

**DELEGATED**

**AGENDA NO**

**PLANNING COMMITTEE**

**30<sup>th</sup> May 2012**

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

**12/0067/FUL**

**Land South Of Coal Lane, East Of Wellington Drive, Wynyard Village**

**Erection of a pre-nursery to sixth form co-educational independent school with associated playing fields, landscaping, car parking and infrastructure including a new access from the A689 and from Wellington Drive.**

**Expiry Date: 20th April 2012**

#### **SUMMARY**

This application seeks full planning permission for the construction of a new replacement school for the existing Red House School, including pre-nursery to sixth form with associated playing fields, ancillary parking, new access, supporting infrastructure and landscaping.

It is proposed that this development is facilitated by the disposal of the existing school sites for residential development and separate applications have been submitted for residential development on the existing school sites which are yet to be determined by this committee.

The applicant states that the current site and buildings are constraining the ability of the school to provide up to date facilities for teaching and other extra curricular activities and expanding and modernizing the existing school has proved expensive and unfeasible and has therefore identified a requirement to relocate its operations to a purpose built education facility.

To facilitate the relocation a capital receipt is required for the redevelopment of the existing Red House School sites in Norton which would subsequently become surplus to requirements and available for development.

The applicant states that the location for the new school has been chosen on the basis that it is centrally located within the School's catchment area and Wynyard is the settlement that contains the highest concentration of pupils (25% of pupils live at Wynyard). Additionally, 60% of pupils pass by the A689/A19 junction when travelling to the existing school at Norton. The site is also of a sufficient size to enable the provision of modern facilities and sports pitches and is sequentially preferable within Wynyard.

The application has generated a significant number of comments highlighting concerns over traffic as well as impact on the open countryside alongside other concerns set out in the report.

It should be noted that the development is an unallocated site located outside the established urban limits and as such development would normally be resisted unless material considerations indicated otherwise. However it is considered that there are important material benefits arising from

the proposed development and the economic and education benefits to the Borough and the wider area. As such it is considered they outweigh the policy objections, which would otherwise apply to the scheme.

On balance it is considered that, the development can be supported and the application is therefore recommended for approval with conditions.

## **RECOMMENDATION**

**That planning application 12/0067/FUL be approved subject to the following conditions and informatives.**

**01 The development hereby approved shall be in accordance with the following approved plan(s);**

***Plan Reference Number Date on Plan***

***Reason: To define the consent.***

**02. Notwithstanding the provisions of Article 3 and Schedule 2, Part 32, Class A of the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending or re-enacting that order with or without modification) no extensions or additions to the school, or the provision of any additional building, shall be constructed without the prior written permission of the local planning authority.**

***Reason: To adequately control the level of development on the site to a degree by which the principle of the permission is based.***

**03. 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 LPA. 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.***

**04. Notwithstanding the submitted plans, prior to the commencement of the development, details of all external finishing materials shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.**

***Reason: To ensure a satisfactory external appearance and to reserve the rights of the Local Planning Authority with regard to these matters.***

**05. No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated by the development is managed appropriately. The scheme shall**

**subsequently be implemented in accordance with the approved details before the development is completed.**

**The scheme shall also include:**

- 1. Confirmation the whole drainage network can operate without flooding up the 30 year peak storm event.**
- 2. Confirmation the network can operate up to the 100 year peak storm event without flooding property while retaining all storm water on site.**
- 3. Climate change is considered in the peak rainfall calculations.**
- 4. Details of watercourse realignments and the proposed method of works.**
- 5. Details of how the scheme shall be maintained and managed after completion**
- 6. Confirmation that the pond was not designed to accept drainage from any other future development.**

**Reason: To prevent the increased risk of flooding, both on and off site.**

**06. No hard landscaping works (excluding base course for access roads and car park) 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, finishes 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 LPA 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.**

**07. Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans, prior to the commencement of any soft landscaping works, full details of Soft Landscaping shall be 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 LPA in writing in the first planting season following: commencement of the development or agreed phases 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.**

**08. Notwithstanding the submitted plans all means of enclosure associated with the development hereby approved shall be in accordance with a scheme to be agreed with the Local Planning Authority before the development commences. Such means of enclosure as agreed shall be erected before the development hereby approved is occupied.**

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

**09. Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans full details of the method of external illumination, siting, angle of alignment; light colour, luminance of buildings facades and external areas of the site, including parking courts, shall be submitted to and agreed in writing by the Local Planning Authority prior to commencement of external lighting 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 and highway safety.**

**10. All trees indicated for retention shall be retained and maintained for a minimum period of 25 years from practical completion of the development. No tree, shrub or hedge shall be cut down, uprooted or destroyed, topped or lopped other than in accordance with the approved plans, 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.**

**11. 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.**

**12. Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans, a soft landscape management plan including long term design objectives, management responsibilities and maintenance schedules for all landscape areas/ retained vegetation, other than small privately owned domestic garden delete as required shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development 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 LPA 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.**

**13. Prior to the occupation of the development a Community Use Scheme for the school's sports facilities shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of pricing policy, hours of use, access by non-school users/non-members including Wynyard Village Youth FC, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development unless otherwise agreed in writing with the local planning authority and shall be effective during the life of the school unless otherwise agreed in writing.**

**Reason: To facilitate access to the school's facilities for the community of the area and to ensure the satisfactory management arrangements of the facilities.**

**14. The Artificial Grass Pitch hereby approved shall be constructed using methods and materials in accordance with FIFA 1 star standards and to the optimum physical dimensions as noted in Sport England Technical Guidance Part 1 (of 3)- General Guidance and Design Considerations; Dimensions and Layouts and shall not be changed unless agreed in writing by the Local Planning Authority.**

**Reason: To ensure a satisfactory form of development.**

**15. Prior to the bringing into use of the development a Management and Maintenance Scheme for a period of 10 years to include measures to ensure the replacement of all artificial surface/s within the next 10 years and, management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the development.**

**Reason: To ensure the satisfactory management arrangements of the facilities.**

**16. All construction operations including delivery of materials on site shall be restricted to 8.00 a.m and 6.00 p.m. on weekdays, 9.00 a.m. - 1.00 p.m. on a Saturday and no Sunday or Bank Holiday working unless otherwise agreed in writing by the Local Planning Authority.**

**Reason: To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their properties.**

**17. The development shall secure at least 10% of its energy supply from renewable energy or low carbon sources, unless otherwise agreed in writing by the Local Planning Authority. No development shall take place until an energy strategy has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed scheme shall be implemented in complete accordance with the details of the scheme unless otherwise agreed in writing by the Local Planning Authority.**

**Reason: To ensure a sustainable form of development which secures energy from renewable sources.**

**18. The development must obtain at least a very good Building Research Establishment Environment Assessment Method (BREEAM) rating if commenced before 1 January 2013 and a minimum rating of excellent if commenced after that date.**

**Reason: In order to minimise energy consumption in accordance with Stockton-on-Tees Adopted Core Strategy policy CS3.**

**19. A minimum of 10% of the available jobs during the construction of the Development; and 20% of the available operational jobs once the Development is operational shall be made available to residents of Stockton and the Tees Valley and a minimum of 10% of total net value of the services and materials used in the construction of the Development is to be provided by businesses within Stockton and the Tees Valley unless otherwise agreed in writing by the local planning authority**

**Reason: In accordance with the requirements of Stockton-on-Tees Adopted Core Strategy policy CS4.**

**20. All ecological mitigation measures within the 'Red House School, Land at Wynyard, Ecology June 2011, Penn Associates' document shall be implemented in full in accordance with the advice and recommendations contained within the document.**

**Reason: To conserve protected species and their habitat**

**21. No development shall commence within any phase until a site waste management plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The site waste management plan shall be prepared in accordance with Non-statutory guidance for site waste management plans April 2008 [DEFRA]. Thereafter, the site waste management plan shall be updated and implemented in accordance with the approved scheme unless otherwise agreed in writing with the Local Planning Authority.**

**Reason: To ensure a sustainable form of development and to accord with guidance contained within Stockton on Tees Core Strategy Policy 3 (CS3) – Sustainable Living and Climate Change**

**22. A Construction Method Statement shall be submitted and agreed in writing, prior to the commencement of the development with the Local Planning Authority to effectively control any potential adverse impact of the development on the amenity of the public and nearby occupiers. This shall address off adopted highway road parking of vehicles of site personnel and visitors; Delivery and storage of plant and materials; Siting and design of temporary buildings; Scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies; Details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded. Scheme to control mud on roads.**

**Reason: In the interests of the occupiers of adjacent and nearby premises**

**23. The development shall not be occupied until such time as the following works and processes have been completed to the written satisfaction of the Local Planning Authority.**

**1. The slabbing of a section of the pipeline to the north of Coal Lane, adjacent to the proposed school site, between the X's on the map accompanying this condition (dated 27th March 2012) has been installed in accordance with National Grid Gas document T/SP/CE/12 - "Specification for the design, construction and testing of civil and structural works - Part twelve: Pipeline protection slabs" (J559, dated December 2008, Rev 12/08) including the undertaking of the following processes and works**

- i. A Close Interval Protection Survey (CIPS) or Coating Defect Survey (CDS) shall be carried out before installation of the slabs*
- ii. The process of In Line Inspection (ILI) to minimise the potential for pipeline damage by the Pipeline Operator whilst removing slabbing and exposing the pipeline, and*
- iii. The introduction of reference cells and coupons below the slab to aid the ongoing management of the Cathodic Protection (CP) system*

**Reason:** *In the interests of public safety.*

**24.** *Prior to the commencement of the installation of street furniture, 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.*

**25.** *Prior to occupation a Car Park Management Strategy shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved strategy.*

**Reason:** *To ensure effective operations for the servicing of the site and car parking.*

**26.** *Prior to occupation a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved strategy.*

**Reason:** *In the interests of promoting sustainable travel*

**27.** *Prior to the commencement of the development, details of secure cycle storage facilities to be located within the site shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented prior to the first use of the school.*

**Reason:** *To ensure sustainable means of transport are available to the site.*

## **INFORMATIVES**

The Proposal has been considered against the policies below and it is considered that there are important material benefits arising from the high quality development and the economic benefits to the Borough and the wider area. As such it is considered they outweigh the policy objections, which would otherwise apply to the scheme.

National Planning Policy Framework

Core Strategy Policies CS1, CS2, CS3, CS4, CS6, CS7, CS8, CS10 and CS11 and Local Plan Saved Policy EN13 and EN38.

## **BACKGROUND**

1. Planning permission was previously granted in 1998 on part of the site for the erection of a leisure club comprising 8no tennis courts, fitness centre, swimming pool, crèche and restaurant café/bar and function rooms but the development was not implemented.

2. Outline planning permission was sought in 2003 for a similar proposal but expanded to include a hotel and restaurant/public house but the application was withdrawn.

## **SITE AND SURROUNDINGS**

3. The site is located adjacent to Wynyard and currently comprises arable land with some hedgerows and grassed crop margins. Species rich grassland lies to the west of the site with belts of mixed plantation woodland along the northern and eastern boundaries.
4. The A19 (M) trunk road lies approximately 600m to the east of the site and Wynyard Park Business Centre is located directly to the north of Coal Lane with Wynyard Village executive residential area adjacent to the west.
5. The site is bounded by Coal Lane (A689) to the north and Wellington Drive to the north/west. To the south and east are vegetated fields (see Appendix 1 – Site Location Plan).

## **PROPOSAL**

6. The proposed development comprises the construction of a pre-nursery to sixth form co-educational independent school with approximately 8,900 sqm of accommodation ranging in height from two storeys for the main school and three storeys for the main sports hall and pool. The school will cater for approximately 800 students and approximately 60 members of staff.
7. The new School comprises a main two-storey school building and a separate sports block complete with swimming pool including caretaker's accommodation. The main buildings are positioned centrally within the site and surrounded by, extensive playing pitches including an all-weather 11-a-side floodlit pitch, one grass pitch for junior soccer, one junior rugby pitch and a full size rugby pitch and cricket pavilion. Four multi-use games areas (MUGAs) / tennis courts are also proposed. It is proposed that the outdoor facilities will be made available on both formal and informal basis.
8. There is a small ancillary building to house the incoming services within the secure line and an integrated bin store. The main plant areas are housed within the sports centre building and the ancillary block serving the dining area of the school.
9. Vehicular access is from the roundabout on the A689 with a secondary access off Wellington Drive. The staff and visitor car-parking parent drop off, coach drop off is created off a new junction from the A689 roundabout. The secondary access off Wellington Drive is intended for parent drop off for residents of the Wynyard Estate only and to access the sports centre out of school hours.
10. The site has an established right of way across a portion of the western boundary which is proposed to be diverted as part of the proposed works.
11. Pupils from the Wynyard Estate are encouraged to approach the site on foot or bike. There is a dedicated pupil entrance to the site from Wellington Drive, which leads into the site and the main pupil gathering points. A combined cycle and footpath approach from Wellington Drive is also proposed.
12. The layout has been designed to account for constraints presented by the presence of the HSE Exclusion Zone for a main gas pipe that runs parallel to the northern boundary on the north side of the A689 together with a Northumbria Water main that traverses the site which requires a way leave.
13. Landscaping, circulation and amenity space, including hard and soft play spaces, is proposed within the site. The landscape strategy also incorporates a secure boundary treatment in the form of a 2 m high weld mesh fence with boundary planting regimes to soften the boundary edge for the



playing fields zones. And a 1.5m high fence to demarcate the boundary edge but enable views into the site from the site edge at the junction of Wellington Drive. Secure parking is located along the northern site margin in close proximity to the main entrance to the building

14. A number of established landscape features including the existing structural woodland areas have been retained and wherever possible supplemented.

15. The applicant states that lighting design will be sympathetic to architectural and landscape design and will balance aesthetic with function and security. Care will be taken to ensure that light pollution does not become an issue for residents living close to the school perimeter on Wellington Drive and to cars passing along the A689.

16. The building form itself is formal with the front elevation unified by a brick colonnade, but to add relief elements of accommodation have been brought forward and other elements are set back without breaking the parapet line along the facade.

17. The detached sports building create a formal space to the north which forms the arrival space at the edge of the car park. The principal materials for the building comprise a steel frame with an external envelop comprises brickwork, aluminium curtain walling with integrated louvre overpanels integrated interchangeable glass lookalike panels, double glazed windows in aluminium powder coated frames and weathered timber for soffit linings and wall lining to the cloister areas. Glazed lanterns with integrated vent and smoke extract are located over the main entrance and first floor circulation routes. The proposed roof material is single ply membrane roofing at minimum roof pitches behind parapets; the sports centre is treated in a similar manner (See Appendix 2 – Site Layout Plan).

## **CONSULTATIONS**

18. The following Consultees were notified and any comments received are set out below: -

### **19 Head of Technical Services**

#### General Summary

Technical Services requires further information in order to fully support this application, the details of which are included below and an update will be provided.

#### **Highways Comments**

A Transport Assessment Addendum (TA) has been submitted in support of the application that has been considered and found to be satisfactory in principle. However late supporting information has been submitted regarding car parking within the site and bus services for the Wynyard estate that requires further investigation, and an update will be provided.

Travel surveys of current staff and parents have been undertaken that has been used to identify the mode of travel, number of pupils per vehicle and traffic movements associated with the existing site and proposed site. This information has been used in order to identify trips and distribution on the local and strategic highway networks in terms of the existing patterns and future patterns should the school relocate. It demonstrates that with mitigation the development is acceptable in principle in highway terms.

The TA takes into account committed developments associated highway mitigation in particular at the roundabout access to the development from the A689. The development demonstrates that introducing a fourth arm with appropriate mitigation at the roundabout makes the traffic situation no

worse than at present when the development traffic is accounted for, this fourth arm and widening work is required to access the development site only that is limited to the car park.

The submitted information takes into account the maximum capacity of 770 pupils at 100% attendance and it does not rely on the potential benefits from sustainable modes of transport which should reduce vehicle dependency, therefore it is considered that the report is robust in traffic terms.

A second access to the site is proposed from Wellington Drive that will be subject to a S278 agreement with the Highway Authority, this is likely to include the need for TROs to limit on street parking on Wellington Drive, as an independent school, the car park management strategy will seek to minimise parking on the adopted highway. This access is provided to accommodate needs of Wynyard residents and provide for the community uses offered by the school and accommodates the diversion of the Public Right of Way and a footway/cycleway link across the site frontage on Wellington Drive with footway links tying into the existing footways. As part of the development the Public Right of Way (PRW) would need to be diverted through the Town and Country Planning Act and funded by the developer. The off road cycleway would have to be constructed to SBC adoptable standards and can be combined with the realigned PRW and will be undertaken as part of the S278 agreement.

Highway safety has been assessed in the report and there are no inherent highway safety concerns on the existing surrounding road network. However, in order to maintain highway safety on A689 it is necessary for boundary treatments and screening to be maintained appropriately to ensure that the potential risk of miss kicked balls entering the highway corridor is removed. The introduction of a fourth arm to the existing three arm A689/Wynyard Avenue roundabout will change the use of the junction, however it will be a conventional roundabout arrangement and it will be subject to a Road Safety Audit, the principle of this proposal is therefore acceptable in highway terms and will be subject to a S278 agreement with the Highway Authority.

There are currently 3 scholar bus services serving the existing school site at Norton that covers Guisborough/Nunthorpe/Marton/Acklam/Ingleby Barwick area, Hartlepool/Wolviston area as well as the Sedgefield/Wynyard area.

It is proposed that these remain and use the main school car park for access; the swept path analysis does show that 2 large coaches must operate on a give and take basis therefore the access road should be widened accordingly. The school has also committed to providing a coach to operate between Norton and the proposed school site. Further information has been submitted regarding parent drop off and pick up, this requires full assessment and details will be updated shortly.

Car parking for staff and pupils is in accordance with current standards as follows:

Full Time Staff parking spaces: 80 (1:1)  
Part Time Staff parking spaces: 13 (1:3)  
Sixth Form parking spaces: 15  
Visitors: 4

The layout has the advantage of allowing the area in front of the school to be traffic free; with the exception of delivery vehicles this limited vehicle access creates a usable space for the school. All mini-bus/coach spaces can be accessed via pedestrian only areas and the use of continuous footpaths. The layout has been developed on the back of the swept path assessments.

The service access shows swept path for refuse and deliveries into the central courtyard area. It requires a traffic zone to be created across the 'shared surface area' adjacent to the school. However, it is considered that this is a less intrusive solution than allowing the route to run parallel

to the school building along the shared surface area, this is acceptable as servicing can be managed by the school to times when there is little pupil movement in this area. The car parking arrangements should be conditioned in a car park management strategy.

A framework travel plan has been submitted, that is acceptable in principle, a full travel plan should be conditioned prior to occupation of the site should the development be approved building on the measures, actions and targets outlined in the framework. This includes the continuation of duties identified for the Travel Plan Coordinator and the management of the school bus services will also form part of the travel plan.

The combined reduction of 5% in trips is considered to be acceptable and it must be reviewed following the initial staff and pupil surveys. The results of the surveys must be reported separately as well as combined in order to target any amendments to the travel plan to those poorly performing areas.

It should be noted that during the collation and analysis of the travel survey data it appears that several respondents provided more than one mode of typical transport to the existing and future sites, this results in greater than 100% information and should be avoided for clarity purposes.

Cycle storage should be provided as an action of the Travel Plan Co-ordinator and should be covered and secure and conditioned should the development be approved.

Should the development be approved then a Construction Management Plan should also be conditioned.

In summary, the development is acceptable in principle subject to the submission of a revised layout indicating parent/pupil drop off as necessary, along with cycle storage, car park management strategy, travel plan and construction management plan being conditioned. S278 agreements are necessary for works to the highway to achieve appropriate access.

## Landscape & Visual Comments

Regarding the proposed development the following comments are provided:

### General Layout

In considering the impact of the proposed development on the countryside reference has been made to the Stockton Borough Council Landscape Character Assessment, July 2011. This assessment has categorised the character of the countryside and its capacity to accommodate future development using an agreed assessment methodology. The application site has been categorised within this assessment as an area of *Undulating Arable Land*. Whilst the character of the site has been classed as having a *High Sensitivity* to change and *Highly Visually Sensitive* the site benefits from a *Medium Landscape Capacity*. Within this medium capacity category the area has been assessed as being able to accommodate an individual building within the landscape without significantly affecting its character providing adequate screen planting is provided.

### Photomontages

The submitted methodology for the production of the photomontages is acceptable. These photomontages illustrate views on opening (after the new planting is carried out in the first growing season) and in 25 years time allowing for the planting to mature.

The submitted photomontages demonstrate that the proposal would result in a degree of visual change from the current character of the countryside on opening. This has been assessed together

with the benefits of mitigation which propose significant tree planting belts that should integrate the school into its surroundings. Comments on the degree of change are provided on each view as follows:

Photomontage View A illustrates views from Wellington Drive. These photomontages demonstrate that due to the school buildings location set back from the road there are opportunities to create significant areas of tree planting between the school and Wellington Drive. This tree planting on maturity would serve to integrate the school into the landscape. On opening views would be afforded to travellers accessing Wynyard Village using Wellington Drive from the direction of the A689. The use of 'Parkland Fencing' as agreed as part of the Wynyard Design Guide (for the wider Wynyard residential area) would assist in the schools integration into the village. On maturity the proposed planting would significantly reduce direct views towards the school. However, the tops of the light columns for the playing pitches would remain visible above the tree canopy and would when illuminated change the character of the view. However the change in this view is not considered to be significant given the extent of existing street lighting and other sources of light within Wynyard Village and on the adjacent A689.

Photomontage View B illustrates views from the surrounding open countryside to the south of the application site. The photomontages illustrate that the school building would be visible on opening and have a high visual impact on the character of surrounding countryside. However the 25 year view shows that with mature tree planting the school would be integrated into the landscape and the long term impact is not considered to be significantly visually adverse. The light columns for the playing pitches in particular would remain viable but are not considered to be a significant visual intrusion for the reasons previously noted.

Photomontage View C – a new visual is requested to illustrate the view from the roundabout access off the A689 as the current view does not reflect the latest plan shown on Drawing EED SA 74 002 D07. This landscape plan is acceptable but this must be reflected in a revised perspective. However, it is noted that the current photomontages demonstrates significant specimen tree planting which would serve to filter the views that would be afforded to travellers using the A689 in a westerly direction. The level of mitigation would be enhanced from specimen trees to woodland block tree planting by the current landscape proposals that have been demonstrated in the revised Masterplan layout. On maturity of the planting this view would be similar in character to that currently afforded north of the A689 on the former Samsung site where the site benefits from extensive structural tree planting.

#### Existing site trees

The development would involve the removal of a number of small trees and remnant hedge sections but as these have been assessed as having a low amenity value and their removal is deemed acceptable.

The existing trees and tree groups worthy of retention lie on the edges of the site and are generally unaffected by any site works. The integrity of these blocks of trees must be retained and no statutory service or other cuttings other than those noted on Drawing EED SA 74 002 D07 should be allowed through these trees. These tree groups will require maintenance to ensure their screening potential is maintained. The integrity of these groups is also required to remove the potential risk of miss kicked balls entering the highway corridor.

During construction these trees shall be given full protection by adhering to tree protection methods proposed in the *Arboricultural Implication Assessment* report by *All about Trees* and be in line with the relevant British standard BS 5837 Trees in Relation to Construction. The tree protection details would be agreed as a condition attached to any approval.

#### Soft landscaping

The information on the soft landscape proposal plans ref EED SA 74 004 D02 and EED SA 74 002 D07 provide for an acceptable plant schedule and specification but does not relate the plants choices to the plan. A plan showing the individual tree and shrubs selections and inter relationships of the planting designs is required. These details would be agreed as a condition attached to any approval.

Mounding has been proposed within the areas of proposed screen planting most notably to the southern boundary. This mounding should increase the effectiveness of the landscape mitigation. The mounding details would be agreed as part of a condition to agree existing and proposed levels prior to commencement of any development on site.

The submitted masterplan provides a reasonable amount of soft landscaping for this site; however this masterplan does not reflect the requirements of the revised layout currently under consideration that revisions will be included in the update.

#### Hard landscaping

The paving selected for the development as per plan ref EED SA 74 002 D02 hard and soft landscape is acceptable in principle Details of the diverted Public Right of Way and proposed Footway/Cycleway including the links back into the footpath network together would be required to be agreed and controlled by condition. In addition full details of light columns, seating, bins, bollards, play equipment and other street furniture and or surfacing would also be required to be agreed and controlled by condition.

The submitted masterplan provides a reasonable amount of hard landscaping for this site; however this masterplan does not reflect the requirements of the revised layout currently under consideration that revisions will be included in the update.

#### Enclosure

The boundary fencing layout and heights indicated on plan EED SA 74 004 D03 Fencing and security and Construction details plan EED SA 10 0003 B03 are broadly acceptable.

Planting on the boundaries has been proposed to assist in the sites integration into its surroundings. This planting would help screen the high fences such as the ball catch fences that are also necessary to ensure there is no impact on highway safety.

Parkland fencing on the western boundary next to Wellington Drive is acceptable as it is in lane with approved design guides and is proposed to be supplemented with planting as shown on the landscape drawings and photomontages.

Full details of the materials for the fencing including construction details would be required to be agreed and controlled by condition.

#### Lighting

Whilst the Increased depth of planting on the southern and western site boundaries of the proposed school would assist in reducing light pollution from the site all lights must be designed to prevent light spillage into the rural landscape so as not to significantly adversely affect the character of the area. Such lighting must be directional and have hoods to minimise light spillage. Full details would be required to be agreed and controlled by condition.

#### Sub-Station

The location of the sub station as indicated on drawing EED SA 74 0002 rev D06 is acceptable. The service channels must be indicated on a plan and none of the existing screen planting around the site, which is essential for the integrity of the development, must be removed or damaged to accommodate these channels. Full details would be required to be agreed and controlled by condition.

#### Public Open Space Provision

There is no off site Public Open Space proposed as part of this application. However the school proposes to offer community usage of their facilities. This matter is fully considered in the Planning Officers comments.

#### Environmental Policy Comments

Data is required to show the total predicted energy demand for the development and details of the CHP energy output in heat and electricity to confirm compliance with exceeding 10% energy supply from the CHP. This should be conditioned should the development be approved.

#### Flood Risk Management Comments

The proposed development site shall not increase the risk of surface water run-off from the site or cause any increased flood risk to neighbouring sites. Any run off must not exceed pre-development rates. Any increase in surface water generated by the development or existing surface water/ground water issues on the site must be alleviated by the installation of a suitable drainage system within the site. The Council supports the use of sustainable drainage systems and welcomes the pending legislation.

The developer proposes a new watercourse on the west boundary and this would be formed with a connection to the existing land drainage network via an existing pond south west of the site, this proposed watercourse would form part of the SUDs drainage system for the proposed site. Full design details of the proposed watercourse including confirmation that the pond has sufficient capacity to accommodate additional flows up to the 1 in 100 year plus climate change storm event must be submitted to the Local Authority for consideration. Confirmation is also required that the existing pond was not designed to accept drainage from any other future development. Full design details of the proposed underground surface water attenuation for surface water from the hard paved areas must be submitted to the local authority for consideration. The proposed drainage system of the site shall operate up to the 100 year peak storm event including climate change without flooding and retaining all storm water on the site.

The applicant will require land drainage consent from the Local Authority for the proposed connection to the existing pond and the surface water outfall into the new water course on the site. This consent lies outside of Town Planning legislation and will be required regardless of any planning consent for development. Further details for Land Drainage Consent are available by contacting [TechnicalServices@Stockton.gov.uk](mailto:TechnicalServices@Stockton.gov.uk)

This drainage study and accompanying details should be conditioned should the development be approved.

#### Informative

LANDSCAPING – HARDWORKS; EXISTING AND PROPOSED LEVELS; ENCLOSURE; STREET FURNITURE; LIGHTING; LANDSCAPING – SOFTWORKS, RETENTION OF EXISTING TREES, SHRUBS AND HEDGES; TREE PROTECTION; SITE WORKS;

## LOCATION OF SITE WORKS (TREES); MAINTENANCE- SOFTWARES

### 20. Highways Agency

Under difficult circumstances and very tight timescales we have received and reviewed the additional information provided by the applicant's consultant. It must firstly be noted that the assessment work undertaken in ARCADY is not accepted by the Agency, this is predominately due to differences in the Geometries used within their assessment work.

However, correcting these, for the main part, would likely increase the capacity of the entries and therefore we do not think given the timescales that there would be any benefit in having the analysis revisited given that the results would likely improve. As a result we do not think that the increase of traffic resulting from the development would cause the Agency an issue, therefore we have no objections in principal to the above application.

Please find attached a TR110 direction which replaces the direction of non-approval imposed on behalf of the Secretary of State on 13 February 2012.

### 21. Spatial Plans Manager

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permission be determined in accordance with the Development Plan unless the material considerations indicate otherwise. In this case, the relevant development plan is the Core Strategy Development Plan Document and the saved policies of the Stockton on Tees Local Plan and Alteration No.1 to the Stockton on Tees Local Plan.

The main policies related to this application are:

Core Strategy Policies CS10;  
Saved Local Plan Policy EN14;

Since the submission of the Spatial Planning Team's original response, the National Planning Policy Framework (NPPF) has been published. This document provides the Government's view on what constitutes sustainable development. This response provides an update to the original response from the Spatial Planning team dated 28<sup>th</sup> February 2012.

The key sections in the NPPF which are relevant to this proposal are section 8 'Promoting healthy communities' and section 11 'conserving and enhancing the natural environment'. In addition section 1 of the NPPF, 'Building a strong and competitive economy' and section 7 'requiring good design' are also important material considerations.

The applicant has noted that Core Strategy Policy 6.4 provides support for education initiatives within the Borough. In addition, it is noted that section 8 of the NPPF, also provides support for education facilities. This states:

*"The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:*

- *give great weight to the need to create, expand or alter schools; and*
- *work with schools promoters to identify and resolve key planning issues before applications are submitted."*

The statement in the NPPF clearly promotes the widening of choice in education provision. These benefits therefore have significant weight, providing the key planning issue of the most appropriate location for the school can be determined.

## Strategic gap and the limits to development

The application site is located to the west of the A19, south of the A689 and to the east of Wynyard village. It is a greenfield site in agricultural use, and is not specifically allocated for any use in the development plan.

Core Strategy policy CS10.3 seeks to maintain the separation between settlements, along with the quality of the urban environment through the protection and enhancement of the openness of strategic gaps, between the conurbation and the surrounding towns and villages of the Borough. The application site is situated within a strategic gap. The issues relating to the strategic gap and landscape impact of the proposal will need to be assessed.

However, the site is outside of the defined limit to development, as set out in saved Local Plan policy EN13, and saved policy HO1(r), which sets out the extent of the permitted housing development at Wynyard. As you will be aware policy EN13 states:

*Development outside the limits to development may be permitted where:*

- i. It is necessary for a farming or forestry operation; or*
- ii. It falls within policies EN20 (reuse of buildings) or Tour 4 (hotel conversions); or*

In all the remaining cases and providing that it does not harm the character or appearance of the countryside; where:

- iii. It contributes to the diversification of the rural economy; or*
- iv. It is for sport or recreation; or*
- v. It is a small-scale facility for tourism.*

It is quite clear that the application does not satisfy policy EN13. However, as pointed out in paragraph 3 of this response, in determining the application other material considerations must be taken into account. The applicant has acknowledged this and has set out a number of material considerations which they consider over-ride planning policy. These can be summarised as:

- Site suitability – the applicant considers the site to be the most appropriate location for a new school;
- *Green infrastructure improvements* – Landscape and biodiversity improvements; PRow improvements;
- *Community and education facilities* - creation of publicly available sports facilities and improvement of the school's facilities; and
- *Other considerations* – including retention of the school in the Borough and job creation, amongst other things.

In addition, the applicant has also stated that Core Strategy Policy 6 provides support for education schemes which over-rides saved policy EN13. Whilst this support is acknowledged, the policies within the development plan must be read in the round to ensure that all decisions are appropriate.

In order for the application to be permitted, these considerations must provide a compelling justification for the proposal to be granted. All of these considerations are discussed below.

## Site suitability



As you will be aware, successive Governments have based national planning policy on the principle of sustainable development<sup>1</sup>, the NPPF continues this approach. In order to achieve a sustainable development developers and decision makers must balance myriad economic, environmental and social considerations. In strategic planning terms this means that new development should be directed to areas where there are existing amenities and opportunities to link trips together.

The Spatial Planning Team acknowledges the statement from Nathaniel Lichfield and Partners (NLP) that the NPPF does not require a sequential test for educational establishments. This is not disputed. However, it is important to underline that the built element of this proposal is contrary to saved policy EN13 from the adopted Local Plan 1997, as the site is outside of development limits. NLP also acknowledge this fact in their response. It is therefore implicit in the policy that significant built developments should be directed to the urban area.

The Spatial Planning Team recognises that there may be exceptional circumstances where a development cannot be located within the urban area. In these instances strong justification is required to explain the material considerations which may permit a departure from this development plan policy, in accordance with section 38(6) of the Planning and Compulsory Purchase Act 2004 (see paragraph 1 of this response). In these instances applicants should demonstrate that the selected site for the proposal is the most sustainable location for development.

It is contended that all policies in the development plan, including saved policies, should be cross-referred to and balanced against each other in order to achieve sustainable development. The Spatial Planning Team is of the view that seeking justification of the proposal against a sequential test is a reasonable requirement for a proposal which, regardless of the support in policy CS6.4 is contrary to a key part of the development plan.

It is quite clear that the scale of the development means that very few sites within the urban area will be able to accommodate the proposal. Given the exceptional nature of the development, any alternative site is likely to be located within a rural or urban fringe location. Concerns relating to the scale of the development in a rural area would apply to these sites as well.

The applicant has prepared an alternative site assessment to support the development. It is clear from this statement that there are genuinely a limited number of alternative sites within the Borough which could accommodate the proposal. In addition the catchment plan submitted with the application suggests that the majority of pupils who attend the school come from the Wynyard area, which may result in a reduction in the need to travel for pupils.

#### Green infrastructure improvements

Policy CS10.2, CS10.5, CS10.6, CS10.8 promote landscape improvements, biodiversity improvements, joint working with partners and developers to ensure the successful creation of an integrated network of green infrastructure<sup>2</sup>, and the increase of tree cover in the Borough. The site is identified within the Tees Valley Green Infrastructure strategy (2008) as a primary green infrastructure corridor known as Billingham Beck Valley to Wynyard. In addition paragraph 118 of the NPPF sets out advice relating to conserving and enhancing biodiversity assets.

The planning statement accompanying the application acknowledges the green infrastructure topic (paragraph 5.29) and some discussion of related issues is included in the public rights of way

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<sup>1</sup> Development which meets the needs of the present without compromising the ability of future generations to meet their own needs The Bruntland Commission, Our Common Future, 1987.

<sup>2</sup> Green infrastructure is an interconnected network of spaces, which perform multiple functions and benefits. A full definition is included in the Stockton-on-Tees Green Infrastructure Strategy (2011)

section (paragraph 6.21 – 6.25). This states that a number of benefits will occur as a result of the scheme, these include, public right of way (PRoW) relocation; new landscaping, and new woodland planting.

The integration of the site into the green infrastructure network and biodiversity improvements, will inform the assessment of the sites landscape importance in the context of the strategic gap.

#### Community benefits

The sustainability of Wynyard village is discussed in the Council's Core Strategy Review (2011) and the Planning the Future of Rural Villages paper (2008), referred to from now as the 'village study'. The village study identified Wynyard as a village which lacks basic services and identified the area as one of the most unsustainable villages (a tier-4 village) in the Borough.

The Core Strategy Review was informed by the recommendations in the village study, and recognised that residents are heavily dependent on the private car to access basic services.

The Council has also prepared an Open Space audit (2009) this identifies that Wynyard is deficient in outdoor sports facilities. This proposal, which would provide access to, a synthetic external hockey pitch; macadam external tennis courts; grass elite rugby pitch; grass cricket pitch; and athletics track, as well as built sports facilities, will have a positive impact on the level of open space within Wynyard village.

The applicant has stated that the proposed space will also be publicly available for local sports clubs on a membership only basis. Whilst this is reasonable, it is considered that full public access to the site for informal play, outside of school hours, could not reasonably form part of any planning permission, even if the applicant were to make the offer unilaterally.

Whilst this improvement in provision will be a welcome benefit to the community, it is essential to note that the development will not drastically change the sustainability of the village.

#### Other planning policy and material considerations

There are a number of other material planning considerations which have not been discussed in this response. These include:

- Retaining the school in the Borough – this is not considered to be an over-riding material consideration. The school site should be located where it is best placed to meet the needs of it's catchment area, an argument which is discussed above;
- Saved local plan policy EN10 protects the best and most versatile agricultural land, as defined by DEFRA, from irreversible development. Paragraph 112 of the NPPF also refers to this issue.

#### Summary

- The proposal would provide a high-quality educational establishment and some community benefits to Wynyard settlement. However, these benefits should not outweigh the need to locate the proposal in the most suitable location;
- The Spatial Planning Team recognises the importance of widening the choice of education facilities in the Borough;
- As the proposal is outside of the defined limits to development, alternative sites have been investigated to understand if the proposed location is the most suitable;
- There are limited alternative sites available for the development which would be suitable for the proposal;

In conclusion, given the support given to education institutions in the NPPF, the proximity of the school site to its catchment and the evidence submitted identifying that the site is the most suitable and available location for the development, the Spatial Planning Team has no objection to the development in principle.

## 22. Environmental Health Unit

I have no objection in principle to the development subject to conditions covering light intrusion, however, I do have some concerns and would recommend conditions covering lighting, construction hours and site waste be imposed on the development should it be approved.

## 23. The Environment Agency

Having considered the submitted documents, the Environment Agency would like to provide the following information:

### Environment Agency Position - Flood Risk

In the absence of an acceptable Flood Risk Assessment (FRA) we OBJECT to the grant of planning permission and recommend refusal on this basis for the following reasons:

#### Reason

The FRA submitted with this application does not comply with the requirements set out in Annex E, paragraph E3 of Planning Policy Statement 25 (PPS 25). The submitted FRA does not therefore; provide a suitable basis for an assessment to be made of the flood risks arising from the proposed development.

In particular, the submitted FRA fails to provide sufficient information regarding surface water management. We do not expect a detailed design to be submitted at this time; however we need further information to be satisfied a scheme is feasible.

More detail is required regarding the existing situation in terms of the watercourse and surface water drainage - the FRA states that the ditch on site is not a watercourse and does not convey a flow from the site downstream.

Confirmation is needed that there is no existing through flow from upstream and that there is no existing flow downstream. Our records appear to show that there is a drainage link downstream via a culvert adjacent to the pond. A drawing has been submitted; however it is not in a suitable format. A PDF version would be suitable.

The FRA indicates that the existing pond is designed to accept drainage from any future development. We need to see the design details and confirmation that the pond has the capacity to accept further surface water discharges. Confirmation is also required that the pond/land owner agrees to the discharge and that maintenance responsibilities have been agreed.

Finally, if the surface water from this development is to go via a new channel to the pond, will this be feasible as the pond and a section of new channel will lie outside the red line planning boundary?

#### Disposal of Foul Sewage

An acceptable method of foul drainage disposal would be connection to the foul sewer. The Sewerage Undertaker should be consulted by the Local Planning Authority and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution.

### Comments on revised plans/information

Having considered the additional information, the Environment Agency now wishes to withdraw the previous objection to the proposed development and would like to provide the following information:

#### Environment Agency Position

The proposed development will only be acceptable if a planning condition is included requiring the following drainage details.

#### Condition

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological

context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated by the development is managed appropriately. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include:

1. Confirmation the whole drainage network can operate without flooding up the 30year peak storm event.
2. Confirmation the network can operate up to the 100 year peak storm event without flooding property while retaining all stormwater on site.
3. Climate change is considered in the peak rainfall calculations.
4. Details of watercourse realignments and the proposed method of works.
5. Details of how the scheme shall be maintained and managed after completion
6. Confirmation that the pond was not designed to accept drainage from any other future development.

Reason

To prevent the increased risk of flooding, both on and off site.

Our previous comments relating to the disposal of foul sewage still apply.

#### 24. Health and Safety Executive

This consultation has been considered using PADHI+, HSE's planning software tool. The assessment indicated that the risk of harm to people at the proposed development is such that HSE's advice is that there are sufficient reasons on safety grounds for advising against the granting of planning permission in this case.

Updated Comments

I have received a letter by email dated 24 April 2012, entitled 'A further chance to comment', relating to changes to the proposed site layout for planning application 12/0067/FUL.

Since Stockton-on-Tees Borough Council first consulted HSE for advice on this application through PADHI+ in January 2012, HSE has been in discussions with the developer about their proposals. As a result of these, the developer has subsequently approached National Grid Gas plc about the possibility of providing increased protection for the major accident hazard pipeline in the vicinity of the proposed school site.

If appropriate protection were to be provided for the pipeline, allied to the changes to the site layout shown in revised site plan, then HSE would not advise against the granting of planning permission; but until that work has been completed, HSE's advice remains that there are sufficient reasons, on safety grounds, to advise against the granting of planning permission.

However, HSE would not advise against the granting of planning permission if a suitably worded condition were to be included in the planning permission, which would prevent the proposed school being occupied until the work to provide the additional protection for the pipeline has been completed.

If the inclusion of such a condition in the planning permission would be acceptable, HSE would be willing to suggest a suitable form of words to use.

#### 25. Councillor J Gardner

I have grave concerns in reference to this planning submission in such close proximity to the village of Wynyard. A plan of this size is completely out of character for this and any other village within Stockton Borough. There are many reasons to reject this application:

The proposed site is outside the limits for development (Policy EN13) and in layman terms is 'Green Field'. We have many suitable sites within the Borough of Stockton that are 'Brown Field' and more suitable to the size and mass of this type of development.

There are too many policies it contravenes to list but the site is not allocated on the Local Plan and is also contrary to the Development plan.

This application is contrary to all Local & National Transport policies ' this will generate a huge increase in traffic not only at peak times ' the school lists 450 vehicles between 08.00 & 08.45 and 380 between 15.15 & 16.15. This traffic will spill over in to all surrounding roads. The school already lists 87% of pupils travel by car ' where will they all park to drop off as the school only list 4 visitor spaces. They will stop / park in the surrounding roads of the village therefore increasing the impact on residents.

This increase in traffic will impact both Wellington Drive, which is not suitable for traffic volume of this size but, in addition, will add to the already overloaded A689 at peak times. The added traffic will slow / block the A689 even more than present causing all users to be delayed in their journeys. This will encourage parents to use Wynyard village roads which will increase and prejudice traffic / highway safety. The school has no traffic mitigation plan of its own ' they are purely relying on other potential developments.

On a wider scale this increase in traffic on the Wynyard Village and A689 will also impact surrounding villages and roads due to traffic avoiding this congestion ' Wolviston, both on the A689 and from Wynyard Road, plus added traffic on the A177 from Sedgfield and at the Tesco roundabout and also using Wynyard Road as a shortcut.

There are no bus services to Wynyard and no cycle paths or walkways to the village so all incoming pupils will be by vehicle. Anyone trying will endanger their safety and other road users.

The roads within the village are not suitable, or capable, of handling this amount of traffic so parking / access issues will arise which could escalate to resident frustration, irritation and more.

I note in Red House submissions they plan to control traffic in the village by enforcement, CCTV and yellow lines ' this will be an invasion of resident privacy and should not be allowed in a village location.

The increase in noise from traffic and pupils will impact residents who moved to this location for its peace and quiet. Residents chose to live in this location ' they have not chosen to have a huge school near them. A school will impact from 07.30 till 18.00h every day plus evening and weekend events.

The development is totally inappropriate for this village setting and so close to existing residences. This is a village and to place an 800+ school within its immediate area is ridiculous. No other village would accept this mass and scale either. The buildings are incompatible with the design and layout of local buildings.

The infrastructure does not support this development.

This is a business / commercial enterprise and should be viewed as such so should be looking at land that is set aside for business use.

This is not a school of choice within the education system so local children will not be able to select it. As a commercial / private school this excludes state pupils and has no local advantage to majority of residents. As such this means there is no local demand for a school. No survey has been carried out within the village to identify need for a school.

There are two sizeable pipes within distance of the application site. One is an Ethylene pipe on the Eastern boundary and the other is a High Pressure Gas pipe along the A689. The HSE has clear guidelines on proximity of building, especially related to schools and age, so this site will contravene these. If built will also put pupils in constant danger due to the location and threat of major traffic incident.

Light Intrusion on residential properties plus plans submitted by Red House School show light intrusion from the development will spill over Wellington Road which could distract drivers and cause road accidents. As the sports fields are next to the A689 this could also impact on drivers causing serious accidents on this dual carriageway.

There is potential hazardous gas migration from a former landfill site nearby.

Additionally, there are poor drainage characteristics for this area as identified by the Environment Agency.

This application has clearly been submitted with profit and expansion in mind by raising fee paying pupil numbers to 800 - very little thought has been placed on safety, traffic and impact on the village or the surrounding area and commuters and residents. We need a consistent approach to out of town / edge of town applications in particular where they do not meet any of our Council, local and national policies.

#### Comments on revised Plans

This is still an inappropriate application for a village location. The 'revised' plans have simply pushed the school buildings closer to residential properties on Rudd Close and Davison Close therefore increasing the impact on residential properties. Additionally, one of their fixes to the transport issue is to gate the Wynyard entrance so only selected vehicles can enter - this will create horrendous traffic issues on Wellington Drive and the surrounding areas as bottlenecks are created. This will also seriously impact the state school buses that currently use Wellington Drive forcing them to ultimately change their routes and putting pupils at risk by travelling further to access their school buses.

I am amazed a 'caring' school, as this proclaims to be, will still consider relocating their school, increasing their pupil numbers to 800+ and want to build it near a high pressure gas pipe with the constant danger to their paying pupils from a major disaster. The HSE guidelines are clear on building distance for vulnerable aged children and this plan falls foul of this. They have requested the plans to be 'called in' before determination by SBC.

No other consultee has changed their opinion - Highways Agency, Spatial Planning, Environment Agency all still do not approve of this location for the many reasons given in their responses and I have seen nothing in the revisions to change my opinion and move this from the Green Field site at Wynyard to a BrownField site as recommended by the Localism Bill.

#### 26. Northumbrian Water Limited

I have the following comment:

Surface Water drains to watercourse so not Northumbrian Water's concern.

My record shows School building to be within Anglian Water's area for water supply by inset appointment.

Condition: Development shall not commence until a detailed scheme for the diversion of its apparatus or redesign of the proposal to avoid building over by the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water. Thereafter the development shall take place in accordance with the approved details.

Reason: Two public sewers cross the site and are shown built over on the application.

Northumbrian Water will not permit a building over or close to its apparatus. Diversion or relocation of the apparatus may be possible at the applicant's full cost.

Information relevant to the planning condition: Existing sewers cross the site 300mm and 450mm diameter. Northumbrian Water will not permit a building close to or over its apparatus. The developer should contact Northumbrian Water Ltd if it is proposed to sink boreholes or excavate foundations within 4.5 M of the sewer. No tree planting or alteration of the land within at least 8m of the sewer will be allowed without the permission of Northumbrian Water. This sewer could be diverted or accommodated in the site layout. The developer should contact Maurice Dunn at this office (tel 0191 419 6577) to discuss the matter further.

#### Comments on revised Plans

Thank you for consulting Northumbrian Water on the above amendments to the proposed development. In making our response Northumbrian Water assess the impact of the proposed development on our assets and assess the capacity within Northumbrian Water's network to

accommodate and treat the anticipated flows arising from the development. We do not offer comment on aspects of planning applications that are outside of our area of control.

Having assessed the proposed development against the context outlined above we can confirm that further to our original response letter dated 24th February 2012 highlighting the public sewers which cross the site we would have no further comments to make at this stage.

Further to our response below dated 24<sup>th</sup> April 2012 I can confirm that the revised development no longer proposes to build over our sewerage assets. We would therefore no longer require a scheme for sewer diversion to be agreed as part of the planning consent.

#### 27. Northern Gas Networks

United Utilities has no objections to these proposals, however there may be apparatus in the area that may be at risk during construction works and should the planning application be approved, then we require the promoter of these works to contact us directly to discuss our requirements in detail. Should diversionary works be required these will be fully chargeable. We enclose an extract from our mains record of the area covered by your proposals together with a comprehensive list of precautions for your guidance

#### 28. Grindon Parish Council

Loss of open space: The majority of the site is currently green field laid to arable use. It is not allocated on the local plan and is outside the limits for development.

Means of access: The current public footpath is in regular use and cuts across the proposed development site. A realistic diversion would have to be provided that didn't simply direct people back to the path and skirt around the development; that would constitute a blocking of access

Noise: There will be a significant increase in noise levels from the premises during normal school hours at break / lunch times as well as sports lessons.

Scale and size of development: The size and scale of the development will have a significant detrimental effect on the local residents, especially with respect to its visual impact upon them. Is there an impact of the building size on this predominately flat site?

Traffic and Highways: There will be a significant impact on the A689 junction with the A19. Parents dropping off the children will need to get back to the A19 and those parents who currently travel to Norton from Wynyard and on to their place of work will still have to do that.

It would appear to be contrary to schools policy to build one where there is no public transport links of any kind. There isn't even a public footpath or cycleway.

The proposed exit onto Wellington Drive will have a significant impact on the local infrastructure and pose a real hazard to children being dropped off / picked up and trying to negotiate the traffic that will inevitably come; because it will be perceived to be easier than going via the A689. This should in no way be considered to be a way of limiting the effect upon the A689 connection. It would only aggravate the current situation on the Wellington Drive / Wynd locations.

The current school buses already pose a significant restriction for only a handful of children because both The Wynd and Wellington Drive have not been built to handle either large volumes of traffic or large vehicles.

The considerable increase in traffic would also affect adversely the narrow roads, which go through the rural villages on the west side of this proposal e.g. Redmarshall, Stillington, Carlton and Thorpe Thewles.

#### 29. Natural England

The proposal does not appear to affect any statutorily protected sites or landscapes or have significant impacts on the conservation of soils, nor is the proposal EIA development. It appears NE have been consulted to offer advice on the impact on a protected species.

NE used their standing advice to assess the impact on bats and great crested newts. They have not assessed the survey for badgers, barn owls and breeding birds, water voles or white-clawed cray fish and the case officer should use standing advice to assess the impact on these

With regards to bats using the flow charts it advises the LPA to accept the findings and consider requesting biodiversity enhancements for bats.

The same advice was offered for great crested newts and NE is broadly satisfied that the mitigation proposals, if implemented are sufficient to avoid impacts on the local population of great crested newts and therefore avoid affecting favourable conservation status.

#### Comments on revised plans/information

Natural England has previously commented on this proposal and made comments to the authority in our letter dated 15 February 2012 (44569).

The advice provided in our previous response applies equally to these amendments although we made no objection to the original proposal.

The proposed amendments to the original application relate largely to various charges, and are unlikely to have significantly different impacts on the natural environment than the original proposal.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

#### 30. Stockton Police Station - Eddie Lincoln

Section 17 of the Crime & Disorder Act, 1998 has placed a duty upon local planning authorities to exercise their functions with due regard both to the effect on and the need to do all they can to prevent crime and disorder. Secured by Design and designing out crime are a requirement of Policy CS5 (Design) of the local development framework and therefore is a material consideration.

A safe and secure environment is the prime objective of Secured by Design requirements and recommendations. To achieve this objective, equal weight should be given to both environmental design and physical security. The School and associated grounds should seek to achieve SBD Schools 2010.

Consideration should be given to applying Secured By Design principles. Good design must be the aim of all those involved in the development process and should be encouraged everywhere. Current government planning policy strongly supports this principle and makes clear that community safety is an integral part of the design agenda.

Should you wish to apply for Secured by Design certification please complete an application and checklist form, which can be obtained from [www.securedbydesign.com](http://www.securedbydesign.com) Secured by Design Schools 2010 Application Form.

#### 31. Tees Archaeology

There are no known archaeological sites in the area indicated. Archaeological evaluations in the surrounding fields have been largely negative.

I therefore have no objection to the planning application and have no further comments to make.

#### 32. Sport England

The site is not considered to form part of, or constitutes a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 (Statutory Instrument 2010 No.2184), in that it is on land that has been used as a playing field within the last



five years, and the field encompasses at least one playing pitch of 0.2 ha or more, or that it is on land that allocated for the use as a playing field in a development plan or in proposals for such a plan or its alteration or replacement.

Sport England has considered this application as a non statutory one.

The school is proposing a range of indoor and outdoor sports facilities, which although primarily for school use, have the potential to make a significant contribution to the range of community facilities available to support development in this part of Stockton.

The school have indicated within a document entitled Community Use Agreement the school has set out the potential offer as being;

*“When fully developed the new school facility shall provide the following sporting facilities:*

- *Synthetic external hockey pitch*
- *Four macadam external tennis courts*
- *Grass elite rugby pitch*
- *Grass cricket pitch and athletics track*
- *Sports building providing: Four lane 25 metre swimming pool, four badminton court sports hall, fitness suite, gym / dance studio*

*It is proposed that these facilities shall be made available to local clubs for use out of the school’s core opening hours and at weekends on a membership basis. The details of membership charges are not currently available as these shall be agreed with respective clubs.”*

Sport England has assessed the application in the light of Sport England’s Land Use Planning Policy Statement Planning Policies for Sport. The overall thrust of the statement is that a planned approach to the provision of facilities and opportunities for sport is necessary in order to ensure the sport and recreational needs of local communities are met.

In principle therefore Sport England is content that this proposal meets the following policy objective:

#### PLANNING POLICY OBJECTIVE 9

*To promote the wider use of existing and new sports facilities to serve more than one group of users. Sport England will encourage potential providers to consider opportunities for joint provision and dual use of facilities in appropriate locations.*

Sport England engages with the major pitch sport NGBs (football, hockey, rugby and cricket) on proposals that involve the loss of existing playing field, and the provision of new playing field.

The Football Association have responded and advised that;

Technical feedback:

- A 101mx63.5m AGP does not comply with any of the FA recommended AGP pitch sizes. The FA AGP guidance recommends 106mx71m for senior and youth 11v11 matches to be played on the pitch.
- The outdoor changing rooms are not self contained with both showers and toilets. This means that children have to use the same shared toilets as the users of the indoor changing rooms posing a potential child protection risk. The school may want to consider reconfiguring their changing rooms to better serve community use. P27 of the FA Facilities in Schools Document provides examples of how changing rooms could better serve community use.

## Community Use Agreement

Wynyard Village Youth FC currently has four junior teams affiliated to Durham FA and is the obvious football club to partner up with the school. We would like to see the club gain access to the AGP for training purpose and request that this is reflected in a Community Use Agreement. The existing CUA does not mention any plans for the local football club to access the school facilities and does not outline proposed pricing and programming for local clubs. We would like to see a revised version submitting to incorporate football use of the facilities.

### Summary and conditions

The FA is supportive of the proposal for the school to build a 40mm AGP to allow the school to deliver curriculum and extra curricular football and hockey to their pupils. We would like to see the following conditions added:

- The pitch should be constructed and performance tested in accordance with FIFA 1 star standards.
- The surface of the Artificial Grass Pitches shall not be changed without notifying the Local Planning Authority and in consultation with Sport England.
- Prior to the bringing into use of the development a Management and Maintenance Scheme for a period of 10 years to include measures to ensure the replacement of all artificial surface/s within the next 10 years and, management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the development.
- Prior to the first use of the development a Community Use Agreement shall be submitted to and approved in writing by the Local Planning Authority. The Agreement shall include details of pricing policy, hours of use, access by Wynyard Village Youth FC, management responsibilities and include a mechanism for review. The approved Agreement shall be implemented upon commencement of use of the development.

Sport England would strongly suggest that the applicant has regard to the FA's technical guidance, and we note and agree that potential community use agreement should also cover football use of the AGP and grass pitches.

Whilst not requesting the imposition of the FA's maintenance / replacement condition for AGP, we strongly suggest that the applicant follows this guidance to ensure the long-term sustainability of the facility.

This being the case, Sport England offers its **support** to this application subject to the imposition of the following conditions;

*1 The development hereby approved shall not be brought into use until a community use management scheme (prepared in consultation with Sport England) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of pricing policy, hours of use, access by non school users, management responsibilities, a mechanism for review and a programme for implementation. The approved scheme shall be implemented upon the start of use of the development and shall thereafter be substantially complied with for the duration of the operation of the school.*

*2 The Artificial Grass Pitch hereby approved shall be constructed using methods and materials in accordance with FIFA 1 star standards and to the optimum physical*

*dimensions as noted in Sport England Technical Guidance Part 1 (of 3)- General Guidance and Design Considerations; Dimensions and Layouts.*

We note from the Design and Access Statement that the applicant has had regard to the relevant Sport England / NGB design guidance notes in the preparation of the planning application and trust that they will continue to provide guidance as the proposals become more detailed. It is considered unnecessary therefore to impose our standard conditions requiring submission of further design details.

The absence of an objection to this application in the context of the Town and Country Planning Acts, does not in any way commit Sport England's or any National Governing Body of Sport's support for any related application for grant funding.

Thank you for reconsulting Sport England on the amended plans for the above application. I can confirm that Sport England has no additional comments to make.

### 33. Hartlepool Borough Council

Hartlepool Borough Council raise the following comments at this stage however request that any further traffic modelling including the Highway Agency's comments are submitted to HBC for comment prior to determination:

- Concerns are raised regarding the impact of the development on the Highway Network and the potential for the development in combination with recent proposals for residential development on the northern side of the A689 to generate a requirement for a controlled crossing. (Please find attached the comments of our Traffic & Transportation Section which we would ask are addressed prior to determination).
- That the developer should contribute significantly to improvement to the pedestrian and cycle network in the surrounding area.
- The D&A statement states that a principle is to have a visual impact from the A689 but less prominent when viewed from Wellington Drive. The site is currently very well screened from the A689 by tree belts to the north and east. Any removal of any of this to open up the vista should be minimal, if at all. It is considered that the development should accommodate appropriate substantial planting and appropriate boundary treatment in order to provide screening from public views and to assist in its assimilation into the landscape.
- Appropriate conditions should be placed on the use and design of the floodlights and any other external lighting to limit light spillage and its impact on the visual amenity of the area.
- There are a number of features of ecological value on the site, i.e. the species- rich grassland, several small areas of pond and wetland and a small amount of hedge, all of which will be lost to the development. In order to limit the loss of biodiversity interest the applicant should at least comply with recommendations 5 & 6 of their ecology report.
- There will be breeding birds on the site a condition should be placed on the timing of site clearance to avoid harming breeding birds.

#### Comments on revised plans

As indicated in my previous email whilst I appreciate the layout and to an extent the landscaping buffer around of the development has been amended our comments remain as set out in my letter of 13th April 2012.

Principally our concerns relate to the impact of the development on the highway network, the accessibility from existing and proposed developments including development on the north side of the A689 and the landscape impact given the developments scale and location. We would ask that you ensure that these matters are addressed

For your information I have set out below the further comments received from our Landscape and Conservation Team, our Traffic & Transportation Team and Urban Policy.

Landscape Planning & Conservation: The revised scheme allows for a bit of a buffer next to the patchy hedge along the southern boundary but it doesn't seem to involve gapping up the hedge. There isn't any legend with the diagram but it may be indicating some hedging on internal boundaries, which would go some way towards addressing my third point but otherwise I would say that my comments still apply.

Traffic & Transportation: I have no objections to the revised site plan.

My previous comments relating to the developments impact on the surrounding highway network still apply.

Urban Policy: I have looked at the revised plan for Red House School and the concerns I had earlier still stand. Also I'm not sure if a caretaker's flat in the sport's pavilion is the best solution to providing residential accommodation on site without a separate house being built. It is hard to see where the additional car parking is to go but it should be away from the main A689. The extra landscaping is to be welcomed as is the cycle route within the site, although I think pedestrian routes should also be enhanced.

#### 34. The Ramblers Association

1 We thank the council for consulting the Ramblers on the proposed development.

2 FP Grindon 13 is affected by the diversion. The developer has proposed an alternative route.

3 This is generally acceptable, we believe, for public use but we are concerned about the effect of school traffic from Wellington Drive on the new route.

4 The developer's figures show that about 25% of the school's intake will come from the Wynyard estates and the main access for them will be a new road from the Drive which will cut across the footpath.

5 We ask, if the council is minded to grant permission for the development, that the council specifies suitable arrangements where the new route of FP 13 is crossed by traffic from Wellington Drive to ensure the safety of users of the footpath; specifies 2 m for the widths of the paths (the diversion and loop to be dedicated to a viewing platform) and ensures their surface is suitable for pedestrians. We note that planning authorities must ensure that applicants whose proposals may affect public rights of way are made aware of the limitations to their entitlement to start work at the time planning permission is granted. We further ask that the developer be warned that: the grant of planning permission does not entitle developers to obstruct a public right of way. It cannot be assumed that because planning permission has been granted that an order under section 247 or 257 of the 1990 Act, for the diversion or extinguishment of the right of way, will invariably be made or confirmed. Development, in so far as it affects a right of way, should not be started and the right of way should be kept open for public use, unless or until the necessary order has come into effect. The requirement to keep a public right of way open for public use will preclude the developer from using the existing footpath, bridleway or restricted byway as a vehicular access to the site unless there are existing additional private rights.

## **PUBLICITY**

35. It should be noted that the applicant has undertaken consultation in accordance with the adopted Statement of Community Involvement. This involved a public consultation event held at Wynyard Golf Club.

36. Local residents have been individually notified of the application and it has also been advertised on site and in the local press.

37. 80 individual letters of objection were received from the following addresses in Wynard;

9 Amerston Close 4 Annigate Close; 12, Black Wood; 3 Burntoft; 1, 3 Cawthorne Place; 1, 2, 4 Churchill Close; 11, 17 Davison Close; 4, 5, 10, 19 Embleton Grove; 3 Eshton; 1, 2 Foresters Close; 1, 2, 10, 12, 15, 18, 24 Fulthorpe Grove; St George House, Gledstone, 1 Harestones; 7

Holderness 2, 4 Lion Bridge Close; 19, 31 Maynard Grove; 3, 20, 25 Mountstewart; 3 Park Avenue; 1, 2, 3, 4, 8 Rudd Close; 3 Saville Close, 3, 6, 12 Tempest Court; 34, 82 The Stables; 2, 32, 37, 57 The Granary; 67 The Wynd; 10 Vane Close; 61, 67 The Wynd; 25, 28, 29, 30, 31a, 32, 35, 38, 39, 46, 53, 88, 90, 95 Wellington Drive, Wynyard

Included in the 80 letters received David Stovell and Millwater submitted a letter of objection on behalf of a number of residents of Wynyard

Also included were objection letters from Mrs Barbara Chaffer Northfield House, Mill Lane Norton; Mr John Latimer Comondale House 1A Countisbury Road and Dr Khan, Marsh House Medical Centre Billingham

38. Red House School forwarded a letter with 30 letters of support attached and a recent letter with a 74 signature petition from staff and parents (14 addresses in Wynyard)

In addition 10 individual letters of support were received from the following properties in Wynyard; 7 Cawthorne Place; 26 Fulthorpe Grove; 10 Gunners Vale 17 Maynard Grove; 17 Wynyard Woods; 12, 20 Castlereagh and 27 Black Wood ALL Wynyard

39. 2 letters with General Comments/Queries were received from 4 The Oval; 29 Coal Lane, Wolviston

40. Main reasons for objections:-

#### Principle of Development

Why the school has identified 'Green Field' land to develop an independent school, which is a commercial business, when there are 'Brown Field' areas on the Wynyard Park development. This development would be contravening Policy EN13 and the excessive bulk and scale would have a significant detrimental impact on the form and appearance of the original buildings on site and on the character of this site within the landscape.

The site has not been allocated on the Local Plan and is contrary to the Development Plan

#### Need for the development

Do not feel that the village warrants the need for a school. ((Currently there are approximately 45 Primary Schools, 12 Secondary Schools and 4 sixth form colleges within a 5 miles distance of Wynyard therefore we can not see the need for yet another school in the area))

#### Traffic, Highway Safety and Parking

Roads within Wynyard are not adequate for the amount of traffic that this development will ensue  
Impact on Traffic – 900 people trying to enter Wynyard – causing delays for people and congestion at peak times when people are trying to leave to take children to other schools and go to work  
Entrance to the school is situated on a bend which during winter weather is severely affected by ice

Are you aware that this site is not on a bus route, so unless pupils live on the Wynyard Estate and can walk to school, the only way for parents to get their children to school is by car?

This means as you will know that the A19/A689 junction and the A689 road (which are already grid-locked at peak times) will become many times worse with substantially more cars dropping off and picking up pupils. I thought responsible councils were doing their best to try and reduce the number of cars on our roads to help the environment. By passing this application you will be promoting car usage and turning your back on public transport.

The proposals apparently made by the school for yellow lines, enforcement, CCTV etc completely change the character of the area in my view and are not acceptable. They exhibit a lack of sympathy and understanding for the residents on behalf of the school that doesn't bode well for the future.

It is also my understanding from Grindon Parish Council that the Northfield and William Cassidi buses will be re routed to The Wynd and away from Wellington Drive so as to accommodate the Red House plan and thus cut congestion on Wellington Drive. It is half a mile from my house to the corner of The Wynd and my 4 year old will have to walk this distance in snow and rain to get her school bus if this proposal was to go ahead. During periods of inclement weather, current parents of children who get these and other buses will then be tempted to use their vehicles to transport their children to The Wynd. This will then increase traffic around the village and thus cause further congestion. It is difficult enough on a morning trying to get out of Wellington Drive to go to work past all the parked cars on the grass verges awaiting the Teesside High coach on the corner of Wellington and Wynd, yet you wish to add more congestion to this small area of road.

When the school is holding special events such as sports days there will be a need for longer term road side parking for hundreds of cars, which will seriously impact the whole village.

It seems abundantly clear that the planners expect the Wellington access point to be a problem and pupils will be encouraged to walk or cycle to school. With some 40% of pupils being drawn from Wynyard itself this means that at least 340 pupils will access the school from Wellington Drive each day. The planners do I feel, need to wake up and accept that the majority of pupils will not walk or ride to school especially when the weather is poor which it frequently is. This can only mean extra car journeys along Wellington Drive, a road not designed or planned for that level of usage.

You will be aware that there is not one inch of cycle track to allow children to cycle safely around Wynyard. If this development goes ahead it would be irresponsible in terms of road safety to encourage children to cycle through mayhem to school. With the location being on the eastern edge of the village and a very brisk 45 minute walk from the western edge of the village it would be naive to expect any meaningful number of Wynyard residents to walk to school the plans only indicate 4 visitors' parking spaces, which would appear very inadequate for a school whereby 87% of its pupils travel by car. Increased volumes of traffic and parked cars can only increase the risk of accidents and potential fatalities as well as increasing the level of frustration to local residents

Damage to verges through inconsiderate parking

Where is the Green travel Plan?

Lack of playing fields available on the site. Will there be the need to bus pupils around the borough for sports activities?

Loss of public right of way

Loss public footpath that we are going to loose which we use for walks regularl

Flooding

The area to be built upon floods significantly in wet weather.

Ecology

Great loss of wildlife and the green field

Loss of Amenity, Noise Light Intrusion

The planned sports areas will increase light pollution for residents and spill onto both Wellington Drive and the A689 with potential driver distraction.

Loss of Privacy: Unacceptable loss of privacy in an open-plan estate where residents have spent huge amounts of money on properties.

Health and Safety

There has been Health & Safety issues raised regarding high pressure gas pipes along the boundary area.

Other matters

The site is identified on Historic Environment Record as being a medieval field system.

The plans detail living accommodation on the site this is not detailed on the planning application

A final thought is that it looks as though this is going to be more of a leisure complex than a school and will be open all hours seven days a week causing privacy and traffic problems to the residents closest to the site.

Would lead to an oversized housing development

Disruption and loss of privacy to residents there will be an unacceptable increase in noise and disturbance levels for local residents many of whom will be living within 200 mtrs of the proposed development.

The village has only one shop - which could be "invaded" by staff and students, taking away the village feel of Wynyard.

Residents also pay towards security of the village - this high level of security would be jeopardised by an increase in the number of people and cars coming in and out of the village. Residents would have to expect increased security measures at no extra cost to them.

Due to residents being unhappy with this development, this will attract negative coverage and downgrade house prices further.

The Country Park is already being overused with ball games and disturbs the tranquillity that Wynyard is renowned for - and the residents pay for in their house prices and their annual payments to Wynyard Estates. The Country Park would no doubt incur greater use therefore greater disturbance to residents.

There are already a number of properties up for sale in Wynyard - I believe this would further encourage people to move out of the area - my household included.

Localism – ignored the community

The Herald and Post 16 February 2012 stated that houses will be built on the Norton site of Red House School "when it relocates to Wynyard". It also states that it "expects to move in to its new site by September 2013". My question is this - how can this be a fair process as it already appears that the decision has already been made - what is the point of even asking for the opinion of the local residents just to make it look like they have followed due process. I strongly object to what appears to be a development being approved before due process has been carried out.

The catchment area identified is not appropriate and the proposal should be directed to a more preferable location.

#### 41. Main reasons for support

There must be over 800 houses in Wynyard estate now, many with young children, but with no local school. Several parents from Wynyard estate are educating their children in independent schools by choice. An independent school moving to Wynyard will provide a much needed boost to the estate, attracting many other families with young children to move here.

It will also help enhance the local community and Stockton Council can be proud of facilitating development of a flagship academy in its borough.

I totally disagree with the comments I have seen from some residents about local traffic. For a start, school run traffic from Wynyard to independent schools like Red House, Yarm and Teesside High is considerable, and contributes to congestion on the A19 and A689. Most Wynyard residents would obviously choose to send their children to Red House School if it relocates to Wynyard. This will lead to the immediate benefit of relieving congestion on the A689 and A19. Any traffic to the school from A19 will be in the direction opposite the peak hour traffic, and traffic on that side of the carriageway on the A689 is lean at those times.

In addition, many children living in Wynyard would walk to school, leading to a healthier and greener lifestyle. I am satisfied with the plans proposed for regulating traffic around the school, and restricting access from Wellington Drive entrance to residents of Wynyard. I do not believe this will lead to parking problems on Wellington Drive, and all the scare mongering from a small handful of residents is unsubstantiated and seems unnecessary.

Opportunities like 'joint school provision' for extra-curricular activities would be created by this relocation, which would also benefit children in the estate who are not in independent education. Wynyard village needs a local school, and I was delighted to hear this proposal for Red House School relocation.

Wynyard is not a village any more it is a large and still growing housing estate and therefore the more amenities there are within its boundaries we believe the greater increase in quality of life there is for us and the majority of existing and future residents.

Once our children are no longer of school age we don't have a problem with a school onsite. The life cycle goes on, young families move here all the time, as you get older you may move on or stay here for the rest of your life. If we do sell our house at any time I am sure it will be easier to sell because of the attraction of a school.

Many parents live or work in and around Wynyard. They are already using the roads in question and so create no additional burden.

Many children arrive and leave the school at different times (breakfast club, session 6 and after school clubs) and staff arrive and leave later than pupils thereby staggering traffic to and from the school.

## **PLANNING POLICY**

42. 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 saved policies of the Stockton on Tees Local Plan (STLP)

43. Section 143 of the Localism Act came into force on the 15 Jan 2012 and requires the Local Planning Authority to take local finance considerations into account, this section s70(2) Town and Country Planning Act 1990 as amended requires in dealing with such an application [planning application] the authority shall have regard to a) the provisions of the development plan, so far as material to the application, b) any local finance considerations, so far as material to the application and c) any other material considerations

44. The following planning policies are considered to be relevant to the consideration of this application: -

At the heart of the **National Planning Policy Framework** is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

For decision-taking this means:

\* approving development proposals that accord with the development plan without delay; and

\* Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

—any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or—specific policies in this Framework indicate development should be restricted.

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system

### **Core Strategy Policy 1 (CS1) - The Spatial Strategy**

1. The regeneration of Stockton will support the development of the Tees Valley City Region, as set out in Policies 6 and 10 of the Regional Spatial Strategy 4, acting as a focus for jobs, services and facilities to serve the wider area, and providing city-scale facilities consistent with its role as



part of the Teesside conurbation. In general, new development will be located within the conurbation, to assist with reducing the need to travel.

2. Priority will be given to previously developed land in the Core Area to meet the Borough's housing requirement. Particular emphasis will be given to projects that will help to deliver the Stockton Middlesbrough Initiative and support Stockton Town Centre.

3. The remainder of housing development will be located elsewhere within the conurbation, with priority given to sites that support the regeneration of Stockton, Billingham and Thornaby. The role of Yarm as a historic town and a destination for more specialist shopping needs will be protected.

4. The completion of neighbourhood regeneration projects at Mandale, Hardwick and Parkfield will be supported, and work undertaken to identify further areas in need of housing market restructuring within and on the fringes of the Core Area.

5. In catering for rural housing needs, priority will be given to the provision of affordable housing in sustainable locations, to meet identified need. This will be provided through a rural exception site policy.

6. A range of employment sites will be provided throughout the Borough, both to support existing industries and to encourage new enterprises. Development will be concentrated in the conurbation, with emphasis on completing the development of existing industrial estates. The main exception to this will be safeguarding of land at Seal Sands and Billingham for expansion of chemical processing industries. Initiatives which support the rural economy and rural diversification will also be encouraged.

### **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

### **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.

9. 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 Documents.

### **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.

### **Core Strategy Policy 10 (CS10) Environmental Protection and Enhancement**

1. In taking forward development in the plan area, particularly along the river corridor, in the North Tees Pools and Seal Sands areas, proposals will need to demonstrate that there will be no adverse impact on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, or other European sites, either alone or in combination with other plans, programmes and projects. Any proposed mitigation measures must meet the requirements of the Habitats Regulations.
2. Development throughout the Borough and particularly in the Billingham, Saltholme and Seal Sands area, will be integrated with the protection and enhancement of biodiversity, geodiversity and landscape.
3. The separation between settlements, together with the quality of the urban environment, will be maintained through the protection and enhancement of the openness and amenity value of:
  - i) Strategic gaps between the conurbation and the surrounding towns and villages, and between Eaglescliffe and Middleton St George.
  - ii) Green wedges within the conurbation, including:

- \_ River Tees Valley from Surtees Bridge, Stockton to Yarm;
  - \_ Leven Valley between Yarm and Ingleby Barwick;
  - \_ Bassleton Beck Valley between Ingleby Barwick and Thornaby;
  - \_ Stainsby Beck Valley, Thornaby;
  - \_ Billingham Beck Valley;
  - \_ Between North Billingham and Cowpen Lane Industrial Estate.
- iii) Urban open space and play space.

4. The integrity of designated sites will be protected and enhanced, and the biodiversity and geodiversity of sites of local interest improved in accordance with Planning Policy Statement 9: Biodiversity and Geological Conservation, ODPM Circular 06/2005 (also known as DEFRA Circular 01/2005) and the Habitats Regulations.

5. Habitats will be created and managed in line with objectives of the Tees Valley Biodiversity Action Plan as part of development, and linked to existing wildlife corridors wherever possible.

6. Joint working with partners and developers will ensure the successful creation of an integrated network of green infrastructure.

7. Initiatives to improve the quality of the environment in key areas where this may contribute towards strengthening habitat networks, the robustness of designated wildlife sites, the tourism offer and biodiversity will be supported, including:

- i) Haverton Hill and Seal Sands corridor, as an important gateway to the Teesmouth National Nature Reserve and Saltholme RSPB Nature Reserve;
- ii) Tees Heritage Park.

8. The enhancement of forestry and increase of tree cover will be supported where appropriate in line with the Tees Valley Biodiversity Action Plan (BAP).

9. New development will be directed towards areas of low flood risk that is Flood Zone 1, as identified by the Borough's Strategic Flood Risk Assessment (SFRA). In considering sites elsewhere, the sequential and exceptions tests will be applied, as set out in Planning Policy Statement 25: Development and Flood Risk, and applicants will be expected to carry out a flood risk assessment.

10. When redevelopment of previously developed land is proposed, assessments will be required to establish:

- \_ the risks associated with previous contaminative uses;
- \_ the biodiversity and geological conservation value; and
- \_ the advantages of bringing land back into more beneficial use.

### **Core Strategy Policy 11 (CS11) - Planning Obligations**

1. All new development will be required to contribute towards the cost of providing additional infrastructure and meeting social and environmental requirements.

2. When seeking contributions, the priorities for the Borough are the provision of:

- \_ highways and transport infrastructure;
- \_ affordable housing;
- \_ open space, sport and recreation facilities, with particular emphasis on the needs of young people.

### **Saved Policy EN13**

Development outside the limits to development may be permitted where:

- (i) It is necessary for a farming or forestry operation; or
- (ii) It falls within policies EN20 (reuse of buildings) or Tour 4 (Hotel conversions); or

In all the remaining cases and provided that it does not harm the character or appearance of the countryside; where:

- (iii) It contributes to the diversification of the rural economy; or
- (iv) It is for sport or recreation; or
- (v) It is a small scale facility for tourism.

### **Saved 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.

**Supplementary Planning Document 3: Parking Provision for New Developments** sets out the Council's standards for parking associated with new development.

**Supplementary Planning Document : Open Space, Recreation and Landscaping** sets out the level of Planning Obligation contributions required for new development and the circumstances in which open space will be required on site.

**Supplementary Planning Document 6 : Planning Obligations** sets out the Council's approach towards securing planning obligations associated with development within the Borough.

### **MATERIAL PLANNING CONSIDERATIONS**

45. The main considerations of this application relate to the need for the development and whether it satisfies the requirements of National and Local Plan Policies; traffic impact, landscape and visual impact, ecology and nature conservation, impact of the proposed development on the locality in terms of residential amenity, environmental impact; vehicular access and highway safety and health and safety.

46. The application site is an unallocated site in the adopted local plan and is located outside the limits of development. Saved Policy EN13 seeks to strictly control development within the countryside beyond these limits and restricted to limited activities necessary for the continuation of farming and forestry contribute to rural diversification or cater for tourism, sport or recreation provided it does not harm the appearance of the countryside. The main school buildings and associated car parking does not fall within these categories and a judgement is required whether considerations in support of the proposed school are sufficient to outweigh rural restraint policies.

47. In terms of locational policy, limits to development have been identified around the main urban core and the villages. Where possible, limits have been drawn where there is a clear break between urban and rural uses and landscapes.

48. Core Strategy Policy CS10.3 seeks to maintain the separation between settlements, along with the quality of the urban environment through the protection and enhancement of the openness of strategic gaps, between the conurbation and the surrounding towns and villages of the Borough.

#### **Need for the development**

49. The applicant states that the current school sites and buildings are constraining the ability of the school to provide modern, high quality facilities for teaching, sport and other extra curricular activities. The applicant has explored expanding and modernizing the existing school but this has proved expensive and unfeasible and has therefore identified a requirement to relocate its

operations to a purpose built education facility. Relocation to a new site is essential to provide all phases of independent education at a single site, including a sixth form and to enable the provision of state of the art facilities.

50. However, accepting that there is a need for a single site re-location, which is an issue primarily for the school itself, this does not necessarily mean the development is in the best location to satisfy that need. National and local planning policy recognises the need to make the best use of land and in general requires that development should be located on previously developed land and buildings in sustainable locations. The applicant has produced an assessment of alternative sites for the proposed development in support of the application.

51. The applicant has identified the basic spatial requirements on a single site and has undertaken an assessment of the catchment areas of the school

52. The application site at Coal Lane was identified to be the most suitable location to accommodate the proposed school development, in that it was of sufficient size to accommodate the facilities required by the school and was centrally located within the existing catchment area of the school.

53. In undertaking the alternative site assessment the following stages were undertaken:

- \* Consideration of the potential to redevelop the existing School site;
- \* Definition of the search area of the alternative site assessment;
- \* Identification of potential sites within the defined search area; and
- \* Assessment of the suitability of the identified sites to accommodate the proposed school development.

These stages are considered in detail below.

54. As mentioned previously, in terms of the existing school site the school buildings and facilities are split across two sites, and the school does not currently provide sixth form facilities, with students currently having to transfer to alternative education establishments after the completion of GCSE's. Furthermore, the school has identified a requirement to upgrade existing facilities at the school in order to provide modern, state of the art teaching, sport and extra curricular facilities for pupils.

55. Consideration has been given to whether these additional facilities could be accommodated on the existing school site, however due to the historic nature of the buildings and constrained nature of the site the school concluded that it would not be possible to accommodate the required development and provide adequate access and car parking arrangements. As such development on the existing site is unfeasible, and as a result consideration has been given to alternative sites.

56. The search area for the alternative site assessment is centrally within the catchment area the school serves, and where the majority of pupils live. 53% of existing school pupils reside within the search area, which comprises the majority of the Stockton-on-Tees urban area, along with Billingham and Wynyard. Any site located outside of the defined search area would be unable to meet the needs of the majority of the pupils, and would increase the distances travelled each day by pupils which would run contrary to national policy. As such, any sites outwith the search area would not be suitable for the relocation of the school and have not been considered in the alternative site assessment.

57. The criteria adopted for the site assessments have been as follows:

- Locational Status — the status of the site in the hierarchy set out in North East RS Policy 4 (sequential approach to the location of all forms of development whereby locations are prioritised in the following order:

a Suitable previously-developed sites and buildings within urban areas;

b Other suitable locations within urban areas not identified as land to be protected for nature, heritage conservation or recreational purposes;

c Suitable sites in locations adjoining urban areas, particularly those that involve the use of previously-developed land and buildings; and

d Suitable sites in settlements outside urban areas, particularly those that involve the use of previously-developed land and buildings), and whether it is sequentially preferable to the application site;

- Site Size: a minimum site of 9ha has been applied, as this was identified by the School as the smallest area required to accommodate the buildings, playing fields, hard playing areas, car parking and ancillary facilities associated with a school the size of Red House. It is also mindful of the School's aspiration to accommodate all of the required facilities on one site, expand their operations to include a sixth form, and avoid a 'spilt site' approach;
- Policy Constraints: to consider development plan policies, in particular site-specific policies, relevant to the sites identified;
- Accessibility Considerations: whether the sites can be satisfactorily serviced and accessed by vehicles, if applicable, with consideration given to potential impact on the local highway network and safety. Given the wide catchment area of the school it is important that the potential site is accessible to cars, coaches, cycles and pedestrians;
- Planning Consents and Other Proposals: whether there are any extant permissions for development on the sites identified, the likelihood and timescale of permissions being implemented, and details of any other proposals;
- Site Ownership/Land Assembly: whether the sites are in multiple ownership, or whether there are any other land assembly issues which could potentially constrain the potential for future development;
- Existing Uses: to establish what the current land uses are at each site, and whether there is a requirement for their relocation, or whether surrounding uses may impact upon the potential development of the site for a school; and
- Other Constraints: to establish whether there are other constraints to potential development, for example, flood risk, conservation area or listed building status, tree preservation orders, topography, etc.

58. Consideration has been given to the following 8 previously developed sites within the Stockton urban area:

- . Site 1 - Tees Marshalling Yard (West);
- Site 2 - Tees Marshalling Yard (East);
- Site 3 - Land off Grangefield (Millfield);
- Site 4 - University Hospital of North Tees;
- Site 5 - Land and buildings adjoining the A66;
- Site 19 - Former Bishopsgarth School;
- Site 20 - North Shore; and
- Site 21 - Former Blakeston School.

59. Sites 1 & 2 are both currently in use as railway marshalling yards and are located within Flood Zones 2 & 3. The recently published National Planning Policy Framework (NPPF) and supporting PPS25 Practice Guidance make clear that a sequential approach should be applied and priority given to sites within areas at a low risk of flooding. The application site is within the Flood Zone 1 and therefore sequentially preferable to both sites 1 & 2 in terms of flood risk. Furthermore, these sites are both understood to be contaminated and the costs involved in de-contaminating the sites are likely to render the relocation of Red House School to either site unviable.

Site 3 is also partially located within Flood Zones 2 & 3 and as such is less sequentially preferable to the application site and has been ruled out on this basis. The site is currently used as a Metal Recycling Plant by the well established TJ Thomson and is therefore not available to accommodate alternative development.

Site 4 is also currently in full use and is not currently available to accommodate alternative development. Whilst part of the site is understood to be available after 2015/16 following the relocation of some of the existing hospital services to new facilities at Wynyard, this timescale cannot address the identified current and urgent 'need of Red House School to relocate to a larger site to provide upgraded facilities and accommodate additional students through the creation of a sixth form.

Site 5 is also currently in full use and is understood to be in multiple ownerships. As such it is unclear whether land of a sufficient size will become available within the timescales required by Red House School. Furthermore, the site is in close proximity to a number of industrial uses and the noise attenuation measures likely to be required, in addition to improvements to the highways infrastructure, are likely to render the redevelopment of the site for a school financially unviable.

Sites 19 and 21 comprise the former Bishopsgarth and Blakeston school sites; Blakeston school site is currently in use as the Northshore NHS Academy until 2013 when they are expected to relocate to new premises. As such it is not currently available for development. Bishopsgarth site is not available and therefore the site cannot provide an alternative location for the school.

Site 20 comprises the North Shore strategic regeneration site which benefits from an extant planning permission for a major mixed use development. The first phase of development is currently under construction, comprising of the Homes Zone. Muse Developments Ltd fully intend to progress with the rest of this development. The site is therefore not available for the school.

60. Only one greenfield site was identified with the urban area, namely Portrack Interchange (this site is allocated for employment uses in the adopted Development Plan and is identified in the Stockton Employment Land Review as offering good potential for office development, and as such the ELR recommends it is retained for employment uses. The development of this site for the relocation of Red House School would result in the loss of good quality employment land which runs contrary to the Council's employment aspirations, and as such this site is not considered suitable.

60. The following 4 sites adjoining the Stockton urban area were identified and assessed:

- Site 5 - Hartburn Grange land between Yarm Back Lane and West Stockton built-up area;
- Site 8 - Land West of Harrowgate Lane;
- Site 9 - Land south of Bishopsgarth School; and
- Site 10 - Land at rear of Bishopsgarth Cottages, Darlington Back Lane.

All of these sites were considered in the Stockton SHLAA and it was identified that significant improvements to the highways infrastructure would be required before development could come forward on any of these sites. These improvements would render the development of Red House School on any of these sites financially unviable, and as such the sites are not suitable.

In addition, Sites 8, 9 and 10 are identified in the SHLAA as part of a wider area of land for an urban extension to the west of Stockton. The development of any of these sites in isolation for Red House School could prejudice the comprehensive redevelopment of the surrounding sites as an urban extension to Stockton.

No potential sites were identified within settlements outside the Stockton urban area.

61. In addition to the above, the following 8 sites have been identified and assessed, of all which are not located within or adjoining the Stockton urban area and outwith any other settlement outside the urban area:

- Site 6 - Land at Yarm Back Lane, Hartburn;
- Site 7 - Land to the North East of White House Farm, Billingham
- Site 11 - Land adjoining Blakeston Lane, Norton
- Site 13 - Land at Wynyard Golf Course;
- Site 14 - Land at Wynyard (Masterplan Site 1);
- Site 15 - Land at Wynyard (Masterplan Site 2);
- Site 17 - Wynyard (former Samsung); and



- Site 18 - Wynyard Business Park.

62. All of these sites are of the same sequential status as the application site in the terms of the hierarchy set out in RS Policy 4. As such, none of these sites are sequentially preferable to the application site and can be ruled out on this basis. Notwithstanding this, further consideration has also been given to whether these sites are suitable to accommodate the proposed school development.

Site 6 was considered in the Council's SHLAA and it was identified that there were significant constraints to the development, including mains services running through the site and inadequate highways infrastructure which would need to be addressed in order for development to come forward on the site. These highways improvements and the diversion of mains services are likely to render the development of Red House School on the site financially unviable.

In addition to not being sequentially preferable to the application site at Wynyard, Sites 7 and 11 lack connectivity and integration with the nearby Stockton urban area and it is considered that they would offer very limited potential for trips by sustainable transport modes such as on foot or by cycle.

Site 13 located adjacent to Wynyard Golf Course is subject to a 'minded to grant' resolution for residential development, and is therefore understood to be coming forward for alternative development. As such it is not considered to be available to accommodate the proposed development.

Sites 14 and 15 lie outside the settlement boundary for Wynyard Village. They are therefore not sequentially preferable to the application site.

Site 17 is subject to a planning permission for a distribution centre and is therefore understood to be coming forward for alternative development and not considered to be available to accommodate the proposed development.

Site 18 is allocated for Key Employment Uses within the Stockton Local Plan and Regional Spatial Strategy. It has been identified as being of regional importance. However, Wynyard Park Limited has identified that substantial funding is required to deliver the next phases of the business park development and that residential development is needed to provide such funding. The location of a school at Wynyard Park could therefore either result in the loss of land for prestige business uses or prevent sufficient homes from being built, resulting in a shortfall in funding for the next phases of business park infrastructure. This site is also not sequentially preferable to the application site.

63. The assessment concluded one of the potential sites identified is considered to be fully suitable to accommodate the proposed school development. Ten sites are not sequentially preferable to the application site in the context of RS Policy 4. Of these sites three are located within areas of higher flood risk and are therefore not sequentially preferable when considered against the sequential test set out in the National Planning Policy Framework (para. 100). Of those sites within sequentially preferable locations, a number are subject to significant constraints including land contamination and highways infrastructure deficiencies which would need to be addressed before development could come forward on the sites. The costs involved in resolving these constraints would render the development of the new Red House School on these sites financially unviable.

In addition to the above, a number of sites are not considered available as they are either currently fully operational in alternative uses and are unlikely to be available with the timescales required by Red House School, or they are being brought forward for alternative development.

64. In the absence of a suitable and available site within the urban area on land both previously developed and on undeveloped land then the applicant has examined options outside the limits of development. It is considered that there is no other site apart from the application site that could meet the identified need.

65. There is a need to consider the proposed development against a number of other policy criteria including the accessibility of the site, landscape and visual impact and environmental impact.

## Traffic Impact

66. In order for approval to be granted the Council as the Local Planning Authority needs also to be satisfied that the development will not give rise to an unacceptable highway impact. This is a major concern of the objectors to the development.

67. The application is accompanied by a Transport Assessment in order to satisfy the Council that the principle of the development and the subsequent movement of future traffic can be accommodated in and around the site on the surrounding road network. The TA takes into account committed developments associated highway mitigation in particular at the roundabout access to the development from the A689. The development demonstrates that introducing a fourth arm with appropriate mitigation at the roundabout makes the traffic situation no worse than at present when the development traffic is accounted for, this fourth arm and widening work is required to access the development site only that is limited to the car park.

68. The submitted information takes into account the maximum capacity of 770 pupils at 100% attendance and it does not rely on the potential benefits from sustainable modes of transport which should reduce vehicle dependency, therefore it is considered that the report is robust in traffic terms.

69. A second access to the site is proposed from Wellington Drive, this access is provided to accommodate needs of Wynyard residents and provide for the community uses offered by the school and accommodates the diversion of the Public Right of Way and a footway/cycleway link across the site frontage on Wellington Drive with footway links tying into the existing footways. Highway safety has been assessed in the report and there are no inherent highway safety concerns on the existing surrounding road network. However, in order to maintain highway safety on A689 it is necessary for boundary treatments and screening to be maintained appropriately to ensure that the potential risk of miss kicked balls entering the highway corridor is removed. The introduction of a fourth arm to the existing three arm A689/Wynyard Avenue roundabout will change the use of the junction, however it will be a conventional roundabout arrangement and it will be subject to a Road Safety Audit, the principle of this proposal is therefore acceptable in highway terms and will be subject to a S278 agreement with the Highway Authority.

70. There are currently 3 scholar bus services serving the existing school site at Norton that covers Guisborough/Nunthorpe/Marton/Acklam/Ingleby Barwick area, Hartlepool/Wolviston area as well as the Sedgfield/Wynyard area. It is proposed that these remain and use the main school car park for access; the school has also committed to providing a coach to operate between Norton and the proposed school site.

71. The Head of Technical Services has examined the proposal in terms of how it functions and highway safety implications as well as general parking provision and is satisfied with the proposal and concludes the development is acceptable in principle subject to the submission of a revised layout indicating parent/pupil drop off as necessary, along with cycle storage, car park management strategy, travel plan and construction management plan being conditioned. S278 agreements are necessary for works to the highway to achieve appropriate access.

72. The Highways Agency has considered the proposal and has indicated that they do not think that the increase of traffic resulting from the development would cause the Agency an issue, therefore have no objections in principle to the application.

## Landscape and Visual Impact

73. The application site is located to the west of the A19, south of the A689 and to the east of Wynyard village. It is a greenfield site in agricultural use, and is not specifically allocated for any use in the development plan.

74. Core Strategy policy CS10.3 seeks to maintain the separation between settlements, along with the quality of the urban environment through the protection and enhancement of the openness of strategic gaps, between the conurbation and the surrounding towns and villages of the Borough.

75. In considering the impact of the proposed development on the countryside reference has been made to the Stockton Borough Council Landscape Character Assessment, July 2011. This assessment has categorised the character of the countryside and its capacity to accommodate future development using an agreed assessment methodology. The application site has been categorised within this assessment as an area of *Undulating Arable Land*. Whilst the character of the site has been classed as having a *High Sensitivity* to change and *Highly Visually Sensitive* the site benefits from a *Medium Landscape Capacity*. Within this medium capacity category the area has been assessed as being able to accommodate an individual building within the landscape without significantly affecting its character providing adequate screen planting is provided.

76. The submitted photomontages demonstrate that the proposal would result in a degree of visual change from the current character of the countryside on opening. This has been assessed together with the benefits of mitigation which propose significant tree planting belts that should integrate the school into its surroundings. Comments on the degree of change on each view provided by Urban Design as follows:

Photomontage View A illustrates views from Wellington Drive. These photomontages demonstrate that due to the school buildings location set back from the road there are opportunities to create significant areas of tree planting between the school and Wellington Drive. This tree planting on maturity would serve to integrate the school into the landscape. On opening views would be afforded to travellers accessing Wynyard Village using Wellington Drive from the direction of the A689. The use of 'Parkland Fencing' as agreed as part of the Wynyard Design Guide (for the wider Wynyard residential area) would assist in the schools integration into the village. On maturity the proposed planting would significantly reduce direct views towards the school. However, the tops of the light columns for the playing pitches would remain visible above the tree canopy and would when illuminated change the character of the view. However the change in this view is not considered to be significant given the extent of existing street lighting and other sources of light within Wynyard Village and on the adjacent A689.

Photomontage View B illustrates views from the surrounding open countryside to the south of the application site. The photomontages illustrate that the school building would be visible on opening and have a high visual impact on the character of surrounding countryside. However the 25 year view shows that with mature tree planting the school would be integrated into the landscape and the long term impact is not considered to be significantly visually adverse. The light columns for the playing pitches in particular would remain viable but are not considered to be a significant visual intrusion for the reasons previously noted.

Photomontage View C – a new visual is requested to illustrate the view from the roundabout access off the A689 as the current view does not reflect the latest plan which is acceptable but this will be reflected in a revised perspective. However, it is noted that the current photomontages demonstrates significant specimen tree planting which would serve to filter the views that would be afforded to travellers using the A689 in a westerly direction. The level of mitigation would be enhanced from specimen trees to woodland block tree planting by the current landscape proposals that have been demonstrated in the revised Masterplan layout. On maturity of the planting this view would be similar in character to that currently afforded north of the A689 on the former Samsung site where the site benefits from extensive structural tree planting.

## Ecology and Nature Conservation

77. The application is accompanied by a Phase 1 Habitat survey and protected species risk assessment which confirms that the majority of the site supports arable land with sparse hedgerows and grassed field margins. Areas of species-rich and species-poor grassland are located to the west and far west of the site respectively. No protected species have been recorded as resident within the site. Existing trees and shrubs will be retained to the north, south west and east of the site. This will ensure the ecological value of this semi-mature vegetation is retained

78.. □Appropriate mitigation measures are proposed and Natural England has examined the proposal and advises that the proposal is unlikely to have an adverse effect on protected species subject to the imposition of conditions to provide the control sought by Natural England.

## Other Issues

79. In terms of flood risk, a Flood Risk Assessment accompanies the application and identifies the site falls within Flood Zone 1 (the lowest risk) with a need to demonstrate a satisfactory management of surface water. The Environment Agency has no objection to the proposal subject to appropriate controlling conditions.

80. A high pressure gas pipeline runs along the northern side of the A689. Under Article 10 of the Town and Country Planning (General Development procedure) Order 1995, as amended, decision makers are required to consult the Health and Safety Executive (HSE) on certain planning proposals around major hazards and to take into account the Executive's representations when determining associated applications. This is to ensure that the UK complies with Article 12 of the Seveso II Directive which has the specific objective of controlling certain new development around major hazards when the development is such as to increase the risk or consequences of a major incident.

81. The HSE has been in discussions with the applicant about the development proposal and as a result of these, the developer has subsequently approached National Grid Gas plc about the possibility of providing increased protection for the major accident hazard pipeline in the vicinity of the proposed school site.

82. If appropriate protection were to be provided for the pipeline, allied to the changes to the site layout then the HSE would not advise against the granting of planning permission. A condition is recommended which would prevent the proposed school being occupied until the work to provide the additional protection for the pipeline has been completed. Accordingly the proposal does not conflict with Planning Guidance in respect of Health and Safety.

83. In terms of site contamination the Environment Agency and Environmental Health has no objection to the proposal subject to appropriate controlling conditions. Accordingly the proposal does not conflict with Planning Guidance in respect of contaminated land.

84. In terms of noise impact the Environmental Health Manager has considered the proposal and raises no objection on this matter.

85. In respect of archaeology Tees Archaeology has stated that there are no known archaeological sites in the area indicated and archaeological evaluations in the surrounding fields have been largely negative and therefore raise no objection to the planning application.

86. NPPF (Para 112 states that 'Local Planning Authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of higher quality'.

87. The NPPF defines the best and most versatile agricultural land as being Grades 1, 2 and 3a. The current site is in agricultural use on land which is classified as grade 3. Whilst the proposed development would result in the loss of agricultural land from production, a suitable alternative site has not been identified and furthermore in terms of built form this has been kept to a minimum to reduce the impact and the loss is therefore not considered to be significant enough to warrant refusal on this ground alone.

## **CONCLUSION**

88. Development plan policies emphasise the need to protect the countryside and encourage a sequential approach towards the location of development, recognising the need to make the best use of land and optimise the development of previously developed land and buildings in sustainable locations. Whilst it is recognised that the majority of new development should be directed to these areas, it is also accepted that it will not always be possible to find suitable sites in the preferred areas.

89. The school has identified its own spatial requirements and undertaken a sequential test taking into account matters of site suitability; accessibility, policy constraints and the availability of other sites, which concludes that the application site is most suitable to accommodate the proposed development.

90. The Head of Technical Services has considered the transport implications and is satisfied that the proposed development is acceptable in highway safety terms and impact on the Highway network.

91. The importance of meeting educational needs is a recognised material planning consideration and the NPPF provides support for education facilities. This states:

*“The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:*

- *give great weight to the need to create, expand or alter schools; and*
- *work with schools promoters to identify and resolve key planning issues before applications are submitted.”*

The statement in the NPPF clearly promotes the widening of choice in education provision. These benefits therefore have significant weight. The proposals to provide new accommodation for the school would therefore be consistent with this objective of the NPPF.

92. The applicant makes a strong case that the development will result in significant benefit to the local economy by providing a high quality educational campus in the Borough, which will provide jobs, and educational opportunities in the borough. The applicant also states that the development will also provide extensive sports facilities which will be made available to the wider community. It is proposed to secure this through a condition.

93. The proposal would provide an educational facility accessible to a significant number of the school's likely catchment population and a travel plan is conditioned to promote sustainable travel.

94. It is therefore considered that notwithstanding that the development is an unallocated site located outside the established urban limits and such development would normally be resisted unless material considerations indicated otherwise, that there are important material benefits arising from the high quality development and the economic benefits to the Borough and the wider

area. As such it is considered they outweigh the policy objections, which would otherwise apply to the scheme.

95. On balance it is considered that, the exceptional nature of the development can be supported and the application is therefore recommended for conditional approval.

**Corporate Director of Development and Neighbourhood Services  
Contact Officer Mr Gregory Archer Telephone No 01642 526052**

## **WARD AND WARD COUNCILLORS**

**Ward Northern Parishes  
Ward Councillor Councillor J Gardiner**

## **IMPLICATIONS**

### **Financial Implications:**

As Report

### **Environmental Implications:**

As 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**

The Town and Country Planning Act 1990.

National Planning Policy Framework

Stockton on Tees Local Plan Adopted Version June 1997

Core Strategy Development Plan Document March 2010

Supplementary Planning Document 3: Parking Provision for New Developments

Supplementary Planning Document : Open Space, Recreation and Landscaping

Supplementary Planning Document 6 : Planning Obligations