

**DELEGATED**

**AGENDA NO**

**PLANNING COMMITTEE**

**25 September 2007**

**REPORT OF CORPORATE DIRECTOR OF  
DEVELOPMENT AND NEIGHBOURHOOD  
SERVICES**

**07/2190/OUT**

**Land Forming Part of Town End farm, Kirklevington**

**Erection of education facilities with ancillary parking, supporting infrastructure, new access, landscaping and playing fields.**

**Expiry Date: 19 October 2007**

### **UPDATE REPORT**

#### **SUMMARY**

This report updates the report for agenda item 3. Further consultations responses have been received and are set out below.

The Heads of Terms have been amended to include:-

The provision of two crossing facilities on Green Lane in addition to one on the A67

A Bond to cover any minor highway mitigation works which may be required to offset any Unanticipated changes to through traffic on Forest Lane to be demonstrated by origin and destination survey work on dates to be agreed over a five year period following the operation of the School.

### **CONSULTATIONS AND VIEWS RECEIVED**

1. Four further letters of objection have been received from local residents. These can be summarised as follows.
  - Proposal is to be built on a Strategic Gap area and across a Wildlife Corridor. The only reason being considered is because it is a school or in this case a private business in the service sector providing education. Regard must be given to the need for ' Being in the public interest; having no alternative location; be of imperative reason' (Teesside Structure Plan)
  - The reasons cited for the benefits to the quitting of the present location are irrelevant to the planning process as it is the actual build on site and its implications which are to be evaluated and not perceived collateral benefit of the move per se. The proposal must be regarded as being equivocal to a new private school moving to the area. No regard should be given to the benefits of new housing on the Friarage site.
  - The traffic easing benefits for Yarm due to the relocation could be obtained from the school relocating anywhere.
  - The quality of the education for the children will not be diminished by staying at the Friarage site. With the additional pupils sought by Yarm School being at schools already and therefore not suffering any loss.

- The thesis that private education places will attract inward investment and executive movement to the region is tenuous.

2. Formal objection to the relocation received from Councillor Andrew Sherris who makes the following points :-

- The development would contravene both national government and local planning policies with regards to strategic gaps between the communities, the need to discourage large development in rural areas and the focus on development to take place on brownfield sites.
- It is against the requirements of the Tees Valley Structure
- It flies in the face of Stockton Borough Council's mission statement relating to the protection of the environment
- It is inconsistent with Stockton Borough Council's sustainable community strategy focusing on the need to improve the quality of life for local people.
- It will remove Kirklevington as a separate village, particularly if the prison future is undecided by the Home Office. Could housing be done here, effectively joining Yarm to Kirklevington
- Most importantly it will destroy the Wildlife Corridor
- Exacerbate traffic problems on Forest Lane, Long Lane at Picton and through Picton Village, also Castle Leavington Lane.
- Contrary to PPS1 and PPG13 and Tees Valley Structure Plan clause 3.56 protecting the local identity, clause 4.12 protecting the countryside for it's own sake also 4.22
- Note that Cleveland Police Crime Reduction officer has not been consulted. Comments from Tees Valley Wildlife Trust state the importance of the corridor connecting the Tees and Leven, also the NY moors and the Pennines
- No comments from Hambleton District Council
- Cleveland Section of the Badger Group have not been included, however, the Stokesley section have commented on the frequency of badgers both on and around the site. Within this important corridor are bats, badgers, otters, deer, hare, fox, toad, newts and owls. To protect, sustain and enhance the countryside particularly within this corridor, should be the overriding theme throughout these procedures. This proposed development, would, above all other factors, interfere and alter the bio-diversity of the site.
- Traffic from the West will encounter additional congestion with Tall Trees, therefore adding to rat runs through Kirk and Picton villages. The proposed golf club will add to the traffic on Castleleavington Lane along with parents using this lane as a drop off zone, this will exacerbate the present problems on Green Lane particularly where the Lane and Green Lane meet. At the present there is already a considerable queue of standing traffic at peak times often backing up beyond the Kirk Rd junction.
- Yarm School need to clarify their intentions with their Darlington operations and whether the long term will be to bring them over to the new site, increasing school numbers and traffic.
- Therefore the proposal to infill this strategic gap, the Wildlife Corridor, Area of Protected Species, will cause irreversible change in the nature of the land that will have a pronounced effect on generations to come.
- We owe it, not only to residents of today, but to our children in the future to ensure that this land remains as it is now, a natural open Greenfield Site.
- Particularly support the comments received from Tees Valley Wildlife Trust and from the Kirklevington Village Working Group.

3. Seven further letters of support have been received from local residents. These can be summarised as follows
- A successful independent school is essential if the Tees Valley is to prosper as a region. As with all facilities standards improve with time and the proposal incorporates buildings which will meet the high quality educational standards that are required today within a self contained site. With a single site replacing several sites with school buses being parked off the public highway.
  - Current site leads to significant problems in traffic flow and congestion with school buses and cars parked along local roads and the Spital any further increase in school capacity on the current site would exacerbate the traffic problem further. Proposed development site would allow for on-site bus and car drop off therefore minimising the impact on the surrounding roads.
  - The plans are extremely environmentally sound and, once complete, it will cause minimal environmental damage.
  - Yarm was recently voted the best High Street in the country but they obviously did not visit during the school drop off and pick up times. The construction of houses on the site will not have the same affect as there will be fewer cars and their movement will not be restricted to just a couple of hours at the start and end of the day. There will not be any additional cars in Kirklevington as those who live beyond Kirklevington already do so and those from Yarm will not go as far as Kirklevington village. In the future hopefully the school will not only be voeted the best High Street but also be winning awards for its innovative design.
  - Having the children on one site can only improve the health and safety as crossing Thirsk Road even with the traffic lights is never easy. Moving the school will alleviate the traffic problems and more people will then visit this Market town. With the school being located off the A19 at the Kirklevington junction along a purpose built A road and it will divert the traffic from both Yarm and Eaglescliffe.
  - Traffic via Yarm High Street will be eased and the air quality at key times of the day will be improved with the car parking in Yarm being hugely enhanced. The Health and Safety of the High Street should be enhanced and the traffivc at key times will be eased.

## **CONCLUSION**

These additional responses do not alter the recommendation of the main report, which is that the application be approved with conditions.

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**Financial Implications** – As report

**Environmental Implications** – As report

**Community Safety Implications** – As report

**Background Papers** – Planning Policy Statement 1: Delivering Sustainable Development, Stockton on Tees Local Plan (June 1997), Adopted Tees Valley Structure Plan (February 2004), Draft Regional Spatial Strategy, Planning Policy Statement 7: Sustainable Development in Rural Areas, Planning Policy Guidance Note 13: Transport.

**Human Rights Implications** - The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report

**Ward** Yarm

**Ward Councillors** Councillor J Earl, Councillor Mrs J. Beaumont, Councillor A B L Sherris