

Ward: Whitefield + Unsworth - Pilkington Park

Item 6

Applicant: Mr Keith Berry

Location: Philips High School, Higher Lane, Whitefield, Manchester, M45 7PH

Proposal: Increase existing car park from 802 m2, 43 bays to provide additional 1.354 m2 to create a further 42 car parking bays plus 2 disabled bays and 2 electric car charging stations; New automated gate 2m high to the entrance road to create a two way system; LED lighting

Application Ref: 68615/Full

Target Date: 13/10/2022

Recommendation: Approve with Conditions

Description

The application relates to the car park at Philips High School which is accessed off Park Lane in Whitefield. There are residential properties to the north on the opposite side of Park Lane with Higher Lane running along the eastern boundary of the site. The school and its grounds are located within the Green Belt.

The site is split into two halves with the main school buildings, sports halls and car park located in the northern part of the site and playing fields and sports pitches to the south.

The car park is accessed by one entrance/exit point off the internal road and provides 43 spaces. Directly to the south east of the car park is a piece of grassed land which is separated from the school playing fields by a line of trees and timber knee high fence. It is this piece of grassed land which is the subject of this planning application.

It is proposed to extend the existing car park (by 802 sqm) and parking provision for the school on this grassed area to create an additional 42 spaces (85 in total) plus 2 disabled spaces and 2 EV chargepoints, with a new access point to create a one way system into and out of the car park. The existing knee high fence which forms the boundary to the school playing fields would be retained and it is proposed to add additional trees and vegetation within the existing line of trees. Access to the playing fields for maintenance and grass cutting purposes would be provided by a 2m high gate. 4m high LED light poles would be installed around the car park boundary.

Need for the development

Like many schools in the Borough, over more recent times, Philips High have progressively experienced a significant increase in pupil intake and staffing levels (up to 57% since 2004) which has thereon added to parking pressures which have forced staff and visitors to either park elsewhere within the school grounds which restricts circulation and movement within the site or by using Park Lane and surrounding streets which can be an issue for local residents.

The application site is often used as an informal 'overflow' car park when the school is used out of hours and at weekends for sports events and matches and in inclement weather can churn up the grassed surface.

The school states that the additional car park will alleviate the parking pressures within the school and surrounding streets and providing the one way system will improve circulation, traffic flows and safety.

Relevant Planning History

44832 - Formation & extension of new play area - Approve with Conditions 21/12/2005
51348 - Erection of sports hall building including interlinking single storey lean to corridor and single storey lean to storage - Approve with Conditions 02/09/2009
52502 - Extension to existing sports hall to provide reception, office and classroom - Withdrawn - Invalid 27/04/2010
55191 - Non material amendment following granting of planning permission 51348 for corridor to be shortened back to fire escape; Hall to decrease in size from 40m x 35m to 38m x 35m; changes to levels but ridge height not changed. - Approve 12/06/2012
67085 - Provision of infill, barrel vaulted canopy with open sides to a indented area space - Approve with Conditions 29/09/2021

Publicity

Letters sent on 19/8/22 to 41 properties.

One objection received with the following comments-

- Eighty plus cars with the additional stuff you want to allow to be built as a car park directly opposite on Park Lane and in front of our house which we chose to live in some ten years ago, which had the most beautiful views over to the golf course, shattered. We already tolerate the ugly green basketball building, for which we had no notice for.
- Not just for the fact above, but the two way traffic constantly, and much worse at weekend, in and out of that car park and onto Park Lane will naturally be horrendous, unsafe for the public, schoolchildren and very dangerous.
- Park Lane is not a main road and will not be able to cope with the traffic in and out of the "car park". It is the main thoroughfare for the majority of cars in Whitefield area to drive down to reach Higher Lane. There are no zebra crossings on Park Lane as it is, for the pedestrians, mothers walking babies, and general public.
- This added, to what could be total chaos when residents of Parkhill Drive, opposite the school and "car park", wish to drive to and from their homes and try and slip into Park Lane amongst all the oncoming traffic, or the reverse to get back to their homes.

The objector has been informed of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions

Borough Engineer - Drainage Section - No response received

Environmental Health - Pollution Control - No response received

United Utilities - No objection

Sport England - No objection subject to conditions

Pre-start Conditions - Applicant/Agent has agreed with pre-start conditions

Unitary Development Plan and Policies

NPPF	National Planning Policy Framework
EN1/2	Townscape and Built Design
HT2/4	Car Parking and New Development
HT6/2	Pedestrian/Vehicular Conflict
CF1/1	Location of New Community Facilities
CF2	Education Land and Buildings
OL1/1	Designation of Green Belt
OL1/5	Mineral Extraction and Other Development in the Green Belt

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) and the adopted Bury Unitary Development Plan (UDP) together with other relevant material planning considerations. The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning

considerations. For simplicity, just the UDP Policy will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Green Belt Policies -

The site is located in the Green Belt and therefore consideration needs to be given to the acceptability of the principle of the proposed development.

Chapter 13 - Protecting Green Belt Land, Paragraphs 147 and 148 state that inappropriate development in the Green Belt is by definition, harmful and should not be approved except in Very Special Circumstances (VSC). Planning Authorities should ensure that substantial weight is given to any harm in the Green Belt. VSC will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Paragraph 150 states that certain forms of development are not inappropriate in the Green Belt providing they preserve its openness and do not conflict with the purposes of including land within it.

One of these exceptions is sub-section b) for engineering operations which is considered relevant as the proposed development would comprise groundworks and resurfacing of land.

Green Belt Principle - The proposed development would comprise groundworks to re-surface the grassed area to create a hardstanding area. The site is located directly adjacent to the existing car park and contained within the nucleus of the main school development with the backdrop of the existing sports hall and ball hall to the rear. To the south west, the site is separated from the school playing fields by a defined boundary of a knee high fence and line of trees and vegetation.

The proposed development would not encroach the Green Belt beyond the footprint of the existing school buildings and would be screened by planting and vegetation from wider range views from the south west.

The school have also provided a case for the very special circumstances for the need of the proposed development as follows:

- Essential parking needs for the school, dual use sports facilities and therefore betterment to the wider community in terms of relieving parking pressures in the area;
- Reduction of the use of the school's playground areas and other areas of the school site which would improve pedestrian access areas for the pupils, staff and visitors;
- The development would not result in additional traffic to the school; the proposals are to better the current parking problems;
- The development would be low level surface works and would not encroach the Green Belt beyond existing buildings within the school site;
- Improved traffic circulating within the school site by the provision of the one way route to and from the car park.

Given the position of the car park within the school site and that it would be contained within an already defined boundary and it is considered the proposed development would not have a harmful impact on the openness of the Green Belt and as such would be considered appropriate development in accordance with the principles of the NPPF.

Land Use Principle - Sport England - As the development would utilise a grassed piece of land within the school grounds which could potentially have use as playing fields or previously used as playing field in the last 5 years, Sport England have been consulted as a statutory requirement.

Sport England have responded as follows.

The existing car parking area is separated from the playing field by an existing hedge. The proposal would not extend into the playing field areas or sports pitches. The plans show

excavated material being disposed of within the school grounds and along the boundary between the car park and the playing field where there could be a risk that this would reduce the area available to pitches and pitch sports (and their safety margins) if placed on the opposite site of the hedge closest to the playing field.

Assessment of the Proposed Development against Sport England Playing Field Policy and the NPPF

Sport England's Playing Fields Policy and Guidance provides clarity and advice on how Sport England assesses planning applications affecting playing fields. The development proposed is for an extension to the car park alongside existing car parking, it would not extend into the grassed playing field used for pitch sports and is on a part of the site not used for pitches, and therefore assessment against policy Exception E3 would be pertinent in this case.

To comply with Exception E3 the proposed development must only affect land incapable of forming part of a playing pitch and does not:

- reduce the size of any playing pitch;
- result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
- reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;
- result in the loss of other sporting provision or ancillary facilities on the site; or
- prejudice the use of any part of a playing field and any of its playing pitches.

In this case the development would not be on land that is or has been marked as pitches in the past; and provided that the disposal of spoil does not encroach onto the grassed playing field where it could affect pitches or their safety margins Sport England consider that the proposal would meet Exception E3. This would include the location of any storage of materials or contractors compound which must be kept off the playing field.

The school have also provided a written confirmation that the site has never been used as a playing field by the school.

Historic aerial photographs dating back to 2009 also confirm the site had not been marked out as a playing pitch.

Conclusion

In making the above assessment, Sport England do not wish to raise an objection subject to planning conditions:

- (a) preventing disposal of spoil on the playing field; or if on site, agreeing in advance of any commencement of development (after consultation with Sport England) precisely how much, how and where any spoil disposal would be carried out; and
- (b) agreeing the position of any wider works, or material storage, etc and contractors compound before commencing the development.

Conditions have been recommended for a Construction Traffic Management Plan, control of disposal of excavated material and details of the location and disposal of excavated material.

It is also therefore considered that the proposed development would therefore comply with paragraph 99 of the National Planning Policy Framework (NPPF).

Layout and impact on surrounding area - The car park is currently accessed via a single entry/exit point which is taken off the internal school road. The application proposes to create a one way system whereby traffic would enter the car park from the existing access point and exit from a newly created opening from the proposed car park which would improve vehicular movement within the school grounds and control traffic flows to and from

Park Lane. The development would also provide safer pedestrian movement for pupils, staff and visitors.

The proposed car park would be delineated for an additional 42 parking spaces, 2 disabled access spaces and 2 EV chargepoints.

The additional parking capacity would not result in an increase in traffic to the school, the intention being to alleviate the school's current parking pressures and parking on Park Lane and nearby streets. The proposed development would be a betterment above the current parking situation for residents.

A gate from the new car park to the playing fields would be installed to enable access to the playing fields for maintenance purposes and grass cutting and the line of trees and vegetation which currently forms the boundary between the site and the playing fields would be enhanced with additional planting.

The school and the sports pitches and remainder of the school site would be unaffected by the proposed development.

The Highway Section have raised no objection to the proposed development subject to conditions.

It is therefore considered that the proposed development would provide a betterment in terms of parking provision, access and safety and as such would comply with EN1/2, CF1/1, HT2/4 and HT2/6.

Impact on residential amenity - The proposed car park would be contained within the school grounds and there would be a distance of over 40m from the development to the nearest houses on Park Lane. The development would comprise ground and surfacing works and there would be no built structures. With the intervening road and screening from trees and vegetation, it is considered the layout, scale and position of the car park would not significantly impact on the outlook from the nearest houses opposite the site. Those properties on Park Lane to the west of the site would be more than 200m away and remain unaffected by the siting of the car park.

In terms of traffic generation, whilst the car park extension would increase capacity within the site, it would better the current situation for local residents by taking cars off the nearby streets. As the school is also used as an out of hours sporting facility at weekends and evenings, there would be less traffic or on-street parking by those using the venue.

It is proposed to install 4m high LED lighting columns around the perimeter of the car park. The lamps would be directed downwards with minimal light spillage and given the distance away from the nearest dwellings, light pollution would not be an issue.

The proposal would not therefore have any unacceptable impacts upon neighbouring amenity and would comply with CF1/1 and HT2/4.

Drainage - It is proposed to form a new drainage channel along the north eastern side of the existing car park and provide drainage channels within the new car park to funnel surface water run-off so that it does not flow onto the highway.

United Utilities have been consulted and raise no objection to the proposed development, subject to the consideration and investigation of sustainable options in accordance with the hierarchy of drainage and the NPPG which would be included as a condition.

Response to objections.

- The issues raised with regards to traffic generation, parking and impact on visual amenity have been covered in the above report.

Statement in accordance with Article 35(2) Town and Country Planning (Development

Management Procedure) (England) (Amendment) Order 2015

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions/ Reasons

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 Town & Country Planning Act 1990.
2. This decision relates to drawings - Existing - Car parking layout, site details and ground levels KB 18314 01 Existing; Proposed existing and proposed plan - Car parking layout levels KB 22301 02 SITE; Additional vegetation application planting areas KB/03/PLANTING and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
3. Where during any works on site, unforeseen contamination is suspected or found, or contamination is caused, works on the site shall cease and the Local Planning Authority shall be notified immediately. The developer shall then produce a risk assessment and submit remediation proposals, if required, for approval to the Local Planning Authority. On approval of the remediation strategy, the development shall then be carried out in accordance with the approved details and process including any required timescales.
Reason. To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
4. There shall be no disposal of excavated material or arisings from the development on the playing field.
Reason. To protect the playing fields from damage, loss or availability of use and to accord with chapter 15 - Conserving and enhancing the natural environment of the NPPF.
5. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:
 - Photographic dilapidation survey of the site access in the event that subsequent remedial works are required following construction of the development;
 - Access point for construction traffic from the adopted highway;
 - Site hoardings (if proposed);
 - Hours of operation and number of vehicle movements;
 - A scheme of appropriate warning/construction traffic signage in the vicinity of the site and its access;
 - Parking on site (or on land under the applicant's control) of operatives' and construction vehicles;
 - Measures to mitigate any loss of existing parking facilities during construction of the development;
 - Storage on site of works/contractors' compound (including any buildings,

moveable structures, works, plant, machinery, construction materials, including any requisite phasing of the development to accommodate this;

- Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations;
- A scheme for the removal of the works/contractors' compound and the restoration of the land on which it is situated.

The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period.

The areas identified shall not be used for any other purposes other than the parking of vehicles and storage of construction materials. All highway remedial works identified as a result of the dilapidation survey shall be implemented to the written satisfaction of the Local Planning Authority prior to the development hereby approved being occupied.

Reason. To protect playing fields/sports facilities from damage, loss or availability of use and to maintain the integrity of the adopted highway, mitigate the impact of the construction traffic generated by the proposed development on the adjacent adopted highways, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict and the principles of the NPPF.

6. The car parking, one way working arrangements and pedestrian facilities indicated on the approved plans shall be surfaced, demarcated and made available for use and thereafter maintained at all times.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

7. No development shall commence unless and until surface water drainage proposals have been submitted to and approved in writing by the Local Planning Authority. The scheme should be in accordance with the submitted Surface Water Sustainable Drainage Assessment and must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.

Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

8. The additional planting shown to be provided on the approved plans shall include native tree and shrub planting and shall thereafter be implemented not later than 12 months from the date the development is first used or within the first available tree planting season, and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.

Reason. To secure the satisfactory development of the site and in the interests of

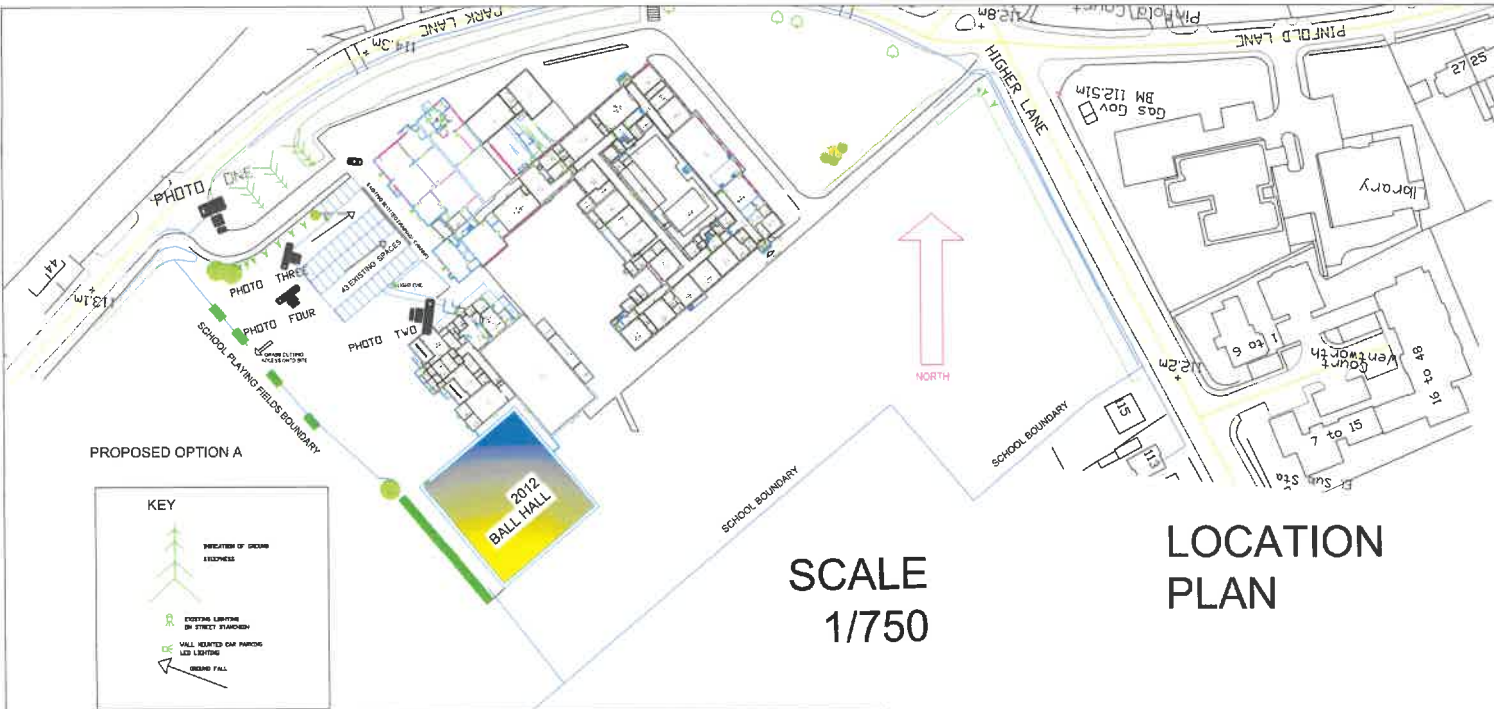
visual amenity pursuant to Policies EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

9. The two EV chargepoints hereby approved shall be provided prior to the first use of the development hereby approved and thereafter maintained.

Reason. In accordance with the NPPF, to encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life.

For further information on the application please contact **Jennie Townsend** on **0161 253-5320**





GENERAL NOTES

THE CONTRACTOR IS ADVISED TO VISIT THE SITE PRIOR TO TENDERING & ASCERTAIN ALL LOCAL CONDITIONS & RESTRICTIONS. USER TO ACCEPT THE RECIPROCAL OF THE RISKS. NO CLAIMS ARISING FROM FAILURE TO DO SO WILL BE CONSIDERED.

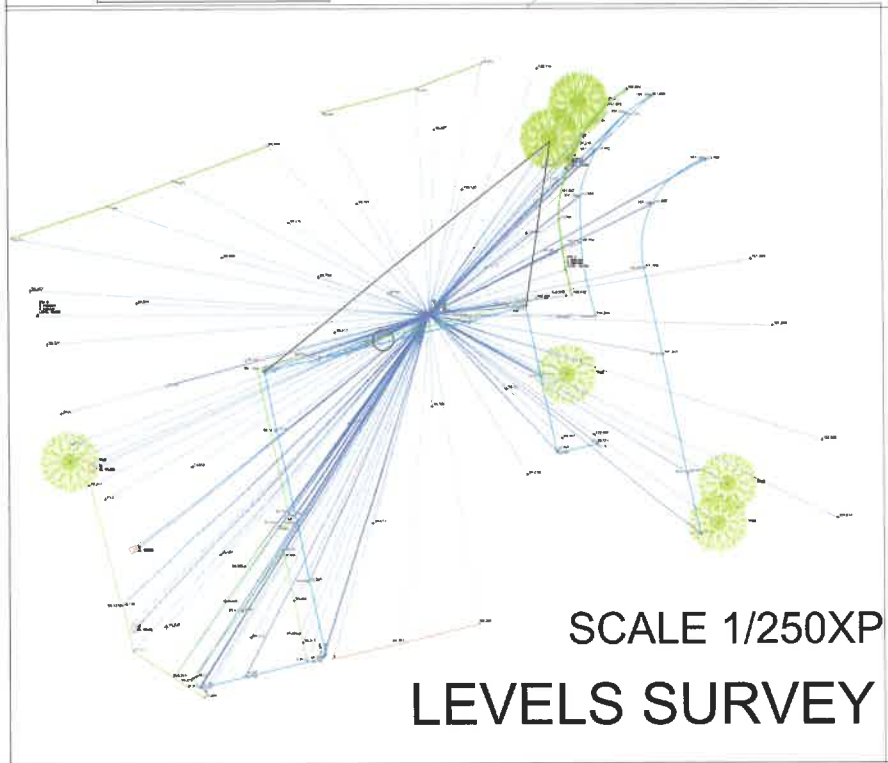
THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS, SPECIFICATIONS & SPECIFICATIONS RELATING TO THE PROJECT AND ANY DISCREPANCIES NOTICED TO THE CONTRACT ADMINISTRATOR IMMEDIATELY.

THE CONTRACTOR IS TO CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORKS OR ORDERING ANY MATERIALS. DO NOT SCALE OFF DRAWINGS.

ALL WORKMANSHIP AND MATERIALS TO COMPLY WITH BUILDING REGULATIONS, BRITISH STANDARDS CODES OF PRACTICE, MANUFACTURER'S INSTRUCTIONS. ADEQUATE CERTIFICATE MATERIALS SHALL BE SUITABLE FOR PURPOSE.

THE CONTRACTOR IS TO MAKE GOOD ALL WORKS DISTURBED.

THE CONTRACTOR TO COMPLY WITH CDM REGULATIONS AND HEALTH AND SAFETY REGULATIONS'S APPLICABLE JURISDICTION.



EXISTING SITE PHOTOS See drawing for site camera position



"Planning" issue

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Operational Services

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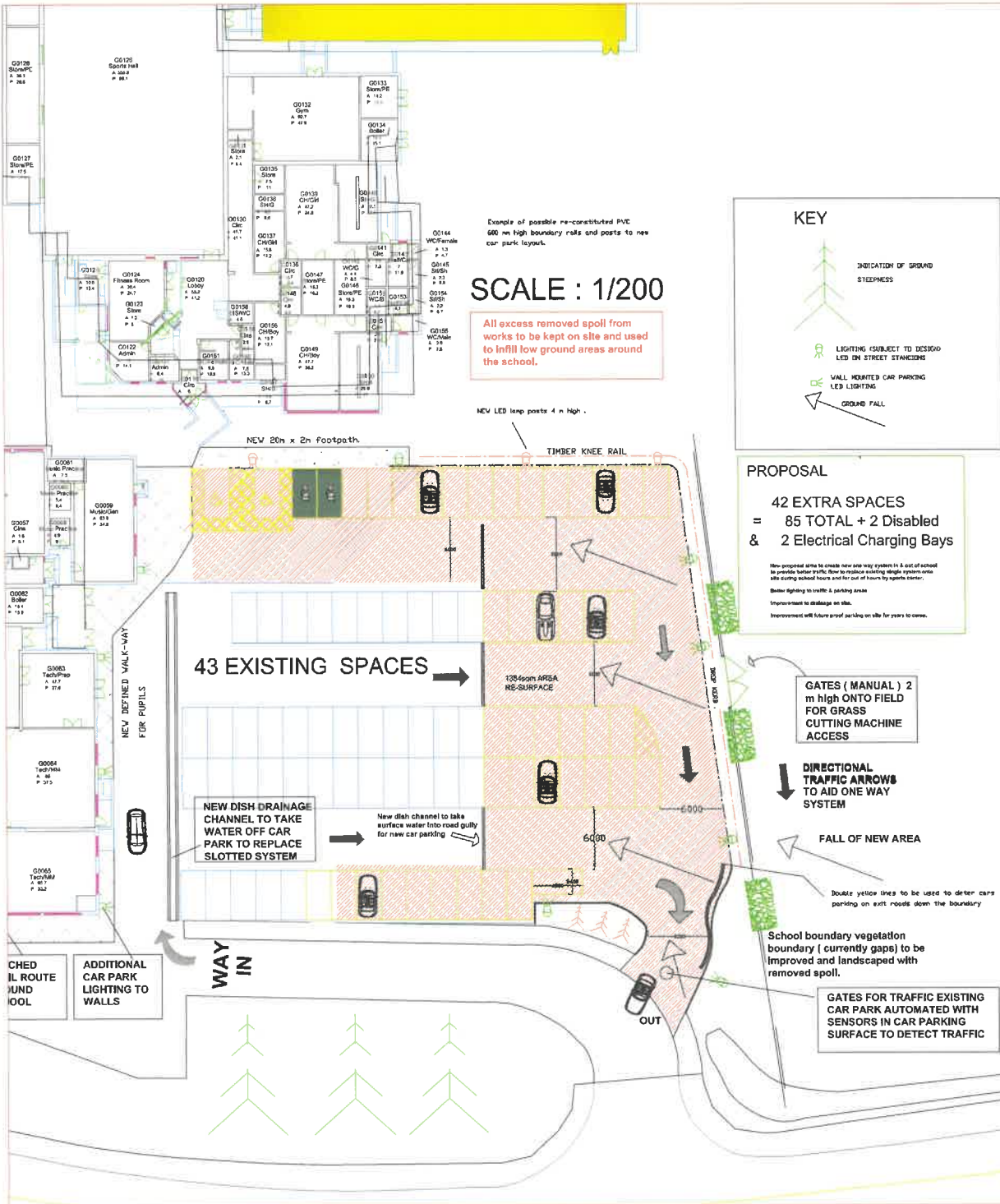
Architectural Section

Lead: Mr. J. Rowley
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PROJECT TITLE:
NEW PARKING PROVISION - PHILLIPS HIGH SCHOOL, HIGHER LANE, WHITEFIELD, MANCHESTER, M45 7PH

DRAWING TITLE:
EXISTING - CAR PARKING LAYOUT, SITE DETAILS & GROUND LEVELS

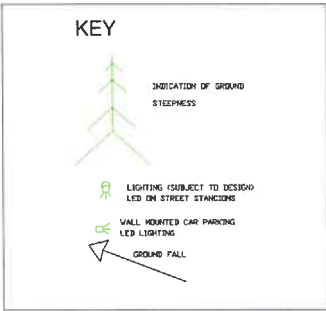
DRAWN BY: KB	DATE: 21.04.2022	ISSUE NUMBER:
CHECKED BY: KB	DATE:	DATE OF ISSUE:
SCALE: 1:200, NTS @ A1		
DRAWING NUMBER: KB 18314 01 EXISTING		



Example of possible re-constituted PVC 600 mm high boundary rails and posts to new car park layout.

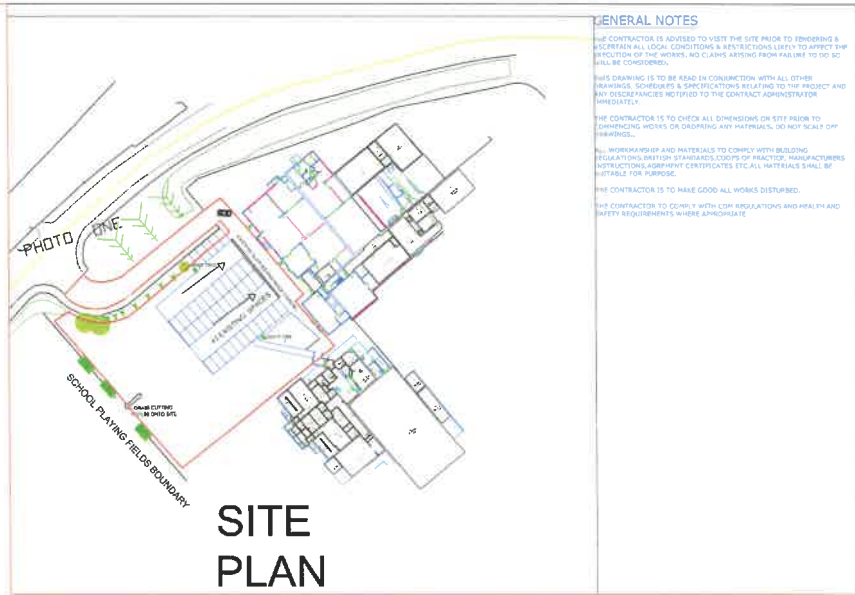
SCALE : 1/200

All excess removed spoil from works to be kept on site and used to infill low ground areas around the school.



PROPOSAL
 42 EXTRA SPACES
 = 85 TOTAL + 2 Disabled
 & 2 Electrical Charging Bays

New proposal aims to create new one way system in & out of school to provide better traffic flow to reduce existing single system onto site during school hours and for out of hours by sports center.
 Better lighting to traffic & parking areas.
 Improvement to drainage on site.
 Improvement with future proof parking on site for years to come.



" Planning " issue

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Operational Services **Bury COUNCIL**

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PROJECT TITLE:
NEW PARKING PROVISION - PHILLIPS HIGH SCHOOL, HIGHER LANE, WHITEFIELD, MANCHESTER, M45 7PH

DRAWING TITLE:
PROPOSED EXISTING AND PROPOSED PLAN - CAR PARKING LAYOUT LEVELS

DRAWN BY: **NK** DATE: **11.01.2022** ISSUE NUMBER:
 CHECKED BY: **KB** DATE: DATE OF ISSUE:
 SCALE: **1:200,500 @ A1**

DRAWING NUMBER:
KB 22301 02 SITE



CANOPY OVERHANG

NEW 20m x 2m footpath.

NEW LED LIGHT POLES 4m High

TIMBER KNEE RAIL

43 EXISTING SPACES →

1354sqm AREA RE-SURFACE

TRASH BOX

SLOTTED DRAINAGE CHANNEL

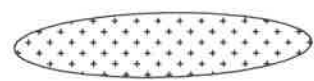
New dish channel to take surface water into road gully for new car parking

DISHED SURFACE DRAINAGE CHANNEL

WAY IN

OUT

KEY



AREAS OF ADDITIONAL PLANTING TO EXISTING EDGE & BOUNDARY 'SOFTENING'

Double yellow lines to be used to deter cars parking on ext roads down the boundary

School boundary vegetation boundary (currently gaps) to be Improved and landscaped with removed spoil.

GATES FOR TRAFFIC EXISTING CAR PARK AUTOMATED WITH SENSORS IN CAR PARKING SURFACE TO DETECT TRAFFIC

project: **PHILIPS HIGH SCHOOL, WHITEFIELD**

title: **PLANNING ADDITIONAL VEGETATION APPLICATION PLANTING AREAS**

drawing number: **KB/03/PLANTING** scale: **1/300**

drawn by: **K.B.** date: **08/06/11**

checked by: _____ date: _____

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