

# Planning Brief

## North Reddish Junior & Infant Schools

### July 2011



## 1. OBJECTIVE

- 1.1 The purpose of this brief is to provide planning guidance to developers to help guide the future use of the school buildings and site, following their vacation in the summer of 2011.
- 1.2 The brief is prepared by Planning Services in consultation with NPS Property Consultants, who are the Council's Estate and Asset Management Advisors.

## 2. SITE INFORMATION

### 2.1 Ownership

The site is in Stockport Council's ownership.

### 2.2 Site Location [see p15]

The site is located within a predominantly residential area on Longford Rd, a route to Denton (in Tameside). Longford Rd is a one-way street accessed from Gorton Road, the main thorough-fare through Reddish and the focus of commercial uses in the area (Houldsworth Square to the south & North Reddish Local Centre to the north).

It is a prominent site on Longford Rd (south) and also has frontages along the whole of both Denstone (east) and Lewis (west) Roads, which are terraced cul-de-sacs. To the north the site backs on to residential properties fronting Somers Rd, and there is an existing pedestrian access between Denstone and Somers Roads.

### 2.3 Site Description

The site is level and is approximately 0.65ha in size. It comprises two separate single-storey school buildings (Junior and Infant). To the north of the site is the smaller Infant School, which is accessed from Lewis Road towards the head of this cul-de-sac. To the south of the site is the larger Junior School that is accessed from both Denstone and Lewis Roads and comprises a frontage to Longford Road.

The buildings are set within hard-landscaped playgrounds (partially set out for games/sports), enclosed within boundary walls/railings and linked by walls between the two buildings. There are no on-site parking facilities.

### 2.4 Historic Context

The schools are statutory listed Grade II having been spot listed on 26 September 2005.

The buildings were built as a council school in 1907 by Cheers & Smith of Blackburn, at a cost of just under £11,000 soon after North Reddish was subsumed into Stockport, at around the same time as other municipal buildings were being erected.

They are well designed with significant architectural detailing, and are well preserved in almost entirely original condition. The presence of an unusual First

World War memorial within the Junior School adds to the historic significance of the building, and is a reminder of the early use of the buildings as a military hospital during the First World War.

## 2.5 Buildings Description

The buildings are mainly single storey, red brick built with slate roofs; consisting of a Junior School with an uneven H plan and stepped wings, and a separate Infant School, linked by railings and walls.

Reference is made to the schools in ‘The Buildings of England—Lancashire: Manchester & the South-East’ (Hartwell, Hyde & Pevsner: 2004): “A low, nicely grouped gabled complex, given distinction by the tall chimneys with flared tops of horizontal channelled brick, and a pretty fleche over the hall with a slender slated spire”.

The following is an excerpt from the listing description:

### EXTERIOR

- The red brick is relieved by buff stone string courses at sill and lintel levels, stone keystones and toppings to gateposts, parapets etc.
- Roofs are topped with red ridge tiles ending in projecting decorative finials at gable ends, and there are multiple roof lines and tall chimney shafts.
- Gables ends have white plastered tops, one above the double height main hall bearing a decorated shield in relief, and a date of 1907, above which is a louvred spire with tall slim slated roof.
- Entrance porches have widely overhanging gables supported on carved wooden consoles.
- Windows are of two types: larger ones on the gables, some with keyed segmental arch tops, having mullion and transom in wood, 3 or 6 lights above and 6 over 6 sashes below; smaller windows between with 6 over 6 sashes.
- Small block in inner corner of stepped cross-wing (south side) has castellated parapet with stone dressings and a pyramidal roof.
- The two buildings are linked by low walls with stone copings topped with iron railings, brick and stone gate piers (photographic evidence suggests that these were once higher), and open sided sheds, possibly originally bicycle sheds.
- North-east corner of east wing has a flat-roofed pre-fabricated extension comprising a single classroom, not of architectural interest.

### INTERIOR

- **Junior School** has a central hall running north-south, of double height with exposed trusses of dark wood and clerestorey windows down each side and at each end. To each side are classrooms, library and W.C.s. A free standing stage is situated at the north end, beyond which is a corridor leading to the kitchen, further classrooms, stores, cloakrooms and in north-east corner access to the classroom extension.
- At the south end a corridor leads to more classrooms and to the east the main entrance, head teacher's room and staff room.

- On the south wall of the hall is a war memorial in glazed tiles, with the dates 1914 and 1919 at each side, above panels containing a coat of arms, and a central panel listing "those who fell" and "those who returned", topped by a panel stating "North Reddish Council School", with a central cartouche carrying the words "The Great War" contained in a wreath.
- The entrance reception area has a suspended ceiling; all other ceilings are original, with exposed wooden framing and trusses, some with decorative wall posts supported on moulded corbels.
- All the classrooms are in original configuration with original panelled doors, glazed with small panes on the upper third, and half-height tiling in green and brown. Many rooms have remains of tiled fireplaces in the corner, and at least one fireplace survives intact with grate.
- **Infants block** has a central hall running east-west, with main entrance to the north and classrooms arranged on all sides. The architectural details are similar to those in the junior school.

## 2.6 Buildings Condition

The buildings are generally in good condition. Nonetheless, a detailed structural survey of both schools will be required.

Both buildings have unsympathetic extensions to the north-east. There would be no in principle objection to their removal subject to the necessary consents being granted. It is recommended that proposals are discussed with the Council's Conservation Officer prior to detailed proposals being progressed.

## 2.7 Planning History

### Infant School

- DC009522 - Increase height of perimeter wall/fence to 2.4m. Granted 20 January 2003.
- DC003198 - CCTV. Granted 26 February 2001.
- J46755 - Mobile Classroom. Granted 30 October 1989.

### Junior School

- DC012559 - Single storey extension (north elevation; formed kitchen store). Granted 15 October 2003.
- J55878 - Prefabricated classroom. Granted 15 July 1992.

## 2.8 Public Utilities

Details can be obtained from the appropriate statutory utility providers.

## 3. PLANNING CONTEXT

### 3.1 National Policy including PPS5: Planning for the Historic Environment

The Government have prepared a suite of Planning Policy Statements (formerly Guidance Notes) to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system. Of particular importance as the School (Junior & Infant) is listed and so defined as a 'heritage asset' is **PPS5: Planning for the Historic Environment**.

In accordance with **PPS5**, all applications for consent that affect a heritage asset must be accompanied by a description of the significance of the heritage asset affected and the contribution of its setting to that significance, and an assessment of the impact of the proposal. The Council will not validate applications where the extent of the impact of the proposal on the significance of any heritage assets affected cannot adequately be understood from the application and supporting documents. It is recommended that the content of this assessment is similar to an English Heritage level 3 type building study.

Other PPS/PPG may be relevant including: PPS1: Delivering Sustainable Development; PPS4: Planning for Sustainable Economic Growth; PPG13: Transport; PPS3: Housing and PPG24: Planning & Noise.

All of the above documents can be found at: [www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicystatements/](http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicystatements/)

### 3.2 Local Development Framework

From 1st April 2011, following adoption of the Stockport LDF Core Strategy DPD, the policies which are used to manage development in Stockport are those set out in the Core Strategy along with those policies of the Stockport Unitary Development Plan (UDP) Review (May 2006) which are not superseded by the Core Strategy. A schedule of those UDP policies that are replaced [and therefore no longer apply] is set out in Appendix B of the Core Strategy. The Core Strategy and UDP Review can be found at: [www.stockport.gov.uk/ldf](http://www.stockport.gov.uk/ldf)

The policies that any proposals will be assessed against will generally be dependent on the future use(s) proposed for the site and buildings. However, given that North Reddish Junior & Infants School is statutory listed, regard will need to be had in all cases to Development Management Policies **SIE-3: Protecting, Safeguarding & Enhancing the Environment** (Section D: Protecting the Historic Environment) and **SIE-1: Quality Places**.

The sustainable development related Development Management Policies **SD-1: Creating Sustainable Communities, SD-3: Delivering the Energy Opportunities—New Development** and **SD-6: Adapting to the Impacts of Climate Change** will also be relevant in relation to all proposals. As will the transport related Development Management Policies **T-1: Transport & Development; T-2: Parking in Developments**; and **T-3: Safety & Capacity on the Highway Network**.

Supplementing the Core Strategy DPD and saved UDP Review policies are a series of **Supplementary Planning Documents & Guidance (SPD & SPG)**. These documents can be found at: [www.stockport.gov.uk/spd](http://www.stockport.gov.uk/spd) and include the:

- Sustainable Transport SPD [adopted December 2007]
- Sustainable Design and Construction SPD [adopted 8 November 2010]
- Recreational Open Space Provision and Commuted Payments SPG [updated July 2006]
- Design of Residential Development SPD [adopted December 2007]
- Transport & Highways in Residential Areas SPD [adopted Sept. 2006]

### **3.3 Potential Uses**

The site's current use class is D1: Non Residential Institutions; and D1 is the preferred future use for the site in order to maintain the integrity of the school buildings. As well as schools, other types of facility falling within the D1 use class include: clinics and health centres, crèches, day nurseries and day centres, non-residential education and training centres, places of worship, religious instruction and church halls.

C2 Residential Institutions and C3 Dwellinghouses may be appropriate uses, if very careful consideration is given to the subdivision of both the internal and external spaces (see section 4).

Other uses such as B1 Business will be considered on their merits, and compliance with relevant local and national policies and guidance will need to be demonstrated.

A1 Shops, A2 Financial & Professional Services, A3 Restaurants & Cafes, A4 Drinking Establishments are unacceptable uses. The site is 'out-of-centre' for the purposes of such uses and PPS4. However if, for example, a café was genuinely ancillary to the predominant future use of the site, it would not be required to be assessed against the PPS4 sequential and impact tests, and would be acceptable with respect to PPS4.

Other unacceptable uses are: A5 Hot Food Takeaways; B2 General Industrial; and B8 Storage or Distribution.

### **3.4 Access & Parking**

To ensure that the site will benefit from suitable access, parking and servicing arrangements, developers will need to review the site's existing access arrangements and develop proposals in conjunction with the Council's Senior Highway Engineer.

At present, neither Lewis Road to the west of the site, nor Denstone Road to the east of the site have turning heads. Any proposal to redevelop the site which includes a vehicular access on either road should give consideration to this. One option would be to form an access bellmouth that will double up as a turning area (preferably towards the end of the road).

If any development is to include an access road(s), this should be designed having regard to the advice contained in the ***Transport & Highways in Residential Areas SPD*** and ***Manual for Streets*** (available at: [www.dft.gov.uk/prg/sustainable/manforstreets](http://www.dft.gov.uk/prg/sustainable/manforstreets)). In accordance with Core Strategy Development Management Policy **T-1: Transport & Development**, any new road should be designed having regard to the principles of Home Zones/ Manual for Streets, and any planning application that includes a new road or other highway works will need to be submitted with a Stage 1 Road Safety Audit.

Parking for cars, cycles and powered two-wheelers (motorcycles, mopeds and scooters) should be provided in accordance with the Council's adopted parking standards (Core Strategy Development Management Policies **T-1: Transport**

**& Development & T-2: Parking in Developments).** The Council's car parking standards can be found in appendix 9 of the UDP Review.

Owing to the site's constraints, it is unlikely that a level of car parking which is close to maximum parking standards will be able to be provided. As such, priority will need to be given to providing spaces for the disabled and car sharers. Developers will need to justify the level of parking provision as part of any planning application and consider the implications of any increase in on-street parking that may result from reuse of the site. Consequently amendments to existing on-street parking regulations may need to be considered and funded as part of the development.

### 3.5 Transport

Transport issues relating to the reuse of the site will need to be considered as part of any proposal to redevelop the site. This includes the need to assess the impact of any increase in traffic generation that may arise from the site's redevelopment, and how occupiers, visitors and staff will be able to travel to the site in a sustainable manner.

Planning applications for new development that may have significant or specific transport implications will be expected to be accompanied by a Transport Assessment or Transport Statement and Travel Plan/Travel Plan Statement, the form of which will be dependent on the scale and nature of the development and its transport implications, in accordance with Core Strategy Development Management Policy **T-1: Transport & Development.**

Transport Assessments should be carried out having regard to the guidance contained within **Guidance on Transport Assessment** (available at: [www.dft.gov.uk/pgr/regional/transportassessments/](http://www.dft.gov.uk/pgr/regional/transportassessments/)) and developers are advised to seek clarification from the Council's Senior Highways Engineer to confirm the form of assessment that will be required and to agree the Scope of the assessment.

The Transport Assessment/ Statement should review existing transport infrastructure (including pedestrian and cycle routes and bus stops) and identify any deficiencies that are likely to deter/ prevent the use of sustainable modes of transport. If any deficiencies are identified (e.g. bus stops without boarding platforms and shelters), these may need to be addressed as part of the proposed development.

**Guidance on Transport Assessment** and **Good Practice Guidelines: Delivering Travel Plans through the Planning Process** (available at: [www.dft.gov.uk/pgr/sustainable/travelplans/tpp](http://www.dft.gov.uk/pgr/sustainable/travelplans/tpp)) provide indicative thresholds outlining when a Travel Plan or Travel Plan Statement will be required, although developers are advised to seek clarification from the Council's Senior Highways Engineer.

If a Travel Plan or Travel Plan Statement is required, it should be produced in conjunction with any Transport Assessment or Statement and in accordance with current local and national guidance on Travel Plans, including **Good**

***Practice Guidelines: Delivering Travel Plans through the Planning Process, Making residential travel plans work: guidelines for new development*** and any successor documents. These documents can be obtained from the Sustainable Travel Section of the Department for Transport's web-site: [www.dft.gov.uk/pgr/sustainable/travelplans/](http://www.dft.gov.uk/pgr/sustainable/travelplans/)

Guidance on a range of transport issues is contained within the ***Transport & Highways in Residential Areas*** and ***Sustainable Transport SPDs***, which are available at [www.stockport.gov.uk/spd](http://www.stockport.gov.uk/spd)

### 3.6 **Sustainable Development**

Sustainable development is a key objective of the Council's Core Strategy DPD.

The relevant policies of the Core Strategy (see 3.2) indicate that the Council will look favourably upon development that: seeks to achieve high ratings under schemes such as Code for Sustainable Homes, BREEAM, Lifetime Homes and Building for Life (policy SD-1&6) and incorporates measures to reduce the urban heat island effect such as, providing trees, water features and green roofs/ walls, solar shading, natural (rather than mechanical) ventilation etc (policy SD-6); and sets a requirement for all development to incorporate SuDS (policy SD-6).

Additionally, in order to comply with the provisions of Development Management Policy **SD-3: Delivering the Energy Opportunities Plans—New Development**, planning applicants will need to apply carbon reduction targets to proposals that exceed certain thresholds. A **Low Carbon Design Guide** has been prepared to assist applicants, which can be found at: [www.stockport.gov.uk/2022/3026/planningpolicy/lowcarbondesign?view=Standard](http://www.stockport.gov.uk/2022/3026/planningpolicy/lowcarbondesign?view=Standard)

The Guide includes a flow chart (page 3) that shows the thresholds at which the policy applies, and summarises when and how energy policy considerations should be incorporated into design and planning applications.

The Core Strategy is supported by the ***Sustainable Design and Construction SPD***, which is a manual for designers and developers to guide them through suggested improvements to practices and processes. There is an accompanying ***Sustainability Checklist*** that can be used at any stage of design or construction to check for areas of potential improvement. The SPD contains useful contacts and resources, some of whom are government sponsored regional or local schemes and can advise on being more efficient, accessing finance and/or funding, or simply explain the best options.

For further information and advice, please contact the Planning Policy Team.

### 3.7 **Residential Development Option**

Potential alternative uses for the site include residential. In pursuing this option regard should be had to the following policies set out in the Core Strategy

DPD:

#### Affordable Housing

The provision of Affordable Housing is a requirement on all Council owned sites developed for housing, regardless of size. 40% of dwellings of Council sites should be affordable, or as high a level as is viable, having regard to the creation of mixed, balanced communities in accordance with Development Management Policy **H-3: Affordable Housing**. The Council will prefer that the affordable housing provision be made involving a Housing Association on a shared ownership basis for this site.

For further guidance please contact the Planning Policy Team.

#### Recreation & Amenity Open Space

Development Management Policy **SIE-2: Provision of Recreation & Amenity Open Space in New Developments** sets out the policy requirements for recreation and amenity space (both on and off-site), dependent on a number of factors including the scale of the development, its location within the Borough and the type of use; and the Council's **Recreational Open Space Provision and Commuted Payments SPG** sets out the implementation of the policy.

For further guidance please contact the Planning Policy Team.

## 4. DESIGN PRINCIPLES

The repair, adaptation and sympathetic conversion of the school buildings represents the most desirable design solution in terms of both historic building conservation and sustainable development.

Given that the Junior and Infant Schools function independently and there is a clear boundary between the two, there may be scope for the sites to be converted independently of one another and for different uses.

### 4.1 External—Buildings & Grounds

The schools have significant townscape value with the key public frontage to Longford Road representing a local landmark that contributes positively to the quality and appearance of this part of Reddish. Furthermore, the external elevations of both school buildings remain largely unaltered from their original design. Any physical alterations to the buildings that would harm their special interest will not be supported, and careful restoration is paramount.

The Junior School has a flat-roofed single-storey extension to its north-east that adjoins the northern elevation, and a small extension that comprises a kitchen store positioned centrally on the northern elevation, which are of no special interest. There would be no objection in principle to their removal subject to the necessary consents being granted.

The Infant School has larger scale single-storey extensions to its north-east adjoining the eastern elevation, that are of no special interest. There would be no objection in principle to their removal subject to the necessary consents being granted.

Every effort should be made to reuse existing features, for example chimneys to house plant type equipment such as flues, so as to minimise the impact of conversion on the external appearance of the buildings.

All original entrances to the site and buildings shall be reused in preference to the introduction of new openings in both boundary walls and existing elevations.

All existing historic features within the grounds such as boundary walls, railings and open-side sheds/ shelters should be retained and incorporated into an external landscaping scheme. Consideration could be given to re-using the open-sided sheds/ shelters as cycle or refuse/recycling stores, or as car ports in association with the conversion of the school buildings.

Any landscaping scheme must enhance the setting of the existing buildings and ensure that the strong street presence of the group is maintained. Insensitive subdivision of the grounds to form, for example, private garden areas, will not be supported. Cherry trees along the Longford Road frontage contribute positively to this key frontage but are not considered to be good specimens, so there would be no objection in principle to their removal subject to their appropriate replacement.

#### 4.2 **Interior**

Conversion to a new use may require some reconfiguration of the internal spaces. Given that the internal layout is largely unaltered, reconfiguration should be limited, and any physical alteration that would harm the special interest of the buildings will not be supported.

Proposed vertical and horizontal subdivision of internal spaces needs to be carefully considered so as to minimise the visual impact of additional floors and walls on the external appearance of the buildings, and to ensure that the character of the internal space remains legible. Open plan layouts with mezzanine rather than full 1st floor levels (where additional floors can be accommodated) are likely to be the most appropriate solution.

A substantial number of original features have been retained such as: exposed roof trusses; glazed tiling (Junior School); fire places; internal and external doors, door frames and openings; window frames and openings; parquet flooring; black-board surrounds; and integrated cupboards. Retention of original features in any conversion is actively encouraged.

The integration of the First World War memorial located within the Junior School into any scheme is paramount to ensure that it remains accessible to the public.

#### 4.3 **New Development**

Scope for new development on site is limited, given the existing building footprints and the potential requirements (dependent on future use) for on-site amenity space, parking etc.

Any extension of the existing buildings/ new build on site should be subservient in scale and sympathetic in design to the existing school buildings.

Any external materials specified shall be high quality, durable and visually sympathetic in colour and texture to the existing buildings, and architectural detailing shall be of an equally high quality as the buildings retained.

## 5.0 PRE-APPLICATION DISCUSSION & COMMUNITY ENGAGEMENT

### 5.1 Pre-Application Discussion

It is recommended that the Planning Case Officer is contacted before submitting an application. In the first instance a Pre-application Discussion Form should be completed providing sufficient and accurate details of the proposal so that a proper assessment can be made. The form and accompanying Guidance Notes can be found at:

[www.stockport.gov.uk/services/environment/planningbuildingplanningpolicy/developmentmanagement/applyforpermission/preapplicationdiscussion](http://www.stockport.gov.uk/services/environment/planningbuildingplanningpolicy/developmentmanagement/applyforpermission/preapplicationdiscussion)

The advice provided will constitute an Officer view of your proposal in the context of the information you provide and set against material planning considerations including the Core Strategy DPD and other policy documents. The advice will be without prejudice to the final decision taken by the Council once a formal application has been submitted.

### 5.2 Validation Checklist

Pre-application discussion also enables the information requirements of individual planning applications to be assessed, identified and agreed. This helps ensure that a planning application can be validated upon receipt, reducing any delay in determining the application. The national and local validation requirements for different types of application are set out in the Validation Checklist:  
[www.stockport.gov.uk/2013/2994/developmentcontrol/31015/validationchecklist2011](http://www.stockport.gov.uk/2013/2994/developmentcontrol/31015/validationchecklist2011)

### 5.3 Pre-Application Validation Check

The Council's Development Management team also offer a fast track validation service for those who need to determine whether their application is complete for validation purposes with the minimum of delay. The service is optional and attracts a fee based on the size and nature of the development proposed. More details including the Validation Check Form can found at:

[www.stockport.gov.uk/services/environment/planningbuildingplanningpolicy/developmentmanagement/applyforpermission/preappvalidationcheck1](http://www.stockport.gov.uk/services/environment/planningbuildingplanningpolicy/developmentmanagement/applyforpermission/preappvalidationcheck1)

### 5.4 Community Engagement

Discussions with the local community are highly recommended and can be particularly beneficial in helping to identify local issues and possible solutions before a planning application is submitted. Forms and Guidance on how to go about this are available at:

[www.stockport.gov.uk/services/environment/planningbuildingplanningpolicy/developmentmanagement/applyforpermission/preapplicationdiscussion](http://www.stockport.gov.uk/services/environment/planningbuildingplanningpolicy/developmentmanagement/applyforpermission/preapplicationdiscussion)

## 6.0 CONTACTS

### STOCKPORT COUNCIL PLANNING SERVICES:

#### 6.1 Development Management

Jim Seymour      Planning Case Officer      0161 474 3656

#### 6.2 Professional Support & Conservation

Crispin Edwards	Conservation Officer	0161 474 2620
Alex Bond	Senior Highway Engineer	0161 474 4906
Pippa Brown	Design Officer	0161 474 3531

#### 6.3 Planning Policy

For guidance/ advice on the planning policies detailed within this brief or on other policies that might apply to specific development proposals, please contact the Planning Policy Team: [planning.policy@stockport.gov.uk](mailto:planning.policy@stockport.gov.uk) 0161 474 4395. Further information on the borough's planning policies is also available at: [www.stockport.gov.uk/ldf](http://www.stockport.gov.uk/ldf)

## APPENDIX A: NORTH REDDISH JUNIOR SCHOOL



**Top Left:** War Memorial

**Top Right:** Denstone Road entrance gates & open-sided shelters

**Bottom Left:** Original features in a class room

**Bottom Right:** Assembly Hall

## APPENDIX B: NORTH REDDISH INFANT SCHOOL



**Top Left:** Assembly Hall

**Top Right:** Original features in a class room

**Bottom Left:** Lewis Road frontage

**Bottom Right:** Northern/ main elevation

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## **APPENDIX C: SITE PLAN**

## Notes

- 1 No dimensions are to be scaled from this drawing
  - 2 The contractor shall verify all dimensions on the site

