

**DELEGATED**

**AGENDA NO  
PLANNING COMMITTEE**

**6 October 2010**

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

**10/1847/LA**

**Bewley Infant School, Low Grange Avenue, Billingham**

**Proposed extensions, alterations and associated external works to include demolition of junior school block and closure of existing section of public footpath between the schools.**

**Expiry Date: 13 October 2010**

**SUMMARY**

Planning permission is sought for the erection of extensions, alterations and external works to the existing Infants School to allow the Infant and Junior School to amalgamate. The existing Junior School will be demolished and the space used to extend the existing staff car park. A footpath runs north to south through the two schools and this will be closed to the public.

There have been two letters of objection received, mainly relating to the impact of the development on traffic in Low Grange Avenue.

The planning merits of the proposed development have been carefully assessed and the proposal accords with the relevant policies in the core strategy and local plan and is considered to be acceptable.

**RECOMMENDATION**

**Planning application 10/1847/LA be Approved with Conditions subject to:**

**Approved Plans**

01 *The development hereby approved shall be in accordance with the following approved plan(s); unless otherwise agreed in writing with the Local Planning Authority.*

<i>Plan Reference Number</i>	<i>Date on Plan</i>
ARC1154/100	14 July 2010
ARC1154/101	14 July 2010
ARC1154/102	14 July 2010
ARC1154/103	14 July 2010
ARC1154/104	14 July 2010
ARC1154/105	14 July 2010
ARC1154/106	14 July 2010
ARC1154/107	14 July 2010
ARC1154/108	14 July 2010

*Reason: To define the consent.*

**Materials**

02. *Construction of the external walls, and roof shall not commence until details of the materials to be used in the construction of the external surfaces of the structures hereby permitted including render and colour and cladding details have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.*

*Reason: To enable the Local Planning Authority to control details of the proposed development.*

### **Surface Water Drainage**

03. *Development shall not commence until a detailed scheme for the disposal of surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall take place in accordance with the approved details.*

*Reason: To ensure the discharge of Surface Water from the site does not increase the risk of flooding from sewers in accordance with the requirements of PPS25 Development and Flood Risk.*

### **Details of Footpaths and Delivery Areas**

- 04 *Notwithstanding the submitted plans, prior to commencement of works on site, full details of the proposed pedestrian access and layout of the delivery area from Low Grange Avenue and pedestrian access from the car park at Wolviston Back Lane shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall take place in accordance with the approved details.*

*Reason: To ensure meaningful landscaping on the site can be retained and/or planted in the interests of the visual amenities of the area.*

### **Cycle Parking**

05. *Prior to the occupation of the development hereby approved, a scheme setting out the location and design details of secure, covered cycle parking for 10 bicycles and additional uncovered secure cycle storage shall be submitted to, for consideration and approval by the Local Planning Authority. The approved scheme shall be implemented in full prior to the occupation of the buildings hereby permitted, unless the written prior agreement of the Local Planning Authority is obtained.*

*Reason: To enable the Local Planning Authority to retain control of the development in the interests of sustainable development.*

### **Landscaping - Softworks**

06. *Notwithstanding the submitted plans, no development shall commence until full details of soft landscaping has been submitted to and approved in writing by the Local Planning Authority. This will be a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers. All works shall be in accordance with the approved plans. All existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The scheme shall be completed unless otherwise agreed with the Local Planning Authority in writing in the first planting season following:*

- a) commencement of the development
- b) or agreed phases

c) or prior to the occupation of any part of the development and the development shall not be brought into use until the scheme has been completed to the satisfaction of the Local Planning Authority.

*Reason: To ensure a high quality-planting scheme is provided in the interests of visual amenity, which contributes positively to local character and enhances bio diversity.*

### **Maintenance – Soft works**

07 Notwithstanding the proposals detailed in the submitted plans A soft landscape management plan including long term design objectives, management responsibilities and maintenance schedules for all landscape areas/ retained vegetation, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the

a) development

b) or approved phases.

Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the Local Planning Authority is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season unless the Local Planning Authority gives written consent to any variation. Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years. The landscape management plan shall be carried out as approved

*Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity.*

### **Landscaping - hardworks**

8. Notwithstanding the proposals detailed in the submitted plans No development shall commence until full details of proposed hard landscaping has been submitted to and approved in writing by the Local Planning Authority. This will include all external finishing materials, finished levels, and all construction details confirming materials, colours, finish and fixings. The scheme shall be completed to the satisfaction of the Local Planning Authority according to the approved details within a period of 12 months from the date on which the development commenced or prior to the occupation of any part of the development. Any defects in materials or workmanship appearing within a period of 12 months from completion of the total development shall be made-good by the owner as soon as practicably possible.

*Reason: To enable the Local Planning Authority to control details of the proposed development, to ensure a high quality hard landscaping scheme is provided in the interests of visual amenity which contributes positively to local character of the area.*

### **Retention of existing trees, shrubs and hedges**

9. Notwithstanding the submitted plans, no tree, shrub or hedge shall be cut down, uprooted or destroyed, topped or lopped without the written authorisation of the Local Planning Authority. Any tree, shrub or hedge or any tree/shrub or hedge planted as a replacement that dies or is removed, uprooted or destroyed or becomes seriously damaged or defective must be replaced by another of the same size and species unless directed in writing by the Local Planning Authority.

*Reason: To protect the existing trees/shrubs and hedges on site that the Local Planning Authority consider to be an important visual amenity in the locality and should be appropriately maintained.*

## **Tree protection**

10. *Notwithstanding the proposals detailed in the submitted plans no development shall commence until a scheme for the protection of trees (Section 7, BS 5837:2005 and Volume 4: NJUG Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) – Operatives Handbook 19th November 2007) has been submitted to and approved in writing by the Local Planning Authority. The requirements of Stockton-on-Tees Borough Council in relation to the British Standard are summarised in the technical note ref INFLS 1 (Tree Protection), which is available upon request. Any such scheme agreed in writing by the Local Planning Authority shall be implemented prior to any equipment, machinery or materials being brought to site for use in the development and be maintained until all the equipment, machinery or surplus materials connected with the development have been removed from the site.*

*Reason: To protect the existing trees on site that the Local Planning Authority consider to be an important visual amenity in the locality which should be appropriately maintained and protected.*

## **Retained trees prohibited works**

11. *All existing trees/hedgerows on the site and within 10m of the site boundary should be protected during the site works in accordance with the provisions of B.S.5837:2005 Trees in relation to construction. A written undertaking to meet the requirements of tree protection should also be submitted, which should include the following:*
  - *No work shall commence until the approved Tree Protection Barriers are erected.*
  - *No equipment, signage, structures, barriers, materials, components, vehicles or machinery shall be attached to or supported by a retained tree.*
  - *No fires shall be lit or allowed to burn within 10 metres of the canopy spread of a tree of within the Root Protection Zone.*
  - *No materials shall be stored or machinery or vehicles parked within the Root Protection Zone.*
  - *No mixing of cement or use of other materials or substances shall take place within the Root Protection Zone or within such proximity where seepage or displacement of those materials or substances could cause them to enter the Root Protection Zone.*
  - *No unauthorised trenches shall be dug within the Root Protection Zone.*
  - *No alterations or variations to the approved works or tree protection schemes shall be carried out without the prior written approval of the Local Planning Authority.*

*Reason: To protect the existing trees and hedges on site that the Local Planning Authority consider to be an important visual amenity in the locality which should be appropriately maintained and protected*

## **Location of site works**

12. *In order to protect all the existing trees on site worthy of retention sufficient space must be assigned for all site activities and indicated on a site plan to be submitted and approved in writing by the Local Planning Authority. No works will be allowed in the root protection area of any retained tree without agreement with the Local Planning Authority. Consideration should be to be given to:*
  - *Construction and /or Demolition zones*
  - *Site access*
  - *Location of site signage*
  - *Material storage*
  - *Parking for the duration of the works*

- Space for temporary construction buildings (offices)
- Installation of underground services
- Grading and storage of soil
- Use of temporary fencing

*Reason: To protect the existing trees on site that the Local Planning Authority consider to be an important visual amenity in the locality which should be appropriately maintained and protected.*

### **Existing and proposed levels**

13. *Notwithstanding the proposals detailed in the submitted plans prior to the commencement of development, details of the existing and proposed levels of the site including the finished floor levels of the buildings to be erected and any proposed mounding and or earth retention measures (including calculations where such features support the adopted highway) shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. Attention should be given to existing vegetation and surrounding landform.*

*Reason: To ensure that earth-moving operations, retention features and the final landforms resulting are structurally sound, compliment and not detract from the visual amenity of the area, the living conditions of nearby residents or integrity of existing natural features and habitats.*

### **Means of Enclosure**

14. *Notwithstanding the proposals detailed in the submitted plans, prior to the commencement of development, details of the means of enclosure including those proposed around the play areas and car park shall be submitted to and approved in writing by the Local Planning Authority. Such means of enclosure shall be erected before the development hereby approved is occupied.*

*Reason: In the interests of the visual amenities of the locality.*

### **Street furniture**

15. *Notwithstanding the proposals detailed in the submitted plans, prior to the commencement of development, details of any street furniture associated with the development shall be submitted to and approved in writing by the Local Planning Authority Such street furniture as agreed shall be erected before the development hereby approved is occupied.*

*Reason: In the interests of the visual amenities of the locality.*

### **Scheme of illumination**

16. *Notwithstanding the proposals detailed in the submitted plans, full details of the method of external illumination including siting, angle of alignment; light colour and luminance of buildings facades and external areas of the site, including parking areas, shall be submitted to and agreed in writing by the Local Planning Authority before development is commenced and the lighting shall be implemented wholly in accordance with the agreed scheme prior to occupation.*

*Reason: To enable the Local Planning Authority to control details and in the interests of the amenities of adjoining residents, highway safety and protection of sensitive wildlife habitats.*

### **Unexpected land contamination**

17. *In the event that contamination is found at any time when carrying out the approved development that was not previously identified, works must be halted on that part of the site affected by the unexpected contamination and it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken to the extent specified by the Local Planning Authority prior to resumption of the works. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.*

*Reason: Unsuspected contamination may exist at the site*

### **Renewables / CO2**

18. *No development shall take place until the Local Planning Authority has approved in writing a report to be provided by the applicant identifying how the predicted CO2 emissions of the development will be reduced by a minimum of 10% through either the use of on-site renewable energy equipment or through improved plant and machinery. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations. The approved scheme shall be implemented and brought into use within 3 months of the development hereby approved being brought into use and shall remain in place and operational in perpetuity unless otherwise agreed in writing by the Local Planning Authority.*

*Reason: In order to comply with the sustainable development requirements of Policy CS3 of the adopted Core Strategy*

### **Construction Noise**

19. *All construction operations including delivery of materials on site shall be restricted to 8.00 a.m. - 6.00 p.m on weekdays, 9.00 a.m. - 1.00 p.m. on a Saturday and no Sunday or Bank Holiday working.*

*Reason: To avoid excessive noise and disturbance to the occupiers of nearby premises.*

### **INFORMATIVES**

*The proposed development has been considered against policies CS3, CS4 and CS6 of the Core Strategy and Saved Policies REC1, TR4 and EN39 of the Stockton on Tees Local Plan. It is considered that the principle of development is acceptable and the impact of the proposed development is not considered to unduly compromise the privacy or amenity of surrounding properties or compromise landscaping or highway safety. As such it is considered there are no matters outstanding, which would suggest a decision should be made otherwise.*

*Core Strategy – CS2 Sustainable Transport and Travel, CS3 Sustainable Living and Climate Change, and CS6 Community Facilities*

*Adopted Stockton on Tees Local Plan (June 1997) – REC1 Outdoor Playing Space, TR4 Cycle Routes and EN38 Development within the vicinity of a Hazardous Installation*

*Supplementary Planning Document 3: Parking in New Development*

### **Informative associated with 10% renewables condition**

*The scheme of CO2 reduction (as required by condition) needs to demonstrate a reduction in the predicted CO2 emissions of the development by at least 10% through the use of on-site renewable energy equipment, or alternative measures. These savings need to be above and beyond what is required to comply with Part L Building Regulation*

### **Informative from Northumbrian Water**

*In discharging the condition relating to surface water drainage, the Developer should develop his solution by working through the Hierarchy of Preference contained within Revised Part H of the Building Regulations 2000, namely, soakaway, watercourse and finally sewer. If sewer is the only option the developer should contact New Development Team at NWL, Leat House, Pattinson Road, Washington, NE38 8LB to arrange for a Developer Enquiry to ascertain allowable discharge points & rates.*

### **BACKGROUND**

1. In March 2010, Stockton on Tees Borough Council resolved to amalgamate Bewley Infants and Junior School. C.E.S.C required the schools provide an inclusive learning facility in one building which would allow a more fluent learning provision for the pupils and staff.

### **PROPOSAL**

2. Planning permission is sought for single storey extensions to the existing Infant school to allow the infant and junior school to amalgamate and operate from the one building. The junior school will be demolished and the staff car park will be extended. A public footpath that runs through the two sites (north to south) is to be closed.
3. The main extension to the existing infant school will be located to the east of the existing building with two smaller extensions located to the north and south of the building.
4. The extension to the east will measure approximately 56 metres x 18.5 metres and will be linked to the main school through corridors set around a central outdoor learning courtyard. The building will house a number of classrooms, resource rooms and toilets.
5. The extension to the north of the site will measure approximately 8.4 metres x 8.4 metres and will provide an extension to the existing nursery and a new outdoor play area created for the foundation stage children. A new pedestrian access from Low Grange Avenue will be provided for parents to access the nursery.
6. The extension to the south, measuring approximately 8 metres x 8 metres, will connect the two wings of the existing building by providing a corridor and resource rooms.
7. New entrance canopies will be provided, the remaining buildings will be rendered or clad and the existing wooden enclosure on the roof will be removed. In addition, various internal alterations will be carried out.
8. The junior school will be demolished and the existing staff car park will be extended to provide an additional 5 spaces (40 in total). The existing vehicular access to the car park will be widened and a new internal path will be provided for access to the main school.
9. The existing public footpath that runs from Bowhill Way to Flodden Way will be closed to the public but will allow pedestrian access into the school.

### **SITE AND SURROUNDINGS**

10. The application site is Bewley Infant and Junior Schools, which are located on an area of land between Low Grange Avenue and Wolviston Back Lane.

11. Bewley Infants School is accessed from Low Grange Avenue and the public footpath to the east. To the north of the site is Naseby Court, which consists of a number of small bungalows. To the south of the site is an area of open space and beyond that Flodden Way. Opposite the School on Low Grange Avenue are a number of residential homes.
12. Bewley Junior School is accessed from Wolviston Back Lane and the public footpath to the west. To the North of the site is Bowhill Way and to the South an area of open space. To the east of the site is the Infant School and Naseby Court. Opposite the School is a Nature Reserve.

## **CONSULTATIONS**

13. The following Consultations were notified and any comments received are set out below:-

### Head Of Technical Services

14. The application is to merge the existing infant and junior schools on the infant school site and demolish the existing junior school building to create play areas and an extension to the staff car park. There is no proposed increase in pupils or teaching staff and therefore no change in traffic generation is expected.

At present, parents of junior school children often park on Wolviston Back Lane at school start and finish times. This may transfer to Low Grange Avenue and, possibly, Naseby Court, however the new classrooms will open up onto the new playground at the rear of the school so it is possible that parents will continue to park on Wolviston Back Lane.

A new pedestrian access is proposed for the western boundary of the site adjacent to the servicing access. This will require new School Zigzag markings and "No Stopping" plates that are to be included in the scheme and conditioned accordingly. There is already a traffic-calming feature adjacent to the site on Low Grange Avenue and a School Crossing Patrol operates at this location. The site is situated at the main entrance to the school and is ideal for people to cross. All School Crossing Patrol Sites have a risk assessment, which are reviewed on an annual basis. This site was reviewed in January 2010 and no issues were identified.

Naseby Court is a small cul-de-sac, if additional traffic leads to obstructive parking then there may be a need to control parental parking with a school time waiting restriction. This will require a formal Traffic Regulation Order in addition to the necessary signing and carriageway markings. It is therefore necessary that parking is monitored for 6 months following the opening of the development and if necessary, School time waiting restrictions be implemented where necessary.

The proposed access to the staff car park on Wolviston Back Lane is within the 30MPH speed limit and has acceptable visibility splays, the access is to be widened to improve the flow of two way traffic at the entrance due to the increase in staff vehicle numbers at this location and is acceptable.

Part of the footpath network for North Billingham runs through the proposed development site. This footpath link will remain to give pedestrian access to the school only and will not be available as a through route. There are however, adequate pedestrian routes with lighting around the site and there is no objection to the affected section being stopped up. The stopping up order should be sought through s257 of the Town and Country Planning Act, in which the Highway Authority by order will take steps for the required highway extinguishment in accordance with planning consent to enable the development to be carried out. Other pedestrian routes to the school remain unchanged.



Bewley Infant and Junior School have recently had their Travel Plan authorised, there may be some additional information required to reflect the changes to the school layout, however it is considered that this will be minor.

The existing car parking arrangement for the school includes 35 spaces in two car parks with separate accesses, in accordance with Supplementary Planning Document 3: Parking Provision in New Developments, the maximum provision should be 40 spaces based on the number of staff at the school. As part of the reconfiguration of the site all staff car parking is to be at the rear of the building, by extending the existing junior school car park and accessed from Wolviston Back Lane. The existing car park at the infant school site is to be for deliveries, servicing and disabled and visitor parking only. This is therefore acceptable. Pedestrian access from the staff car park to the building is shown indicatively, notwithstanding the submitted plan, the exact location of this pedestrian link is to be determined and an appropriate condition be included should the development be approved.

The development proposes cycle parking for 10 cycles that is covered and secure, along with additional uncovered cycle parking to be provided in accordance with the Travel Plan, the final positioning of the cycle parking should be conditioned should the development be approved.

All servicing and deliveries are to take place from the vehicle access from Low Grange Avenue as currently operates and is acceptable. Notwithstanding the submitted plan, the exact layout should be conditioned accordingly in order for appropriate landscaping to be included.

In summary, this development is acceptable and supported in highway terms.

From a landscaping standpoint, we have no objections to the application and have been involved with the architects in pre application discussions as mentioned in the design and access statement.

Sue Huddleston SBC tree officer has prepared a tree report for the school which we have reviewed for this application. We accept that a number of trees need to be removed to accommodate the development and we do not object to this provided new trees are provided to offset the losses within a new landscape scheme produced to accompany the development.

Full details of hard and soft landscape are required and suggested condition wording is provided in the informative sections at the end of this memo. It is necessary to retain the existing landscaping on the northern boundary adjacent to 6 and 8 Naseby Court and will be dealt with by the conditions.

#### Environmental Health Unit

15. I have no objection in principle to the development, however, I do have some concerns and would recommend the conditions relating to the following be imposed on the development should it be approved;  
Construction Noise  
Unexpected land contamination  
Reporting unexpected land contamination

#### Northumbrian Water Limited

16. I recommend that a condition be added to ensure that a detailed scheme for the disposal of surface water drainage is submitted and approved.

Sport England

17. As the proposal does not impact on sports facilities or playing fields Sport England have no comments to make.

Health and Safety Executive

18. HSE does not advise on safety grounds against the granting of planning permission in this case

Waste Management

19. No comments made

Councillors

20. No comments made

Stockton Police Station - Eddie Lincoln

21. No comments made

The Ramblers Association

22. No comments made

Northern Gas Networks

23. No Comments received

CE Electric UK

24. No comments received

**PUBLICITY**

25. Neighbours were notified and any comments received are below:-

Mrs M Williamson 201 Low Grange Avenue Billingham

26. Not against work at school, but what are you going to do about the traffic problem. There is plenty of parking spaces at the field in the Junior School

George Dixon 181 Low Grange Avenue Billingham

27. When the council closed and filled in the underpass, which ran under Low Grange Avenue from just by the school and was supposed to be used by the children to cross the road a warden was employed to see the children safely over the road. My drive enters the road directly opposite the path which leads to the school entrance and the warden stands on the entrance to my drive during school opening and closing times. I was completely unaware of this arrangement (I was not asked or informed) before my retirement as I left home at 7am returning at 5pm. I now find it dangerous and difficult to leave or return in my car at school

starting and finishing times. There is also a problem with vehicles parking on both sides of the road while dropping children as near to the school entrance as they can which leaves little room for other vehicles especially buses to pass. With the closure of the path running between the schools more children will be using the Low Grange entrance and some thought should be given to these problems.

## **PLANNING POLICY**

28. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Core Strategy Development Plan Document and Stockton on Tees Local Plan (STLP)
29. The following planning policies are considered to be relevant to the consideration of this application
30. Core Strategy Policy 2 (CS2) - Sustainable Transport and Travel
  1. Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by an attractive choice of transport modes, including public transport, footpaths and cycle routes, fully integrated into existing networks, to provide alternatives to the use of all private vehicles and promote healthier lifestyles.
  2. All major development proposals that are likely to generate significant additional journeys will be accompanied by a Transport Assessment in accordance with the 'Guidance on Transport Assessment' (Department for Transport 2007) and the provisions of DfT Circular 02/2007, 'Planning and the Strategic Road Network', and a Travel Plan, in accordance with the Council's 'Travel Plan Frameworks: Guidance for Developers'. The Transport Assessment will need to demonstrate that the strategic road network will be no worse off as a result of development. Where the measures proposed in the Travel Plan will be insufficient to fully mitigate the impact of increased trip generation on the secondary highway network, infrastructure improvements will be required.
  3. The number of parking spaces provided in new developments will be in accordance with standards set out in the Tees Valley Highway Design Guide. Further guidance will be set out in a new Supplementary Planning Document.
  4. Initiatives related to the improvement of public transport both within the Borough and within the Tees Valley sub-region will be promoted, including proposals for:
    - i) The Tees Valley Metro;
    - ii) The Core Route Corridors proposed within the Tees Valley Bus Network Improvement Scheme;
    - iii) Improved interchange facilities at the existing stations of Thornaby and Eaglescliffe, including the introduction or expansion of park and ride facilities on adjacent sites; and
    - iv) Pedestrian and cycle routes linking the communities in the south of the Borough, together with other necessary sustainable transport infrastructure.
  5. Improvements to the road network will be required, as follows:
    - i) In the vicinity of Stockton, Billingham and Thornaby town centres, to support the regeneration of these areas;
    - ii) To the east of Billingham (the East Billingham Transport Corridor) to remove heavy goods vehicles from residential areas;
    - iii) Across the Borough, to support regeneration proposals, including the Stockton Middlesbrough Initiative and to improve access within and beyond the City Region; and
    - iv) To support sustainable development in Ingleby Barwick.

6. The Tees Valley Demand Management Framework will be supported through the restriction of long stay parking provision in town centres.
7. The retention of essential infrastructure that will facilitate sustainable passenger and freight movements by rail and water will be supported.
8. This transport strategy will be underpinned by partnership working with the Highways Agency, Network Rail, other public transport providers, the Port Authority, and neighbouring Local Authorities to improve accessibility within and beyond the Borough, to develop a sustainable

31. Core Strategy Policy 3 (CS3) - Sustainable Living and Climate Change

1. All new residential developments will achieve a minimum of Level 3 of the Code for Sustainable Homes up to 2013, and thereafter a minimum of Code Level 4.
2. All new non-residential developments will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) of 'very good' up to 2013 and thereafter a minimum rating of 'excellent'.
3. The minimum carbon reduction targets will remain in line with Part L of the Building Regulations, achieving carbon neutral domestic properties by 2016, and non domestic properties by 2019, although it is expected that developers will aspire to meet targets prior to these dates.
4. To meet carbon reduction targets, energy efficiency measures should be embedded in all new buildings. If this is not possible, or the targets are not met, then on-site district renewable and low carbon energy schemes will be used. Where it can be demonstrated that neither of these options is suitable, micro renewable, micro carbon energy technologies or a contribution towards an off-site renewable energy scheme will be considered.
5. For all major developments, including residential developments comprising 10 or more units, and non-residential developments exceeding 1000 square metres gross floor space, at least 10% of total predicted energy requirements will be provided, on site, from renewable energy sources.
6. All major development proposals will be encouraged to make use of renewable and low carbon decentralised energy systems to support the sustainable development of major growth locations within the Borough.
7. Where suitable proposals come forward for medium to small scale renewable energy generation, which meet the criteria set out in Policy 40 of the Regional Spatial Strategy, these will be supported. Broad locations for renewable energy generation may be identified in the Regeneration Development Plan Document.
8. Additionally, in designing new development, proposals will:
  - \_ Make a positive contribution to the local area, by protecting and enhancing important environmental assets, biodiversity and geodiversity, responding positively to existing features of natural, historic, archaeological or local character, including hedges and trees, and including the provision of high quality public open space;
  - \_ Be designed with safety in mind, incorporating Secure by Design and Park Mark standards, as appropriate;
  - \_ Incorporate 'long life and loose fit' buildings, allowing buildings to be adaptable to changing needs. By 2013, all new homes will be built to Lifetime Homes Standards;
  - \_ Seek to safeguard the diverse cultural heritage of the Borough, including buildings, features, sites and areas of national importance and local significance. Opportunities will be taken to constructively and imaginatively incorporate heritage assets in redevelopment schemes, employing where appropriate contemporary design solutions. The reduction, reuse, sorting, recovery and recycling of waste will be encouraged, and details will be set out in the Joint Tees Valley Minerals and Waste Development Plan

32. Core Strategy Policy 6 (CS6) - Community Facilities

1. Priority will be given to the provision of facilities that contribute towards the sustainability of communities. In particular, the needs of the growing population of Ingleby Barwick should be catered for.
2. Opportunities to widen the Borough's cultural, sport, recreation and leisure offer, particularly within the river corridor, at the Tees Barrage and within the Green Blue Heart, will be supported.
3. The quantity and quality of open space, sport and recreation facilities throughout the Borough will be protected and enhanced. Guidance on standards will be set out as part of the Open Space, Recreation and Landscaping Supplementary Planning Document.
4. Support will be given to the Borough's Building Schools for the Future Programme and Primary Capital Programme, and other education initiatives, the expansion of Durham University's Queen's Campus, and the provision of health services and facilities through Momentum: Pathways to Healthcare Programme.
5. Existing facilities will be enhanced, and multi-purpose use encouraged to provide a range of services and facilities to the community at one accessible location, through initiatives such as the Extended Schools Programme.

33. Policy REC1

Development which would result in the permanent loss of playing space will not be permitted unless:

- a. Sports and recreation facilities can best be retained and enhanced through the redevelopment of a small part of the site, or
- b. Alternative provision of equivalent community benefit is made available, or
- c. The land is not required to satisfy known local needs.

34. Policy TR4

A network of cycle routes across the borough will be developed, priority to be given to the following:

Wolviston Back Lane - Low Grange - John Whitehead Park & Billingham Town Centre

35. Policy EN38

Residential development or development which attracts significant numbers of people, particularly the less mobile, will be permitted in the vicinity of a hazardous installation only where there is no significant threat to the safety of the people involved.

36. Supplementary Planning Document 3: Parking in New Development

**MATERIAL PLANNING CONSIDERATIONS**

37. The main planning considerations of this application are the impacts of the proposed extensions and car park extension on the area, the impact on the privacy and amenity of the surrounding properties, possible impacts from the closure of the footpath, landscaping and access and highway safety.

38. Impacts of the proposed extensions and alterations on the area

39. The proposed extension and the alterations are all confined to the grounds of the existing Infants School. The building at present is a traditional school building fitting its era. The extensions and alterations will result in a more modern contemporary looking building and will remove some unattractive features such as the timber roof enclosure.

40. It is considered that the resulting building will not look out of character or have an adverse impact on the wider area, however a condition has been recommended so that details of the final materials and colours to be used can be agreed.
41. The existing Junior School building is to be demolished and the car park extended. In addition to this a footpath will be provided to the main school and a wildflower garden developed.
42. Overall it is considered that the proposed alterations will not have an adverse impact on the character of the area, subject to conditions relating to the materials and colours to be used on the proposed building.

#### Impact on the privacy and amenity of the surrounding properties

43. As the proposed car park is located to the east of the site and there are no residential dwellings nearby it is not considered that this aspect of the proposal will have an adverse effect on neighbouring properties, however the extension to the main infant school are closer to the residential estate and the impacts are considered below.
44. The proposed extensions are located approximately 50 metres away from the properties in Flodden Way and only one element (the eastern extension) is two metres closer than the existing School. There is a landscape belt between the school and the houses, which provides screening, and taking this and the separation distances into account, it is not considered that the proposed scheme will have an adverse impact on these neighbours.
45. To the north of the site are bungalows. The proposed extensions will project closer to these properties than the existing School. There are no windows in the side elevation of the bungalows and the separation distances remaining will be approximately 15 metres to the side elevation of 6 Naseby Court and 11 Metres to the side elevation of 8 Naseby Court. The existing landscaping will be retained along this boundary and it is therefore considered the extensions will not have an adverse impact on these neighbours.
46. A play area for foundation stage children will be created to the south of these bungalows which may increase noise from play; however due to the limited hours of use (approximately 9am - 3.30pm), it is not considered that this would warrant refusal of the application.
47. Overall it is considered that the extensions and alterations would not have an adverse effect on neighbouring properties.

#### Possible impacts from the closure of the footpath

48. The existing footpath provides links from Bowhill Way to Flodden Way and forms part of a wider footpath/cycle network. The proposed closure of the footpath is required for the security of the school, however pedestrian access will still be available for the School. The applicant carried out a consultation exercise with neighbours and parents and no concerns were raised.
49. Following planning neighbour consultations, no objections have been received relating to the actual closure of the path and as there are alternative footpath links available for use, it is considered that this closure is acceptable.
50. The Head of Technical Services raises no objections to the closure of the footpath and should the application be approved will be seeking a stopping up order through Section 257 of the Town and Country Planning Act.

### Landscaping

51. Technical Services have been involved with the architects in pre application discussions regarding the landscaping. The proposed development will include new landscaping areas around the School, including a new Wildlife Garden. A tree report for the school has been submitted and a number of trees are to be removed but the applicant proposes to replace these trees to offset the losses.
52. Hard Landscaping will also be provided and new play areas created. The site of the former school that is not being utilised as a car park will be cleared and grassed to extend the existing playing fields.
53. The Head of Technical Services has commented on these proposals from a landscaping standpoint and raises no objections subject to a number of conditions which have been recommended.

### Access and highway safety

54. The Head of Technical Services has viewed the proposals and the two letters from neighbours commenting on the traffic in the area.
55. It is considered that at present, parents of junior school children often park on Wolviston Back Lane at school start and finish times and this may transfer to Low Grange Avenue and, possibly, Naseby Court. However as the new classrooms will open up onto the new playground at the rear of the school it is possible that parents will continue to park on Wolviston Back Lane. In addition the new pedestrian access proposed from Low Grange Avenue will require new School zigzag markings and "No Stopping" plates and The Head of Technical Services will address this through the relevant highways legislation.
56. There is already a traffic-calming feature adjacent to the site on Low Grange Avenue and a School Crossing Patrol operates at this location. Naseby Court is a small cul-de-sac, if additional traffic leads to obstructive parking then there may be a need to control parental parking with a school time waiting restriction. This will require a formal Traffic Regulation Order in addition to the necessary signing and carriageway markings.
57. Technical Services will be monitoring parking for 6 months following the opening of the development and if necessary, School time waiting restrictions be implemented wherever necessary.
58. Bewley Infant and Junior School have recently had their Travel Plan authorised, there may be some additional information required to reflect the changes to the school layout, however it is considered that this will be minor and will be carried out in association with Technical Services
59. The proposed access to the staff car park on Wolviston Back Lane is within the 30MPH speed limit and has acceptable visibility splays, the access is to be widened to improve the flow of two way traffic at the entrance due to the increase in staff vehicle numbers at this location and is acceptable.
60. The existing car parking arrangement for the school includes 35 spaces in two car parks with separate accesses, in accordance with SPD3, the maximum provision should be 40 spaces based on the number of staff at the school. As part of the reconfiguration of the site all staff car parking is to be at the rear of the building, by extending the existing junior school car park and accessed from Wolviston Back Lane. The existing car park at the

infant school site is to be for deliveries, servicing and disabled and visitor parking only and the Head of Technical Services considers this acceptable.

61. Pedestrian access from the staff car park to the building is shown indicatively. The exact location of this pedestrian link is to be determined and an appropriate condition has been recommended to ensure full details are submitted for consideration.
62. The development proposes cycle parking for 10 cycles that is covered and secure, along with additional uncovered cycle parking to be provided in accordance with the Travel Plan, the final positioning of the cycle parking is not shown and therefore a condition has been recommended to ensure full details are submitted for consideration.
63. All servicing and deliveries are to take place from the vehicle access from Low Grange Avenue as currently operates and is acceptable, however a condition has been recommended so that full consideration can be given to the layout to include appropriate landscaping.
64. Overall it is considered that subject to a number of conditions the scheme is acceptable in terms of pedestrian and highway safety.

#### Other residual matters

65. The proposed development has been designed to achieve a BREEAM rating (Building Research Establishments Energy Assessment Method) of "very good" which should provide
  - a low environmental impact building
  - best environmental practice
  - a design that will reduce running costs and improve working environmentsAs part of the overall sustainable design of the buildings, along with other energy efficient systems a new ground source heat pump installation will be incorporated, however as full details of these efficiency measures have not been submitted a condition has been recommended relating to 10% on site renewables, details of which are to be submitted for consideration.
66. Comments have been made regarding the positioning of the School Crossing Patrol. This is not a planning issue however the site is situated at the main entrance to the school and is ideal for people to cross, all School Crossing Patrol Sites have a risk assessment, which are reviewed on an annual basis. This site was reviewed in January 2010 and no issues were identified.
67. In respect of Health and Safety advice produced by PADHI+ does not advise, on safety grounds, against the granting of planning permission and therefore the application is in accordance with policy EN 38 of the adopted Stockton on Tees Local Plan.

#### **CONCLUSION**

68. Overall the nature and scale of the development is acceptable and parking provision and access is satisfactory. It is considered that the site could satisfactorily accommodate the proposal without any undue impact on the amenity of any adjacent neighbours and does not conflict with the relevant policies in the Core Strategy or Adopted Local Plan.

**Corporate Director of Development and Neighbourhood Services**  
**Contact Officer Mrs Elaine Atkinson Telephone No 01642 526062**



## **WARD AND WARD COUNCILLORS**

**Ward**                      **Billingham East**  
**Ward Councillor**      **Councillor M. N. Stoker**

**Ward**                      **Billingham East**  
**Ward Councillor**      **Councillor A. Cunningham**

## **IMPLICATIONS**

**Financial Implications: None**

**Environmental Implications: See Report**

**Human Rights Implications:**

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

**Community Safety Implications:**

**The provisions of Section 17 of the Crime and Disorder Act 1998 have been taken into account in the preparation of this report.**

**Background Papers:**

**Core Strategy Development Plan Document**

**Stockton-on-Tees Local Plan Saved Policies**

**SPD3: Parking Provision for New Developments**

**Application files: 10/1874/FUL**