

# BUILDING SURVEYING SECTION

## OPERATIONAL SERVICES

### PHILIPS HIGH SCHOOL

### ADDITIONAL CAR PARKING

PLANNING PORTAL REF : PP11239612v1KIN 9



( submitted 6<sup>th</sup> May,2022 to central government planning portal )

#### SUPPORTING INFORMATION

**ORIGINAL STATEMENT DATE : 12<sup>th</sup> May 2022 – Amended 3 August,2022 ( Green belt & Secretary of state approval ) Further Amended 18 August, 2022 ( In relation to PP RT11)**

**Addendum added 23 November**

DOCUMENTATION : See previously submitted drawings :-

- KB – 22301 – 01 – EXISTING
- KB – 22301 – 02 – PROPOSED

N.B Drawing 01 has four photos of existing layout with drawing label locations they were taken from on site.

**PROPOSAL** : To increase 42 spaces – 1354 m2 with access roads the existing site car parking capacity ( 43 spaces ) on site to deal with increased usage on site up to 85 spaces along with disabled ( 2no) and electrical charging points ( 2no) ,to bring site facilities more up-to-date, encourage green vehicles and hopefully futureproof parking capacity at the school. It is intended to create a one-way system around site to improve traffic flow on and off ( only narrow approach road off Park Lane) and around the car parking area by directional road signage. Improvements on site will hopefully improve current on street parking for residents on Park Lane.

The increased proposed parking area will need better illumination with a mixture of new LED lighting ( posts and wall fittings -see drawing 02) to the area.

**BACKGROUND** : The original school ( was purely girls grammar) was built in 1937 with greatly reduced numbers compared to today's pupil numbers. Also, staff numbers were greatly reduced plus not many cars on the road demand for parking spaces was almost negligible. In the late 70's the boys grammar school was amalgamated with it with the comprehensive educational system brought into being by the government - that significantly increased pupil /staff numbers on site. The school was increased in size with new classroom, science and CDT blocks added on, possibly to what was the original car parking area on site.

In the 1990's to accommodate increasing traffic numbers on site there was a small increase in the existing car park located to the right of the main entrance onto site, off Park Lane in front of the CDT block. Around this time a new school sports hall was added.

From old school records in 2004 - the school had 83 staff ( no records of cleaning / catering on it) on site.

In 2012 the “Ball Hall” was added along side the new sports hall which is run by an external provider “ Sports for all “.

Currently today there are 124 school staff onsite along with 7 kitchen staff = 131 which was a 57% increase in 18 years from the 2004 figures above.

The corridor of land being proposed for the new car parking facility between the existing carpark and the school field vegetation ( possibly originally field ) boundary is designated technically as green belt under the 1997 ( out of date ) unitary development plan. It is literally of no practical use apart to school apart from being a green space buffer zone. As stated in the next report section - staff because of the acute car parking situation on site have started unofficially to start parking on this section of ground because of the onsite and street parking available.

However, since the application was lodged with the central planning portal it has come to light that the section of land in question is class as playground space that will require central government secretary of state approval for any development that is currently being investigated by Bury Council Children Services with more information to follow. It came to light whilst the authority was looking at future school lease agreement in relation to the change of use of the land.

There is a previous president on site of building on the green belt strip of land in the creation of the Ball Hall ( see last background section) in 2012 that has gone right-up to the vegetation field boundary ( see photo 10 below) with a substantial development on site along with the ariel view in photo 9 further down

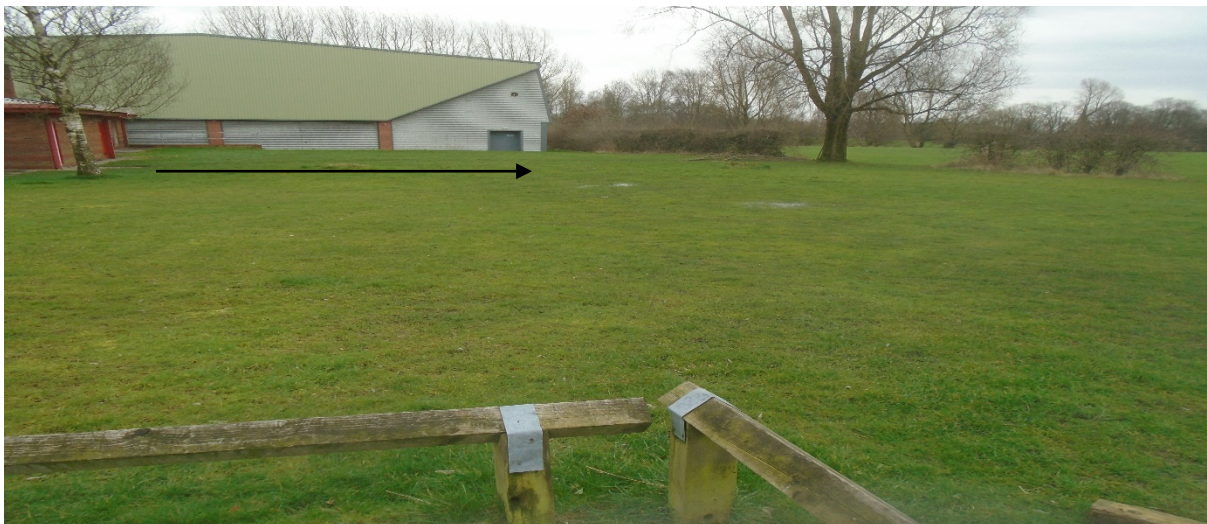


PHOTO 10 : Showing Ball Hall intrusion into the buffer zone between the end of the existing car park to the vegetation field boundary marked by the arrow.

EXISTING PROVISION ON SITE: The existing 43 car parking spaces are supplemented by parking on site in front and sides the art block ( see Photo 7) for a further 15 places for higher management school staff but is not ideal being that pupils corrugate around this area

( playground 8) before and during school time which is not ideal in terms of traffic movements.

Staff have also taken to parking on the grassed area in front of the existing car parking ( see Photo 4 -drawing one) that is churning up the ground in order to park on site.

Some staff use the adjacent Park Lane( see photo 5) and cul-de-sac Park Hill Drive to park on that restricts the road width and causes friction with the local neighbours.

Lighting to the existing car parking area is from two 3.5 m high posts supplemented by wall lighting to the adjacent CDT block.

The need for car parking is so acute on site that the ends of the bays normally used for circulation vehicles movements are blocked in by parked cars restricting flow and making dead ends. Similarly- school staff have started to park on the grassed area beyond the hardstanding car parking area ( see photo 9) which is fine in dry conditions but in wet weather it is churning up the grassed surface.

### **BUSINESS MANAGER'S STATEMENT**

The following was provided by Ruth Taylor the school business manager has a support statement to the proposal :-

*Philips high School was originally built in 1937 and since then has significantly grown in pupil, staff and visitor numbers. Car parking was available in the main school car park and also around the building in pockets, however due to concerns of pupil/visitor safety these areas were closed as parking, improving safety to pupils during break and lunchtime and to visitors and staff at all times.*

*Closing these areas, and the general increase in staffing in the school has led to staff parking on a flat grassed area at the side of the car park and it is this area that we want to now officially create appropriate car parking. Now staff and visitors enter the school site through a control gate which is also the exit for the car park. This entrance /exit is constrained and is not ideal, for the car parking to increase it has been recognised that a separate entrance and exit to the parking area is required, creating a one-way system into, through and out of the car park to alleviate dead ends and improve the flow of the car park.*

*The additional car parking during the day will also alleviate parking on Park Lane and surrounding side streets. When the car park is full (and the grassed area) staff and visitor park on the highway. This does cause consternation with some of our neighbours, and we have had complaints recently regarding staff and visitors to the school parking outside their house or on their street. The car park will obviously provide designated Disability spaces (currently have none) and there is an intent to install electric charging points to a number of spaces (the method of install/charge etc to be investigated) within the new layout to provide access for charging electric vehicles as demand grows.*

*This project includes identifying pedestrian pathways and restricting vehicle access to the pupil areas of the school for safety and safeguarding purposes.*

*The car park will also be shared with Sports for All. The improvements to the car park will be very beneficial to the out of hours use for the centre. As the usage of the centre has grown over the years the car parking needs of users has grown. This project will provide a further*

*42 places, which will reduce on-street parking and have a positive impact for the residents.*

## **AMMENDMENT TWO : Planning Policy RT 11 COMPLIANCE /INFORMATION CF2**

**( 18 August,2022)**

One of the most common issues on site at both primary and high school level highlighted in the condition surveys conducted by LA Children Services, along with comments received by architectural staff visiting schools, is undersized parking provisions that were created years ago when the car usage of today by households could not have been visualised, along with far greater staff numbers ( see above staff increase at Philips High ) on site.

The proposal intends to improve the life and safety of local residents and pedestrians, particularly on the adjacent Park Lane and Park Hill Drive cul-de-sac in the creation of the new additional onsite car parking provision where the road width is being restricted and reduced by vehicle parking ( partly on the pavement – see photo 5 ) along with making it dangerous for car drivers to emerge out of their cars and risk of accidents.

The new parking provision will improve the current dual use of Philips High site for school and the Ball Hall run by Sport for All organisation on site, by the increased capacity under CF2 adjacent to both sports hall on site plus making a safer environment off road. Currently the Sport for All facility is used most of the time 7 days a week and 50 weeks of the year whilst the school runs half-term and summer activity holiday clubs plus grassroot team training hire. The dual sports facilities on site as well as satisfying the main school curricular requirement also individuals using the Ball Hall encourages both adult and younger person's community participation in physical sport not only in training but in organised local leagues in netball and basketball.

Better car parking provision on site may encourage an increased usage of the Ball Hall by persons, whilst the increased capacity will satisfy the school requirement during term time for increasing staff parking on site alleviating the above on road issue with adjacent residents and safety of motorists. Most motorists feel better to conduct their daily work routines, if they know their cars are off road and in a safe location.

Until the new high school in Radcliffe comes online there, is currently a strain on the existing high schools in borough in full pupil capacities and staff rolls which in turns creates more vehicles on site.

The increased car parking lighting provision in the proposal would make the car parking school environment coupled with the existing / increased CCTV on site a better place especially in the darker days of Autumn through to early Spring.

The proposal to possibly include green re-charging points could besides fulfilling a current market deficit in these facilities increase staff full / dual use of electric car usage by on site individuals and out of school hours community use.

## **SITE PHOTOGRAPHS**



PHOTO 5 : Looking down Park Lane from the school entrance showing parking to the left-hand side with a lot of cars parking half onto the public footpath.



PHOTO 6 : Showing the entrance road onto site currently two way for traffic but will become one way ( inwards ) on the new proposal with the new car park exit to the lower top right of the photo.



PHOTO 7 : Showing staff parking to Art room side and front large window ( 10 spaces) elevations . The new proposal would see traffic withdrawn from this area because of the increased car park capacity and eliminate traffic movement ( apart from deliveries to the front entrance of school ) for a safer environment for pupils on the YEAR 8 playground.



PHOTO 8 : Showing parking ( 9 vehicles ) to the side of the CDT/ kitchen elevation. Again - it is intended to reduce the traffic to this area because of new car parking capacity to form a safe walkway around the school perimeter for pupils.



PHOTO 9 : Showing existing car park and how staff because of capacity issues have started to park on the grassed area beyond the hardstanding designated parking area. How far the previous Ball Hall has extended into the green belt strip between the school sports hall and school sports field can be seen by the arrow.

## **ADDENDUM ONE : PLANNING POLICY STATEMENT**

The application which is to improve car parking provision of not only the school during term working hours but by the “Sport for All “organisation on site along with weekend football and rugby grassroots teams by increasing capacity satisfies the following council policies :-

- Policy CF2 - that the council will consider favourably proposals for the provision, improvement and dual use of educational facilities.
- Policy RT2/1 – that the council will give favourably consideration to proposals involving the provision of additional recreational facilities throughout the borough.
- Policy RT2/4 -that the council will support an increased provision by looking favourably on proposals for the dual use of educational facilities and playing fields by the community.
- Policy SPD11 – that the school ( table - item 11c.f ) should provide one parking space per full -time member of staff which is line with the increase of spaces on site above. Possibly some of the staff may be part -time. The provision of 2 disabled bays is consistent with the requirements of table item 11 c.c on site. Currently the capacity at weekends for football and rugby games players and spectators is not met by the current facility on site.
- Policy EN 7/2 – that the proposal in enlarging the available area will not be moving the cars any nearer to the neighbouring properties and apart from the construction process will not increase noise levels on site. If anything noise levels will reduce - as the sale of new fuel powered vehicles ban in 2030 approaches plus increases in sales of electric vehicles increases.
- In the proposed scheme two EV charging points are included (depending on school incoming electrical mains) for school & Sport for all facilities. Currently Bury are behind in the national UK average of 45 per 100,000 people provision of public charging points in 12 per 100,000. Any initiative to add increased availability of charging facilities, especially in outlying areas of the borough must be seen ( however small) like a move in the right direction.

The proposal is a departure to the UDP within the green belt and a special case under the circumstances of its requirements and the exceptional need to increase the parking facility on site and the lack of harm it would cause to this strip with the green belt. There is a precedent with a much larger development as stated above ( new Ball Hall) being created into the area in 2009.

The school very special case circumstances are :-

- ✓ The essential needs of the school and wider community.
- ✓ The larger facility would reduce the use of school playgrounds for the rare occasions when additional parking for presentation, parent & open days.
- ✓ The school is a dual use facility open 7 days a week and virtually 52 weeks a year.
- ✓ The school provides –

- ✓ There is to be an increased need from developing grassroots sports teams being created particularly among girls football after the success of the England team and it is expecting that wheelchair rugby ( Internal) will grow after its current exposure on TV
- ✓ The proposal would not influence pupil numbers.
- ✓ The proposal is at low level to the existing buildings on site so does not create any sight line obstacles or is prominent or promotes any openness to the green belt environment not already in place both to school and surrounding neighbours.

Although Philips High management have contemplated the use of the front grassed areas in to the front elevation main hall for parking they have decided to try and create the main traffic area alongside the entrance road. This would enable the eradication of traffic movement across playground areas ( apart from deliveries) of school to be a safer environment for staff and pupils.

It is intended that the removed materials ( presumed most soil down to 750 mm -being green belt ) from the proposal will be distributed ( not taken off site) to the following locations :-

- Front elevation of school to level out a current dip to the main hall and other rooms. (see photo 11)
- Front elevation grassed area adjacent to tree areas to bank-up an undulation to create a possible future pupil quite area in better weather with benches. ( see photo 10)
- Around the new car park area to bank-up areas for planting / grass but not spilling onto the playing fields. ( see attached drawing & photo 11 )

The proposed construction materials are consistent with what are on site currently in :-

- Two-layer black Tarmac to car park & path surfaces.
- Concrete kerbs to car park boundary and edgings to path
- Thermoplastic markings (different colours) to car parking bays, disabled spaces, and EV charging point bays.
- A new brown wood grain plastic kneeler perimeter rail 650 mm high to replace the existing timber structure that is prone to rot attack.

**SITE TRAFFIC MOVEMENT :** The proposal is intended to create a safer vehicle movement environment with a new one way system introduced through the existing access road gates and out through new gates onto the access road.

**CONSTRUCTION TRAFFIC MANAGEMENT :** It is visualised that work can be conducted on the new section of car parking during school term time with access onto site via the new double gates that have already been created to the entrance road along with drop traffic kerb. During the summer holiday works that involves re-marking of existing car park, drainage, and associated work when school is not on site. The works may require some

closure of sections of car parking and traffic management, but no movements will be allowed during school entry and leaving times.

#### **OTHER REPORTS BEING PREPARED**

Following a percolation test on site ( see attached ) which demonstrated that the use of soak-away drainage would not be sufficient o deal with the disbursement of surface water created by the new car parking a more detail survey and drainage scheme is being prepared by Struktura Consultants of Queens Chambers,5 John Dalton Street, Manchester M2 6ET : Contact Karl Hill



PHOTO 10: Showing vegetation areas to be made good and boundary softening.



PHOTO 11 : Showing possibly removed area spoil from site will be distributed