

ITEM 6

Application Reference	DC/089425
Location:	160 Seashell Trust, Royal School Manchester Stanley Road Heald Green Cheadle Stockport SK8 6RQ
PROPOSAL:	Retention and reconfiguration of temporary car parks and Stanley Road bellmouth approved under DC/077824 for a further period of 3 years. Extension to temporary southern car park for an additional 52 parking spaces with associated lighting.
Type Of Application:	Full Application
Registration Date:	4 th August 2023
Expiry Date:	Extension of Time agreed to 22 nd December 2023.
Case Officer:	Rebecca Whitney
Applicant:	Seashell Trust
Agent:	NJL Consulting

DELEGATION/COMMITTEE STATUS

This application is a departure from the development plan and as such can only be approved by the Planning and Highways Regulation Committee.

DESCRIPTION OF DEVELOPMENT

Construction of the new school, comprising the first phase of a wider campus redevelopment approved under appeal reference APP/C4235/W/18/3205559, at the Seashell Trust Campus was recently completed.

The application seeks planning permission for the continued use and minor reconfiguration of the previously approved temporary car parks and the existing bell-mouth off Stanley Road (approved under planning permission DC/077824) for a further temporary period of 3 years, and for an extension to the temporary southern car park for an additional 52 parking spaces with associated lighting.

The supporting information advises that the extended period for the temporary parking is required to ensure continued safe operation of the campus whilst the next phase of development comes forward on site, and whilst the long-term parking strategy for the site is formalised. The extension of period of use for the bell-mouth from Stanley Road would facilitate ongoing maintenance in respect of the new school for the first 3 years of its operation.

The retention and minor reconfiguration of three temporary car parks are proposed including:

- “North Car Park” a 98 bay car park on the northern boundary of the campus adjacent to the new all-weather pitch which benefits from temporary permission and is to be retained in its current form. The car park utilises an existing area of temporary hardstanding created to enable the construction of

the all-weather pitch. This temporary car park appears on outline plans approved by the existing hybrid planning permission (see Phase H North Car Park plan).

- “Temporary Car Park” benefits from temporary permission for a 14 space car park to the south of the Millennium Garde, which would be configured alongside the existing parking bays to create a total of 19 spaces. The approved hybrid planning permission plans show this reverting to amenity greenspace (see Phase G South Car Park Plan).
- “Southern Car Park” benefits from temporary permission for a 45 space car park on land to the south of the Orchard building on an area of existing greenspace. This temporary car park is to be reconfigured to facilitate 46 spaces, and the car park is proposed to be a permanent car park on outline plans approved by the existing hybrid planning permission (see Phase G South Car Park Plan).

It is proposed to extend the temporary southern car park to create an additional 52 parking spaces with associated lighting.

SITE AND SURROUNDINGS

The site is bound by Stanley Road (B5094) to the south that currently provides the sole permanent access to the Seashell Trust campus.

The entire site is located within the Greater Manchester Green Belt as defined by UDP Policy GBA1.1. The existing Seashell Trust campus is also identified as a Major Existing Developed Site in the Green Belt site (MEDS) under UDP Policy GBA1.7, however this allocation only covers part of the application site and is considered to be of limited relevance in this case.

The application is also located within the Heald Green Fringe Landscape Character Area under UDP Policies LCR1.1 and LCR1.1a; described in Appendix 12 as:

B. Heald Green Fringe

This LCA is similar to Woodford in terms of its generally flat landform, field patterns and vegetation cover, but is more affected by “urban fringe” uses. The area is split into three compartments by urban development. The western part, together with adjoining land in Manchester, forms a narrow green finger between the two districts. The larger central area contains a number of institutional uses and is bisected by the new A34 road. The smaller eastern area, south of Grove Lane, includes sports grounds, a mobile home park and a number of residential properties, many with large gardens.

In this LCA the pressure for urban and semi-urban development is likely to be considerable and care will be needed to protect the remaining open and agricultural character of the area. Tree planting should be encouraged, particularly in and around the institutional grounds and along the major road lines.

Mature boundary trees partially enclose the campus area and an area of mixed leaf woodland (recently reduced in size) provide further enclosure on land adjacent to the site’s south western corner. Remaining buildings on the campus comprise a mixture of single and two storey buildings together with associated access roads, paths, parking areas and landscaping.

POLICY BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 (“PCPA 2004”) requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan includes-

- Policies set out in the Stockport Unitary Development Plan Review adopted 31st May 2006 which have been saved by direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004; &
- Policies set out in the Stockport Local Development Framework Core Strategy Development Plan Document adopted 17th March 2011.

Saved policies of the SUDP Review

LCR1.1 Landscape Character Areas (Heald Green Fringe)

LCR1.1a The Urban Fringe including the River Valleys

EP1.7 Development and Flood Risk

GBA1.1 Extent of Green Belt

GBA1.2 Control of Development in Green Belt

GBA1.7 Major Existing Developed Sites in the Green Belt

CTF1.1 Development of Community Services and Facilities

LDF Core Strategy/Development Management policies

CS1: OVERARCHING PRINCIPLES: SUSTAINABLE DEVELOPMENT – ADDRESSING INEQUALITIES AND CLIMATE CHANGE

SD-1: Creating Sustainable Communities

SD-6: Adapting to the Impacts of Climate Change

CS5: ACCESS TO SERVICES

AS-2: Improving Indoor Sports, Community and Education Facilities and their Accessibility

CS7: ACCOMMODATING ECONOMIC DEVELOPMENT

CS8: SAFEGUARDING AND IMPROVING THE ENVIRONMENT

SIE-1: Quality Places

SIE-3: Protecting, Safeguarding and Enhancing the Environment

CS9: TRANSPORT AND DEVELOPMENT

CS10: AN EFFECTIVE AND SUSTAINABLE TRANSPORT NETWORK

T-1: Transport and Development

T-2: Parking in Developments

T-3: Safety and Capacity on the Highway Network

Supplementary Planning Guidance

Supplementary Planning Guidance (Saved SPG’s & SPD’s) does not form part of the Statutory Development Plan; nevertheless it does provide non-statutory Council approved guidance that is a material consideration when determining planning applications. The following are considered relevant to this application:

- Transport and Highways in Residential Areas SPD

National Planning Policy Framework

A Revised National Planning Policy Framework (NPPF) issued by the Secretary of State for Housing, Communities and Local Government (MHCLG) on 5th September

2023 and replaced the previous NPPF (originally issued in 2012, revised in 2018, 2019 and 2021). The NPPF has not altered the fundamental legal requirement under Section 38(6) of the Planning and Compulsory Purchase Act 2004 that decisions must be made in accordance with the Development Plan unless material considerations (such as the NPPF) indicate otherwise.

The NPPF representing the governments up-to-date planning policy which should be taken into account in dealing with applications focuses on achieving a lasting housing reform, facilitating the delivery of a greater number of homes, ensuring that we get planning for the right homes built in the right places of the right quality at the same time as protecting our environment. If decision takers choose not to follow the NPPF, then clear and convincing reasons for doing so are needed.

N.B. In respect of decision-taking the revised NPPF constitutes a “material consideration”.

Planning Practice Guidance

The Planning Practice Guidance (NPPG) is a web-based resource which brings together planning guidance on various topics into one place (launched in March 2014) and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

RELEVANT PLANNING HISTORY

Planning Application No: DC/089817

Address: Seashell Trust, 160 Stanley Road, Heald Green, Cheadle, SK8 6RF

App Type: Full Planning Permission

Proposal: Construction of temporary construction access road to facilitate the construction of the new College, Administration, Sports and Training building at the Seashell Trust campus. Temporary for a period of 3 years.

Status: Under Consideration

Planning Application No: DC/089288

Address: Seashell Trust, 160 Stanley Road, Heald Green, Cheadle, SK8 6RF

App Type: Full Planning Permission

Proposal: Demolition of the existing college building and ancillary structures, and the erection of a College, Administration, Sports and Training building with associated landscaping.

Status: Under Consideration

Planning Application No: DC/077824

Address: Seashell Trust, 160 Stanley Road, Heald Green, Cheadle, SK8 6RF

App Type: Full Planning Permission

Proposal: Construction of temporary construction access road and three temporary car parks to facilitate the construction of the new school building at the Seashell Trust campus. Temporary for a period of 3 years.

Final Decision: Grant

Decision Date: 01/02/2021

Planning Application No: DC/060928**Address:** Seashell Trust, 160 Stanley Road, Heald Green, Stockport, SK8 6RF**App Type:** Hybrid Planning Permission (full and outline)**Proposal:** Hybrid application proposing the following:

Detailed Application for the erection of a new school (Use Class D1) with associated kitchen and dining facilities, swimming and hydrotherapy facilities (Use Class D2), infrastructure, drop-off parking, access, landscaping and ancillary works.

Outline Application (all matters reserved except access) for the demolition of the Chadderton building, Orchard / Wainwright / Hydrotherapy / Care block, Dockray building, part of existing college, 1 Scout Hut and 1 garage block, and erection of new campus facilities (Use Class D1/D2 - Reception, Family Assessment Units, Family Support Services, Administration / Training / Storage Facility, Sports Hall and Pavilion) with associated infrastructure, parking, landscaping and ancillary works.

Outline Application (all matters reserved) for the erection of up to 325 dwellings (Use Class C3) in northern fields with associated infrastructure, parking, access, landscaping and ancillary works.

Final decision: Recovered appeal reference APP/C4235/W/18/3205559 - planning permission granted by the Secretary of State following public inquiry in May/June 2019

Decision date: 22/04/2020

Relevant conditions include:

1. Approved plans
2. Construction Method Statements (for each phase of development)
- 4&5. Tree protection
7. Ecological mitigation
8. Construction Environmental Management Plans (CEMP)
16. Contamination
- 23&34. Surface water drainage
30. Outline campus proposals to be in accordance with landscape mitigation measures set out in the ES
33. Parking details

Planning Application No: DC/069858**Address:** Seashell Trust, 160 Stanley Road, Heald Green, Cheadle, SK8 6RF**App Type:** Variation of condition**Proposal:** Variation of condition 3 of DC059242 to extend the opening hours of the sports pitch to 10pm**Final Decision:** Grant**Decision Date:** 28/07/2018**Planning Application No: DC/059242****Address:** Seashell Trust, 160 Stanley Road, Heald Green, Cheadle, SK8 6RF

App Type: Full Planning Permission

Proposal: Construction of a synthetic sports pitch with associated floodlighting, fencing, viewing area and footpath

Final Decision: Grant

Decision Date: 28/09/2015

NEIGHBOUR'S VIEWS

No comments received.

CONSULTEE RESPONSES

Safeguarding Officer for Manchester Airport

No objection subject to conditions regarding management of dust and smoke, bird hazard management, to restrict permitted development rights in respect of lighting, and to require that no part of the development, including construction equipment, shall exceed 15m in height. Informatives are recommended regarding cranes and tall equipment, and the use of radio frequency emitting devices.

SMBC Arboriculture

No objection subject to conditions to require tree protection and retention, and tree planting.

SMBC Nature Development Officer

No objection subject to conditions to require the submission of details of lighting and tree planting, to require the submission of updated ecological survey work should works not have commenced within 2 years of the 2023 survey, and to require the adoption of Reasonable Avoidance Measures regarding amphibians during the proposed works should they pass thorough the site, and to prevent the site from becoming more attractive to wildlife during works. Informatives are requested regarding the need to abide by legislation to protect biodiversity.

Comments are also provided in respect of trees and nesting birds.

SMBC Highways Engineer

No objection subject to conditions to ensure visibility, the temporary nature of any permission, reinstatement of land upon removal and highways repairs/resurfacing, to reflect those attached to the previous temporary permission.

It is commented that the use of the access for maintenance purpose can be supported, but that it would not be supported as a permanent feature as all traffic should be focussed on the principal site entrance to reduce the risk of conflict.

SMBC Environmental Health

No objection.

SMBC Lead Local Flood Authority

No objection.

United Utilities

Requests additional drainage information, and should this not be provided, requests the imposition of a condition to require the submission of detailed surface water and foul water drainage schemes.

ANALYSIS

Rationale and Background

Members will be aware of the planning history relating to the application site and the planning permission granted by the Secretary of State (appeal reference APP/C4235/W/18/3205559) for the redevelopment of the Seashell Trust's campus.

This application seeks permission for a series of supplementary, temporary changes to the Seashell Trust's access and parking arrangement whilst the next phase of development comes forward, to ensure that traffic associated with the maintenance and operation of the new education facilities can be separated from and can operate independently of the school/college to minimise disruption. This is considered necessary given the particular sensitivity of the cohort to change and disturbance.

Environmental Impact Assessment (EIA)

The proposed development would follow an application for the establishment of the temporary development, which was previously considered to represent a 'change or extension' to the consented EIA development as it would not have been brought forward in isolation. The development has therefore been screened by officers to determine whether or not the proposed changes in themselves generate new significant environmental effects requiring the submission of a revised Environmental Statement.

Officers concluded that the proposed changes are minor in nature that do not generate new significant environmental effects.

Principle of Development

The starting point for decision-making is, of course, the statutory development plan. The site lies within the Greater Manchester Green Belt as designated by SUDP Policy GBA1.1 and the accompanying Proposals Map.

The NPPF makes clear that *"the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence"* (NPPF Paragraph 137).

NPPF Paragraph 150 and Saved UDP Policy GBA1.2 state that forms of development other than new buildings should be regarded as inappropriate unless the development is one of a number of specified exceptions to this general rule and they preserve openness and do not conflict with the purposes of including land within the Green Belt. Saved UDP Policy GBA1.7 is of limited relevance as much of the application lies outside the Major Existing Developed Sites in the Green Belt (MEDS) designation. Overall, it is considered that the proposed development would clearly have an urbanising effect and therefore fail to preserve the openness of the Green Belt. The proposed development is therefore considered inappropriate development in the Green Belt.

NPPF Paragraph 147 is clear that *"inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances."* This strong presumption against inappropriate development is

echoed in Saved UDP Policies GBA1.2 and GBA1.7, however, these policies make no allowance for 'very special circumstances' exceptions to be made and therefore are considered to conflict with the NPPF (note that Saved UDP policies pre-date the NPPF and are based on former government policy that left 'very special circumstances' exceptions to be considered outside the development plan). In such circumstances, greater weight should be given to the NPPF in accordance with Paragraph 219. The assessment of whether 'very special circumstances' exist and clearly outweigh the harm caused by the proposal is therefore the key to whether planning permission should be granted. Nonetheless, the fact that the proposal constitutes inappropriate development in itself means that the development is, by definition, harmful to the Green Belt. NPPF Paragraph 148 makes clear that substantial weight should be given to any harm to the Green Belt.

In addition to the harm caused by inappropriateness, it is then necessary to consider the magnitude of the development's impact on the openness and permanence of the Green Belt. Overall, the impact on the openness and permanence of the Green Belt is considered extremely limited given its temporary nature and when viewed in the context of the Trust's existing planning permission.

Despite the very strong policy presumption against inappropriate and harmful development in the Green Belt, the NPPF does not prevent such development being approved if 'very special circumstances' exist that clearly outweigh the potential harm to the Green Belt by reason of inappropriateness, and any other harm.

The proposals are intrinsically linked to the delivery of the Trust's existing planning permission where, following a three-week public inquiry, the Secretary of State concluded that:

"The Secretary of State considers that the...benefits clearly outweigh the harm to the Green Belt by reason of inappropriateness and any other harm, and so very special circumstances exist to justify this development in the Green Belt. In the light of his conclusion on this and the heritage test is paragraph 18 above, the Secretary of State considers that there are no protective policies which provide a clear reason for refusing the development proposed and further considers that the adverse impacts do not significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole. Paragraph 11(d) of the Framework therefore indicates that planning permission should be granted."

The Secretary of State's conclusion on 'very special circumstances' is considered to be directly transferable to this application subject to a full assessment of cumulative harm arising from the development. Other impacts and policies are considered in turn below.

Aerodrome Safeguarding

The Aerodrome Safeguarding Officer for Manchester Airport has assessed the proposal and raises no objections subject to conditions regarding management of dust and smoke, bird hazard management, to restrict permitted development rights in respect of lighting, and to require that no part of the development, including construction equipment, shall exceed 15m in height. Informatives are recommended regarding cranes and tall equipment, and the use of radio frequency emitting devices.

Traffic Impact and Highway Safety

The Highways Engineer raises no objection subject to conditions to ensure visibility, the temporary nature of any permission, reinstatement of land upon removal and

highways repairs/resurfacing, to reflect those attached to the previous temporary permission.

The applicant considers extension to the temporary permission is necessary to enable and ensure the site continues to provide education and support for all pupils whilst the next phase of the redevelopment works progress on the site. The next phase, which has outline permission and is now the subject of a full application, is for the construction of a new College, Administration, Sports and Training building with associated landscaping.

The Trust has advised that the construction access is no longer used for construction traffic following completion of the school but its temporary retention will assist in maintaining the new school building over the next three years whilst the second phase of the campus site proceeds. The Highways Engineer can support the use of this access for maintenance purposes but is clear that this can only apply for the duration of the second phase buildout. The Highways Engineer would not support the access becoming a permanent feature as all traffic should ultimately be focused on the principal site entrance, which will reduce the risk of conflict that occurs with multiple access points along a busy traffic corridor.

The access should be retained along with the visibility splays approved under the previous temporary permission and it is recommended that a condition is attached to any planning permission granted to ensure the provision and retention of the approved visibility splays.

With respect to the retention of the temporary car parking, the Highways Engineer is satisfied that the need for a further three years has been justified and raises no concern with retention for a temporary period whilst the second phase of development is built out.

With the linear park being delivered as part of the second phase of development works, the temporary parking within this space will eventually be developed over. To address this parking loss the Trust is seeking a 52 space extension to the southern temporary car park for a three-year period. The supporting information provides and explanation and justification for the provision of these additional temporary spaces and no concerns are raised.

Ecology and Biodiversity

The Nature Development Officer has raised no objection subject to conditions to require the submission of details of lighting and tree planting, to require the submission of updated ecological survey work should works not have commenced within 2 years of the 2023 survey, to require the adoption of Reasonable Avoidance Measures regarding amphibians during the proposed works should they pass thorough the site, and to prevent the site from becoming more attractive to wildlife during works. Informatives are requested regarding the need to abide by legislation to protect biodiversity. Comments are also provided in respect of trees and nesting birds

Nature Conservation Designations

The site has no nature conservation designations, legal or otherwise as listed in Stockport's current Local Plan, however it has been identified as an opportunity area within the Local Nature Recovery Strategy (LNRS) pilot study for Greater Manchester. This is not necessarily a barrier to development and does not confer protection or prevention of land uses but shows that such areas have been prioritised for restoring and linking up habitats.

Protected Species

A suite of ecology surveys have been previously carried out at the site, including an ecological walkover survey undertaken in June 2020 as part of application DC077824 to create the car park areas. An updated ecology walkover survey has been carried out as part of the current application in July 2023. The survey identified the habitats present on site and assessed the potential for protected species and habitats to be impacted. The site comprises hard standing with short-mown grassland and scattered trees present in where extension of the southern car park is proposed.

All species of bats, and their roosts, are protected under Section 9 of the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species Regulations 2017. The three trees to be removed as part of the current application were assessed for bat roost potential during the July 2023 walkover survey and were all assessed as offering negligible potential to support roosting bats.

The nests of all breeding birds are protected under the Wildlife and Countryside Act (1981) as amended. The trees and grassland habitats could support nesting and foraging birds.

Great Crested Newts

The proposed development area is approximately 100m from the nearest pond (Pond 12) which has been found as part of previous surveys to support great crested newts (GCN). GCN and their habitats (terrestrial and aquatic) receive the same level of protection as bats (see above). A GCN Natural England District Level Licence (DLL) has been obtained for the site as part of application DC/083433. This includes the southern car park areas (including the area of proposed extension) but not the northern most car park. Precautionary working measures should be adopted during works to prevent harm/injury to amphibians. In relation to the north car park, terrestrial habitat value for GCN is very limited (comprising hard standing and surrounded by short-mown grassland and no further changes/impacts to this area are proposed as part of the current proposals. The potential risks to GCN in this area are therefore considered to be very low.

A Great Crested Newt (GCN) Natural England District Level Licence (DLL) has been obtained for the wider Seashell development and the countersigned (by Natural England) Impact Assessment & Conservation Payment Certificate (IACPC) has been submitted to the LPA as part of application DC083433. This encompasses the south car park areas, but not the northern most car park. This latter area comprises hard standing which is unsuitable terrestrial habitat for GCN and so potential risks to GCN in this area are considered minimal.

Natural England have advised Local Planning Authorities that they can accept the IACPC as confirmation from Natural England that the development is suitable for DLL and that the conservation payment is sufficient to compensate for the impacts on GCN: the IACPC can be relied upon by the planning authority as confirmation that the impacts of the development on GCN are capable of being fully addressed in a manner which complies with the requirements of the Habitats Regulations.

Reasonable Avoidance Measures should be adopted during works to minimise potential risk of harm/injury to amphibians during the proposed works should they pass through the site and also to prevent the site from becoming more attractive to wildlife during works (e.g. building materials providing potential refuge sites). These can be secured via condition.

Bats and Birds

The Nature Development Officer has commented that tree removal should be kept to a minimum. All retained trees and hedgerows should be adequately protected from potential adverse impacts associated with the proposals in accordance with British Standards and following advice from the Council's Arboriculture Officer.

The trees proposed for removal were assessed as offering negligible bat roosting potential. Bats can sometimes roost in seemingly unlikely places however. As a precautionary measure it is therefore recommended that an informative is attached to any planning consent granted to state that the granting of planning permission does not negate the need to abide by the legislation in place to protect biodiversity. In the event that roosting bats (or any other protected species) are discovered on site during works, works must stop and a suitably experienced ecologist be contacted for advice.

Any proposed lighting should be sensitively designed so as to minimise impacts on wildlife associated with light disturbance (following Bat Conservation Trust guidance: <https://www.bats.org.uk/news/2023/08/bats-and-artificial-lighting-at-night-ilp-guidance-note-update-released>). This is of particular importance to ensure significant light spill does not occur on the hedgerow to the east of the southern car park area. It is recommended that a condition is attached to any planning permission granted to require details of any proposed lighting prior to installation.

No vegetation clearance works should take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before vegetation clearance works commence and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. An informative to this effect should be attached to any planning permission granted.

Replacement tree planting will be required to mitigate for proposed tree loss. Similarly habitat creation will be required to compensate for the proposed loss of grassland. It is recommended that a condition is attached to any planning permission granted to require a landscaping scheme to include new tree planting (ideally on an at least 2:1 basis for any trees lost) along with creation of wildflower grassland with appropriate sympathetic management. This will help deliver biodiversity enhancements which are expected as part of developments in line with local and national planning policy (NPPF).

Updated Ecological Surveys

Ecological conditions can change over time. In the event that works have not commenced within two years of the 2023 survey (i.e. by July 2025) then update survey work may be required to ensure the ecological impact assessment remains valid. This can be secured via condition.

Trees

The application is supported by an Arboriculture Technical Note which advises that the proposed extension to the southern car park would necessitate the removal of three small trees (T1, T2 and T3 which are Category B and C trees), which equates to approximately 4% of the total canopy cover on site. It is also acknowledged that the proposed extension could result in impacts on nearby trees to the eastern side of the extension due to the storage of materials, plant and machinery, or damage and disturbance. The report notes that the trees to be removed could easily be replaced within the site, and recommends protection and retention of the remaining trees

within the site, and new tree planting (at minimum of 4 trees to include native broadleaf species the same or similar to those removed, or fruit trees). The Planning Statement welcomes a condition to secure compensatory planting.

The Arboriculture Officer has assessed the proposal and raises no objections subject to conditions to require the protection and retention of trees on site, and additional landscaping/tree planting. Officers recommended that these conditions are attached to any planning permission granted.

The Arboriculture Officer has commented that a detailed landscaping scheme will need to be conditioned as part of the full planning application submitted which clearly shows enhancements along the road frontage and side of the site to improve the amenity through native species planting. Officers do not consider this to be reasonable or necessary in light of the application being for a temporary use which is already in situ, and noting that the proposed car park extension would not be located at the site frontage.

The Arboriculture Officer concludes that the development in its current form would require the loss of low amenity trees which can be considered acceptable subject to approval of a landscape scheme which would provide a greater number of new trees along the access and road frontage, with a percentage of these trees being native large species, with increased native hedgerows and fruit trees at every opportunity.

Landscape and Visual Impacts

Given its temporary nature and when viewed in the context of the hybrid planning permission, the proposed development is considered to have a negligible landscape and visual impact.

Subject to the imposition of appropriately worded conditions to secure the tree protection and compensatory planting, the short-term landscape and visual impacts of the development are considered acceptable.

Flood risk and sustainable drainage

The application site lies in Flood Zone 1 and therefore is at low risk of flooding.

Local and national planning policies require all development to utilise sustainable drainage systems. The Lead Local Flood Authority has assessed the submitted drainage details and raises no objection. Therefore, it is recommended that a condition is attached to any planning permission granted to ensure compliance with the submitted details.

United Utilities has assessed the proposal and requests additional drainage information. It is commented that should this not be provided, United Utilities requests the imposition of a condition to require the submission of detailed surface water and foul water drainage schemes. The application is supported by detailed drainage information which has been accepted by the Lead Local Flood Authority, and therefore it is not considered reasonable or necessary to require the submission of the additional information sought by condition.

Conclusion

Despite being inappropriate development in the Green Belt, officers are satisfied that 'very special circumstances' exist that clearly outweigh the very limited Green Belt harm and other harm that would arise. Subject to conditional controls, the short-term

impacts of the proposed temporary development when viewed in the context of the hybrid planning permission are considered negligible. Approval is recommended accordingly.

RECOMMENDATION

Grant planning permission subject to conditions.