation of the host property. Two amended schemes have been received by the Local Planning Authority. The first scheme received by the Local Planning Authority on 30th November 2016 reduced the projection at first floor to 2.35m from the original ground floor elevation, and amended the roof design to reduce its scale and be more sympathetic to the original roof. The second scheme received by the

Local Planning Authority on 16th December 2016 further reduced the ridge of the roof from 6.8m to 6.1m to reduce its scale and visual impact further and to line through with the ridge of the gable to the front. Furthermore the height of the single storey rear extension has been reduced from 3m to 2.5m to additionally reduce the scale of the proposal.

4. The objections received state that the proposal would over-dominate and fundamentally alter the original character of the property, comprising a Dutch hip roof and windows only at ground floor in the rear elevation, requiring a re-construction of the roof and introduction of windows at first floor in the rear elevation. As such they state that it would be harmful to the character of the property and the surrounding area.
5. The property sits within a street characterised by this dwelling type, with Penrith Avenue, and sections of Cumberland Road being dominated by this style of dwelling. Furthermore nos. 4,6, 8 and 10 Windermere Avenue are also of this dwelling type. There are also first floor rear extensions to nos. 10 Windermere Avenue, and 3 Kirkby Drive and a rear dormer to no. 6 Windermere Avenue. There are three dwellings in Kirkby Avenue which exemplify the Dutch Hip roof and have a two storey front elevation. It is recognised that the proposal would result in first floor development and the insertion of three first floor windows in the rear elevation (which are not typical of this dwelling type), and that it would represent a substantial extension to the property. However it is considered that the proposal would not be unduly harmful for the following reasons.
6. The Council's Guidelines for House Extensions outline that proposals should reflect the original character of a property and the Brooklands Guidelines outline that extensions should have regard to the "Mansard" property design. Neither set of Guidelines preclude the erection of a two storey rear extension to this property type, subject to appropriate detailing and design, as the prevailing residential character would be preserved in the street scene. The amended proposal is reflective of the architectural features with regard to the roof design, and reflective of the front elevations of three Dutch Hip property types within Kirkby Avenue. As such, with regard to this context, the introduction of a first floor elevation to the rear would not be considered unacceptable or contrary to provisions within the Council's Guidelines.
7. Rear dormer windows can be inserted without the need for planning permission which would introduce windows at first floor. The principle of introducing windows at first floor is not prohibited by the Council's Supplementary Planning Document SPD4 for House Extensions or the Brooklands Guidelines. Two of the properties fronting Windermere Avenue have windows in their first floor rear elevations. They are smaller scale and do not represent the same degree of change as the current proposal. However, they do represent an alteration to the original Dutch Hip roofs and surrounding context. As such, the introduction of a first floor elevation to the rear would not be considered unacceptable in principle.

8. The proposal has been reduced in scale and designed to be more in keeping with the main property. The proposal would result in a limited visual impact upon the street scene and is not considered to be out of character with the area. Therefore the design of the proposal is considered to be compatible with the character of the surrounding area.
9. The applicant has drawn attention to other two storey rear extensions in the vicinity. No.3 Westmorland was approved in 2004 under a different policy context. No.10 Windermere Avenue has a two storey rear extension for which no planning history can be found. There is an example of a two storey rear extension to this type of property at 3 Kirkby Drive that extended across the full width of the property and was approved in 2012 (since the adoption of the current SPD4 guidelines).
10. Concerns were raised by objectors that the proposal represents overdevelopment and would be disproportionately large. However, a first floor projection of 2.35m in relation to the existing depth of the house is not considered to be excessively large or out of proportion with the original property. A 4m projection is considered an acceptable depth for a single storey rear extension to a detached property in accordance with the Council's Guidelines for House Extensions and it is also relevant that a 4m single storey extension on a detached property would usually not require planning permission, subject to restrictions on the eaves and ridge height. As such, it is considered that the proposed 4m projection at ground floor level would be acceptable. Whilst this part of the extension would have a flat roof, this is considered to be acceptable, given that it is single storey and at the rear of the property.
11. The proposed infill to the front is characteristic of the surrounding area and considered to be acceptable.
12. The proposed works are considered appropriate and in keeping with the host property and the surrounding area, and would not result in harm to its character and appearance. As such the proposal is considered to be in compliance with Policy L7 of the TBC Core Strategy.

RESIDENTIAL AMENITY

13. 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.
14. The proposal complies with SPD4 with regard to the projection of the rear extensions. The first floor projection measures 2.35m in relation to the original ground floor elevation of the house and achieves approximately 0.9m and 2m to

the neighbouring boundaries respectively. The proposed projection of 4m at single storey would be considered acceptable for a detached property. The proposed extension would comply with the SPD4 guidelines, which would allow a single storey extension of 4m plus the gap to the boundary and a two storey extension of 1.5m in depth plus the gap to the boundary. It is therefore considered that there would be no undue loss of light impact to the windows in the rear elevation of nos. 5 and 7 Kirkby Avenue as they comply with the Council's Guidelines.

15. Due to the design of these properties, the application property and the neighbouring dwellings have main habitable room windows in the side elevations. Both Nos. 5 and 9 Kirkby Avenue have bedroom windows in the side elevations which are the main source of light to these bedrooms. The proposal represents an additional projection of 2.35m from the ground floor rear elevation of the house, with an eaves height of 3.8m, and the proposed roof design results in the roof sloping away from the common boundaries with these properties. These windows are already facing the two storey side wall of the application property. The sill levels of the neighbouring windows are approximately the same height as eaves level and, as they are at first floor level, they will continue to benefit from some light and outlook above the extended property. It is recognised that the proposed extension would be to the south of 5 Kirkby Avenue and would have some impact on sunlight to this property. However, given the existing relationship between these properties and the fact that the bedroom windows are at first floor level, it is not considered that the proposed extension would have such a significant additional impact on these windows as to justify the refusal of the application.
16. An objection letter received from No. 5 Kirkby Avenue outlined a concern with regard to the additional loss of heat and light to that property, referring to two bedroom windows and both ground floor reception rooms in the side elevation and the conservatory and garden, due to the orientation of the site and the proposed projection and configuration of the roof. The loss of heat to a neighbouring property would not be a reason to justify refusal of a planning application. The above assessment refers to the impact to the bedroom windows in the side of No.5 and 9 Kirkby Avenue. The ground floor reception room windows in the side elevation at No. 5 are not the main sources of light to these rooms as there are windows in the rear and front elevations that serve these rooms and, as such, it is considered that the proposed extension would not have an undue overbearing impact in respect of these windows. As the extension meets the SPD4 guidelines in respect of its rear projection and the conservatory also has windows in its rear elevation, it is also considered that there would not be an undue impact on the conservatory or garden of no. 5.
17. Following further site measurements being taken, the first floor rear extension would achieve 10.9m to the rear boundary. Therefore, the proposed first floor bedroom would achieve the required separation distance of 10.5m to the boundary with 6 and 8 Windermere Avenue at the rear, complying with the Council's SPD4 guidelines, and therefore would not be considered to have an undue overlooking

impact. It is accepted that there are no windows at first floor to the rear elevation at present and that the proposal represents the introduction of three windows at a projection of 2.35m however as the proposal achieves the required separation distance, it would not be considered to have an undue overlooking impact in relation to the Council's SPD4 guidelines. Furthermore, the interface distance to the main habitable room windows of the properties to the rear would be approximately 24m and the proposed extension would therefore also comply with the SPD4 guidelines in this respect. Whilst an objection has been received on the grounds that the rear windows would overlook the gardens of the neighbouring properties at 5 and 9, this is considered to be a relationship that is common between adjacent properties and although being introduced here, not one that would justify the refusal of planning permission.

18. There are no changes to the windows in the existing side elevations except the removal of a window in the kitchen and a new side window to the single storey forward extension. There are no windows proposed in the side elevations of the extension that would result in any overlooking to neighbouring properties.
19. It is therefore considered that the proposal would not result in undue overlooking, loss of light, overbearing or visual intrusion and therefore complies with the provisions of Policy L7.

HIGHWAY MATTERS

20. At present, the application property is a 3 bedroom property and would result in a 4 bedroom property. The proposal would generate the need for one additional parking space in accordance with SPD3, which would not be considered to have a significant additional impact upon on-street parking to the detriment of highway safety.

OTHER ISSUES

21. The noise and disturbance that may be generated by the construction of the proposal would not be a matter that would carry significant weight in the determination of the application and other legislation exists to deal with this issue. Concerns relating to highway safety in connection with traffic congestion during construction periods are not grounds for refusal of a planning application.
22. Whilst site visits have been carried out to nos. 6 and 8 Windermere Road following the deferral from the last Committee and additional site measurements clarified, there is no requirement to visit all properties that object to an application, particularly where the proposal complies with the relevant standards. It is considered that sufficient information has been collected to form a complete assessment of the proposal.

23. Additional neighbour consultation was carried out for both sets of amended plans (01.12.2016 and 22.12.2016) to keep neighbours informed of the amendments for this application. The number of letters received in relation to each of these consultations is set out in the Representations section above and any further representations received following the completion of this report will be reported in the Additional Information Report on the day of the Committee.

CONCLUSION

24. The proposal accords with the development plan and is recommended for approval subject to the conditions listed below.

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 submitted plans, Drawing No. IRWIN/02 – Rev B received by the Local Planning Authority on 16th December 2016 and the site location plan, drawing number IRWIN/03.

Reason: In the interests of proper planning and for the avoidance of doubt, having regard to Policy L7 of the Trafford Core Strategy.

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 in accordance with Policy L7 of the Trafford Core Strategy and the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations and the requirements of the National Planning Policy Framework.

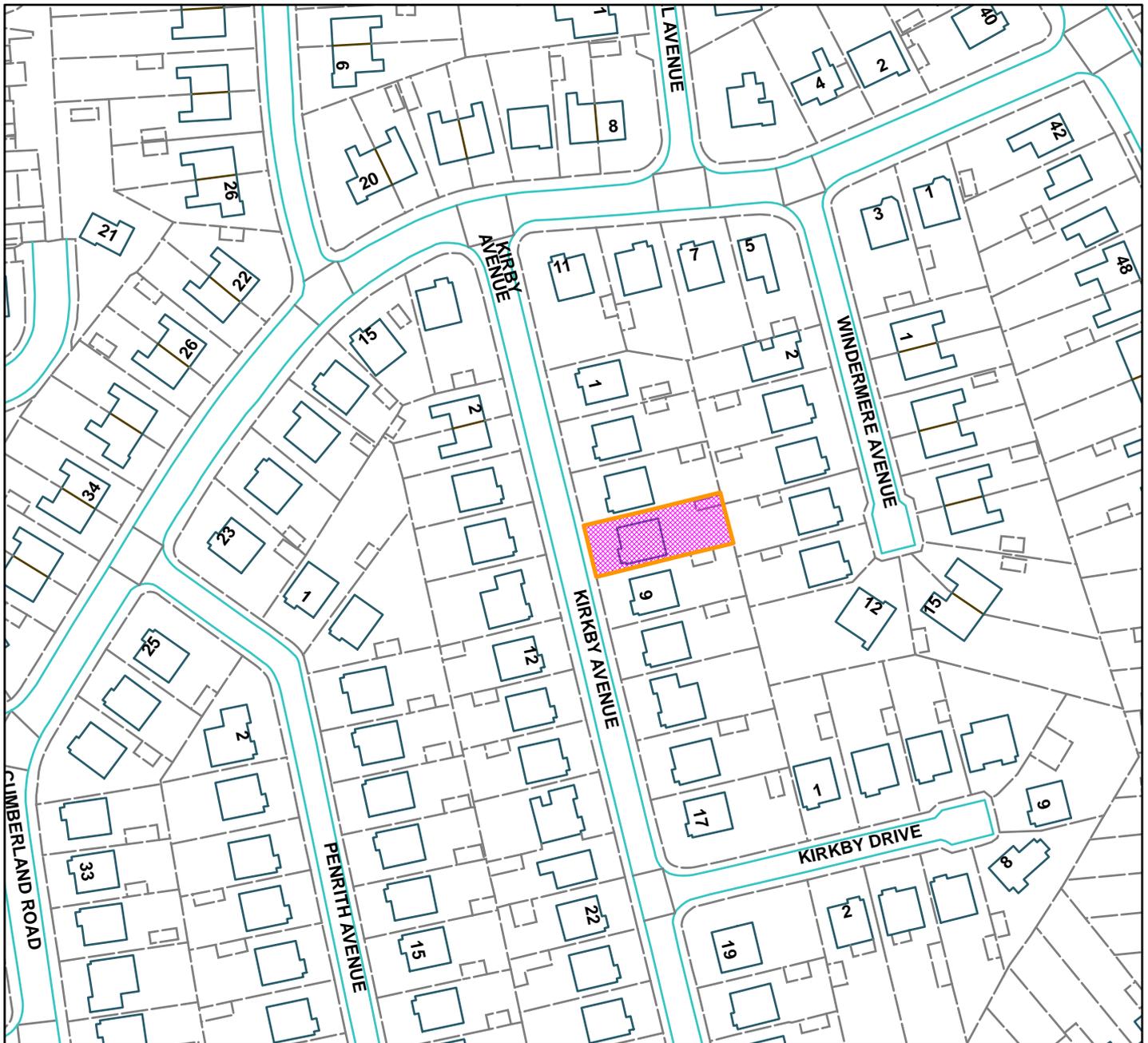
4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or as subsequently amended or re-enacted) no window or other opening shall be formed in the side (north and south) facing elevations of the extension hereby permitted unless a further planning permission has first been granted on application to the Local Planning Authority.

Reason: To ensure satisfactory level of privacy between properties, having regard to Policy L7 of the Trafford Core Strategy and the Council's adopted Supplementary Planning Document 4: A Guide for Designing House Extensions and Alterations.

RW



7 Kirkby Avenue, Sale (site hatched on plan)



Scale: 1:1,250

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 09/02/2017
Date	30/01/2017
MSA Number	100023172 (2012)

WARD: Broadheath

90074/FUL/16

DEPARTURE: No

Demolition of a single storey extension of the original school containing three reception classes and toilet block and erection of a part single, part two storey extension to create nine classrooms, toilets and circulation space, erection of a single storey class adjacent to the main hall, demolition of existing entrance canopy and erection of a new entrance canopy. Internal alterations together with additional parking to provide additional 10 spaces and siting of two temporary portacabins during construction work.

Broadheath Primary School , Sinderland Road, Altrincham, WA14 5JQ

APPLICANT: Trafford Council

AGENT: Amey Consulting

RECOMMENDATION: GRANT

This application is to be reported to the Planning and Development Management Committee as it is a Council application and there has been a representation contrary to the officer recommendation.

SITE

The application relates to the site of Broadheath Primary School which is a predominantly single storey school built in the 1950s and fronting Sinderland Road. There have been various extensions and alterations to the building since then but the buildings are mainly red brick with a mix of pitched and flat roofs. There are playing fields on the western side of the site and a hardsurfaced play area in a central courtyard bounded on three sides by school buildings.

The site is accessed via two vehicular access points off Sinderland Road to the south. There are car parking spaces to the front of the school and also in a line along the western extent of the developed school site along the boundary with the playing field. The bin store and a storage shed are also located here. There is cycle parking adjacent to the northern boundary of the site.

There is fencing around the school site and mature trees adjacent to the northern boundary. Adjoining the site to the north is an overgrown dismantled railway line and beyond this are residential properties on Turnbull Road, Maynard Road and Mount Sorrell Road. There is also housing to the south on the opposite side of Sinderland Road and to the east of the site on Lindsell Road.

PROPOSAL

Planning permission is sought for extensions and alterations to the school to facilitate an increase in the size of the school from 2 to 3 forms entry.

The school was extended in 2013/14 from a 1.5 form entry to a 2 form entry. There has since been a steady increase in demand for school places in Altrincham primarily due to increasing birth rates. Broadheath Primary has been identified for expansion from 2 form entry to 3 form entry to accommodate additional children within the catchment area.

The proposed expansion would result in the total number of pupils increasing to 660 (an increase of 210 pupils) and 75 staff in total (an increase of 20 staff) over a 7 year period.

The expansion proposals would include:

- Part single storey / part 2 storey nine classroom block following the demolition of 3 existing single storey classrooms
- New single storey junior classroom
- Extended staff parking and relocated bin store. This would expand the existing provision on site by 18 spaces to provide a total of 41 spaces including 2 accessible spaces (one in each car park) and a designated delivery space adjacent to the school kitchen
- Visitor path to the west car park would also be increased in width from 1.2m to 1.5m wide to improve pedestrian circulation in two directions and accommodate the turning circle of a wheelchair.
- New canopy to connect the main building with the children's centre
- Various internal alterations
- The proposal also includes the provision of two temporary portacabins which will be sited to the rear of the site on the northern boundary which would provide temporary accommodation whilst the extensions take place.

The increase in floor space as a result of the proposed development would be approximately 622 m² taking account of the proposed demolition. The total amount of new floorspace proposed would be 961m².

DEVELOPMENT PLAN

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

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PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L7 – Design

L8 – Planning Obligations

R2 – Natural Environment

R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Part of the school site is allocated as Protected Open Space

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

OSR5 – Protected Open Space

GREATER MANCHESTER SPATIAL FRAMEWORK

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NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

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RELEVANT PLANNING HISTORY

There have been a number of applications relating to this school. The most substantive / recent of which are set out below:

82290/FULL/2014 - Erection of single storey extension to provide new junior teaching block comprising 4no. classrooms; learning resource centre and associated storage and w.c. facilities following removal of existing temporary mobile classrooms; erection of

single storey infill extension to infant classroom and single storey extension to staff room. Formation of new car-parking bay to accommodate 10 no. parking spaces – Approved 2014

76169/FULL/2010 - Provision of double modular classroom following removal of existing single mobile classroom – Approved 2011

H/LPA/69672 - Extension of existing play area – Approved 2008

H/LPA/66759 - Erection of extension between existing school reception and nursery providing accommodation for Sure Start Children's Centre with associated parking – Approved 2007

H/LPA/60436 – Construction of new community hall with changing rooms and toilets and cafe facilities, meeting room and storage; additional open recreational playing fields – Approved 2004

H/59043 - Erection of single storey front extension to form new entrance lobby and front office Approved 2004

H/OUT/52252 - Erection of a single storey extension to existing school to provide community facilities and teaching accommodation following demolition of existing classroom block. Provision of 26 space car park – Approved 2001

H/25982 - Erection of new nursery classroom – Deemed Consent 1987

APPLICANT'S SUBMISSION

A Design and Access Statement, Transport Statement and Travel Plan have been submitted in support of the application and these documents will be referred to as necessary within the report.

CONSULTATIONS

LHA – No objection in principle subject to appropriate conditions. Comments are discussed in more detail in the Observations section of the report.

Pollution and Licensing (Contaminated Land) – No contaminated land conditions required.

Lead Local Flood Authority - No objections in principle subject to an appropriate drainage condition and informatives.

Greater Manchester Ecology Unit (GMEU) – A bat survey is required in relation to the section of building to be demolished.

Network Rail - The proposed new classrooms are sufficiently far enough away from the existing railway boundary to not necessitate the usual asset protection comments. Unless the proposal includes percussive piling on site, there are no comments to add.

REPRESENTATIONS

Neighbours: One objection has been received as follows:

- Currently 162 (43%) pupils arrive by car, with the extra pupils that will mean an extra 90 vehicles morning and afternoon.
- Parking on Lindsell Road is currently atrocious particularly on the junction with Sinderland Road where parking occurs on the blind bend. This is an accident waiting to happen and will only get worse with the extra vehicles.
- Double yellow lines in vulnerable areas and regular visits by parking wardens is required.
- There doesn't appear to be enough staff parking (41 spaces for 75 staff) and cars are regularly parked on Lindsell Road all day now (currently 25 spaces for 55 staff).

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposal is for extensions and alterations within the grounds of the existing school. This is driven by a critical shortage of places for primary school children within the school's catchment area. The proposal to increase the size of the school from two form to three form entry is to enable the Council to fulfil its statutory obligations to provide school places for all eligible local children. The proposed development would also have the wider public benefit of facilitating improvements to the educational facilities at the site. Pupils of the same age would be grouped together in clusters and internal alterations will increase the capacity of the main hall and dining hall as well as allowing the creation of a hygiene room and accessible WC.
2. Paragraph 72 of the NPPF states that the Government attaches great importance to ensuring 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; and
 - work with schools promoters to identify and resolve key planning issues before applications are submitted.
3. The playing field at the western end of the Broadheath Primary School site is allocated within Revised Trafford Unitary Development Plan as 'Protected Open Space'. Policy R5 of the Core Strategy seeks to protect existing areas of protected open space. The site of the proposed car park extension would encroach slightly

into the allocated area as the new parking would follow the line of the existing parking and would result in a small loss of the grassed area currently next to the bin storage area. The loss of this land would not interfere with the sports pitches at the site and this slight encroachment to facilitate the expansion of the school is therefore considered to constitute an acceptable loss as it would not directly impact on the use of any playing pitch and would only result in minimal impact on the playing fields as a whole.

4. As such the proposal is acceptable in principle as it would enhance and improve the existing education provision on site and increase its capacity to the benefit of the borough. The proposal whilst slightly encroaching onto the area of protected open space within the site does not result in any significant harm to its usability and in this regards is considered to be in compliance with the NPPF and Policy R5 of the Core Strategy and subject to compliance with other development plan policies in regards to design, residential amenity and highway safety.

DESIGN AND IMPACT ON THE STREETSCENE

5. Policy L7 states that 'In relation to matters of design, development must:
 - Be appropriate in its context;
 - Make best use of opportunities to improve the character and quality of an area;
 - Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment.
6. The existing school building has been altered and extended on a number of occasions over the years and has no particular architectural character or merit. It is predominantly red brick with a mix of pitched and flat roofs and has a sprawling footprint extending across almost the full depth of the site from south to north. The building is predominately single storey but there is a 2 storey boiler room building in the middle of the site.
7. The proposed part two storey part single storey extension would replace the existing single storey reception and toilet block to provide 9 new classrooms (6 at ground floor and 3 at first floor). A single additional junior classroom is proposed in the middle of the site attached to the existing school building. The extensions have drawn on various styles within the site and the two storey extension reflects the design cues of the 2014 junior class block to the rear of the site to provide a modern but not alien frontage to the school. Red facing brick is proposed on all the extensions with the use of timber cladding on the upper floor.
8. The two storey extension has a mono pitch roof to keep the height as low as possible and with a maximum height of 9.4 metres reflects the height of the existing boiler house building. In addition to this the three first floor classes have been set

back in relation to the ground floor extension which has a double depth of classrooms. This has been done to further reduce the visual impact of the building. The nearest part of the extension to the front boundary is set 12 metres back and this respects the building line of the adjacent residential properties on Sinderland Road.

9. The single junior classroom has a flat roof and brick elevations and would be barely visible outside the site. A flat roofed lightweight canopy is also proposed to link the main school building and the children's centre.
10. The extensions have been designed to retain sufficient hard play areas and playing field and pitch space for the increased number of pupils.
11. Additional planting areas have been indicated adjacent to the Sinderland Road pedestrian access which will contribute to the streetscene.
12. The proposal portacabins would be temporary additions to the site during the construction phase on this basis are not considered to result in harm to the visual amenity of the application site.
13. The proposed scheme is considered to reflect the character and appearance of the existing site and integrate well. The materials proposed are considered appropriate and details and samples would be secured by way of condition. The development in terms of design is considered to be in compliance with policy L7 of the Core Strategy and the NPPF.

IMPACT ON RESIDENTIAL AMENITY

14. Policy L7 states that '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.
15. The main impact of the new development would result from the proposed 2 storey extension which would replace the single storey reception and toilet block at the front of the school. The two storey extension would be set back on the site boundary and would retain a distance of 33 metres to the boundary of the nearest residential properties opposite on the south side of Sinderland Road. The ground floor of the extension would be 25 metres away from these boundaries. In addition the two storey extension has been sited to be offset in relation to the main front elevations of the facing houses on Sinderland Road and is opposite the side gable elevation of No. 19 Foxglove Drive. There is also dense planting and fencing between this side elevation and Sinderland Road.

16. Notwithstanding this, the extensions would be compliant with Council guidelines for required distances between new and existing developments. Therefore although the extension would be visible from these houses and also to a limited extent from the areas of housing to the north and east of the site, due to the significant separation distances involved it is not considered that the extension would be overbearing or result in loss of privacy, light or outlook to any of these properties.
17. The proposed single junior classroom would be situated within the existing courtyard area attached to the existing school building. Due to its single storey nature it would have minimal impact outside the site.
18. The two proposed portacabins adjacent to the northern boundary of the site would be used on a temporary basis as classrooms while the building work is carried out. These are single storey structures and are separated from the houses to the north on Turnbull Road by fencing and a strip of overgrown land which was formerly the railway line. These structures will be removed when the construction works are completed and given the separation distances, intervening vegetation and single storey height it is not considered that they would have a material impact on the amenities of occupiers of residential properties to the north of the site.
19. The proposed additional car parking would be an extension of the existing line of car parking between the developed school site and the playing field. As it would be beyond the existing line of parking it is not considered that it would have a materially greater impact on adjacent residential properties than the existing situation.
20. Consequently it is considered that the proposals would have an acceptable impact on the amenities of occupiers of adjacent residential properties and is compliant with Policy L7 of the Trafford Core Strategy.

PARKING AND HIGHWAYS ISSUES

21. Policy L7 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 operation space;
22. No changes to the existing access or servicing arrangements from Sinderland Road are proposed.
23. It is noted that concerns have been raised by the objector about the impact of the increase in pupil and staff numbers on on-street parking in the area. SPD3: Parking Standards and Design for Trafford states that for a primary school in this area, 2 parking spaces per classroom are required. The proposals comprise the demolition of three classrooms and the erection of 10 new classrooms; a total of seven

additional classrooms from the existing number are therefore proposed. Therefore 14 additional spaces are required for the expansion.

24. The existing car park to the north west of the school is to be extended to provide an additional 18 marked parking spaces including one new accessible space. Having reviewed the existing site layout and current parking habits, the LHA note that existing car parks allow for parking in unmarked bays, allowing more cars to be accommodated than the plans indicate; the extension to the carpark would, in reality, therefore only provide around 7 or 8 extra parking spaces at the site.
25. The submitted Travel Plan indicates that the new Community Hub development consisting of a restaurant/community centre/day nursery, is to be built adjacent to the school and would potentially provide significant parking provision for the school for drop off/pick up and that there is also potential for a footway link from the development to the school. Although this additional parking provision would be ideal, the Community Hub development may not materialise and therefore this additional parking cannot be relied upon. The LHA therefore consider that an amended Travel Plan should be required by condition.
26. Subject to the submission of an amended Travel Plan, the LHA consider the proposals would not have a severe adverse impact on the local highway network. It is also considered likely that staff may double park in the proposed car parks or park in unmarked bays as they currently do. The LHA therefore accept the proposed parking provision.
27. The school currently benefits from four cycle parking spaces for staff and 30 spaces for child's cycles and space for 20 scooters. The proposals seek to provide an additional 10 child cycle spaces and 60 scooter spaces. SPD3: Parking Standards and Design for Trafford states that one cycle parking space per five members of staff should be provided. At the end of the seven year expansion period, the school will employ 75 members of staff; equating to a provision of 15 cycle parking spaces. It is therefore suggested that the level of cycle parking facilities for staff is also increased to reflect this and this would be dealt with via condition.

TREES, LANDSCAPING AND ECOLOGY

28. The GMEU have requested that a bat survey is undertaken in relation to the area of the building to be demolished. The survey is currently being carried out and the results will be reported in the Additional Information Report.
29. It is not proposed that any trees would be lost as a result of the proposals. There are however two mature trees adjacent to the northern boundary of the site that would be in close proximity to the temporary classroom buildings and as a result a tree protection condition is recommended.

30. Space has been allocated adjacent to the pedestrian entrance from Sinderland Road for additional landscaping. A condition is attached in order that the details of this can be considered.

OTHER MATTERS

31. It is considered appropriate to attach a standard drainage condition. No contaminated land conditions are required.

CONCLUSION

32. It is considered that the scheme would support the stated intentions in the NPPF of ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. It is considered that the design of the extensions is appropriate to the site and that the scheme would not materially impact on residential amenity. The parking and access arrangements are considered acceptable and appropriate conditions are attached to ensure the car and cycle parking is provided and that a suitable Travel Plan is submitted and adhered to in order to reduce reliance on car travel to the school. The objections raised do not outweigh the need to create, expand or alter schools to provide for local communities and as such the application is considered compliant with the relevant policies of the development plan and national policies.

DEVELOPER CONTRIBUTIONS

33. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of public or institutional facility and consequently the development 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).

34. No other planning obligations are required.

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 the submitted plans, numbers 02 Rev P1, 02 Rev P, 03 Rev P, 05 Rev P, 06 Rev P, 08 Rev P, 09 Rev P.

Reason: To clarify the permission, having regard to Policy L7 of the Trafford Core Strategy.

3. Notwithstanding the details submitted to date, no above ground construction works shall take place until samples of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory external appearance in the interests of visual amenity, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework

4. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works, have been 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 (which shall be permeable unless the drainage details submitted allow otherwise), 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 for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.
(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 and the nature of the proposed development and in accordance with Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

5. 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 and in accordance with Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

6. No development shall take place unless and until full details of works to limit the proposed peak discharge rate of storm water from the development to meet the requirements of the Council's level 2 Hybrid Strategic Flood Risk Assessment (SFRA) have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until such works as approved are implemented in full and they shall be retained and maintained to a standard capable of limiting the peak discharge rate as set out in the SFRA thereafter.

Reason: To prevent the risk of flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policies L4, L7 and L5 of the Trafford Core Strategy and the National Planning Policy Framework. The condition requires the submission of information prior to the commencement of development because the approved details will need to be incorporated into the development.

7. The development hereby approved shall not be occupied until a scheme for motorcycle and cycle storage, to include 15 additional staff cycle spaces, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be in accordance with the requirements of Section 11 of SPD3 and the approved scheme shall be implemented in accordance with the approved details before the development is brought into use and shall be retained at all times thereafter.

Reason: In the interests of sustainable transport and accessibility and in compliance with Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

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 (including two spaces for disabled parking) have been provided, constructed and surfaced in complete accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved details and shall be retained at all times 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.

9. On or before the first occupation of any part of the development hereby permitted an amended Travel Plan shall be submitted to and approved in writing by the Local

Planning Authority. The approved 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 residential amenity and highway safety, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

10. Within 2 months of the classrooms hereby permitted being first occupied the 2 no. temporary classroom buildings adjacent to the northern boundary of the site shall be removed from the site and the land reinstated to its former condition in accordance with a scheme of work which shall be submitted to and approved by the Local Planning Authority before the expiration of the period specified in this condition.

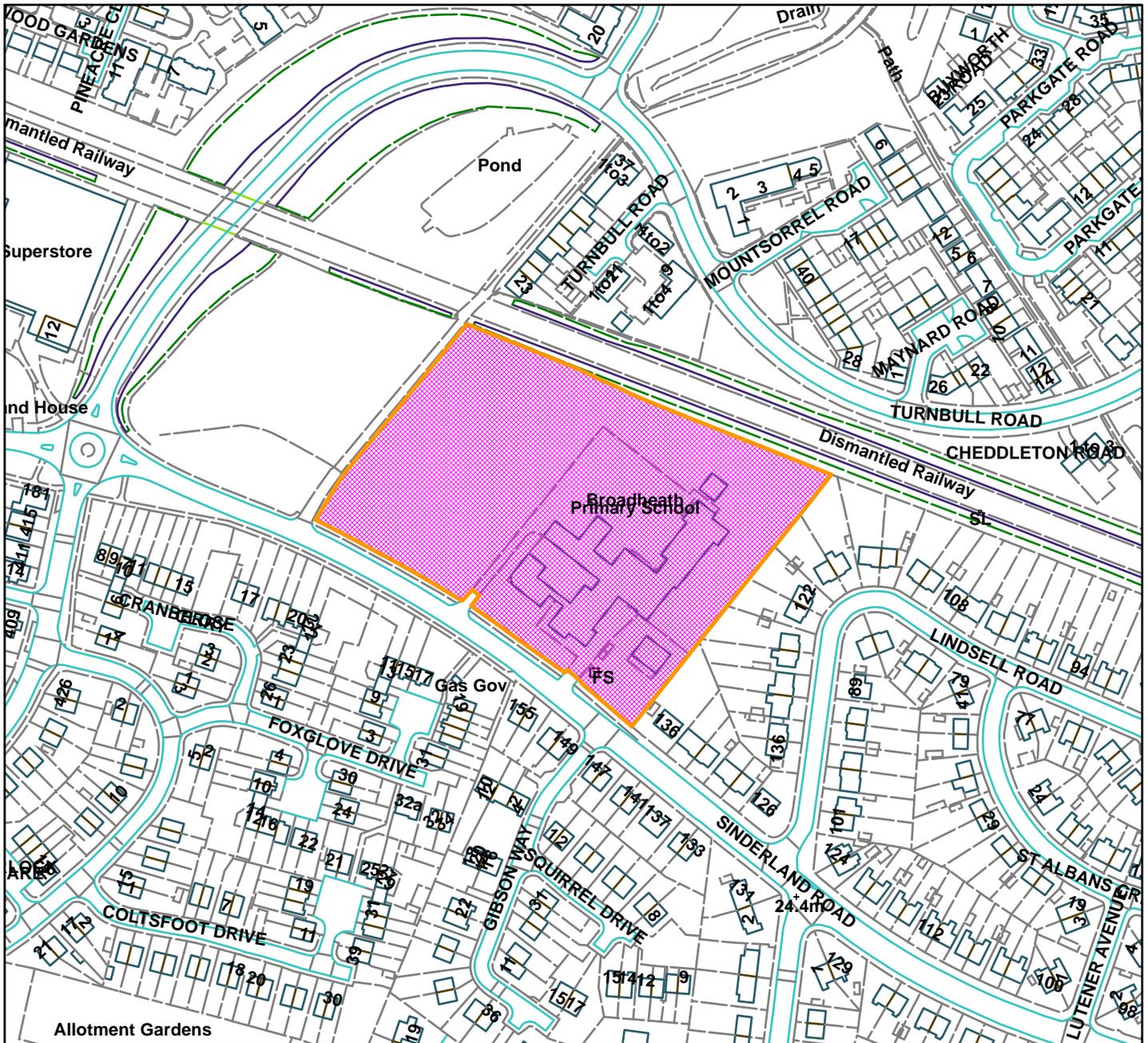
Reason: In the interests of the visual amenities of the area having regard to the temporary nature of the materials used in the construction of the buildings hereby approved and the need to reinstate the cycle parking provision having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

Informative re: Bats and Drainage

JJ



Broadheath Primary School, Sinderland Road, Altrincham (site hatched on plan)



Scale: 1:2,500

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Organisation	Trafford Council
Department	Planning Service
Comments	Committee Date 09/02/2017
Date	30/01/2017
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