

DELEGATED

**AGENDA NO
PLANNING COMMITTEE**

DATE 24 OCTOBER 2012

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

12/1764/LA

**Northfield School and Sports College Thames Road Site, Thames Road, Billingham
3 single storey extensions, external lift, building upgrades and new detached sub station
and construction of additional car park for 37 spaces and parent parking spaces**

Expiry Date 29 October 2012

SUMMARY

This application seeks full planning permission for the erection of three single storey extensions to the main school building, a new external lift to the multi-storey classroom block, a new detached sub station building, together with the construction of a new car park, parent parking and associated external works and landscaping.

There will also be external building upgrades including new windows and doors and areas of new wall render and a new glazed link corridor built in an internal courtyard to provide full internal circulation within the school.

Northfield School currently operates from two sites; these are the application site on Thames Road and a site on Marsh House Avenue, Billingham. There is a need to increase capacity at the site on Thames Road in order to accommodate pupils from the Marsh House Avenue site, which is planned to close some time in 2012/2013.

Two letters of representation were received from neighbouring occupiers raising concern over traffic and parking issues. The Head of Technical Services has commented that the development is acceptable in highway terms and the additional parking area for parent drop will alleviate some on street parking that occurs around the school.

The proposal is considered to be in line with general planning polices set out on the Development Plan and it is considered that due to the size and location of the developments there will not be a significant detrimental impact on the amenity of neighbouring occupiers or the visual amenity of the area.

RECOMMENDATION

That planning application 12/1764/LA be approved subject to the following conditions and informatives below;

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

<i>Plan Reference Number</i>	<i>Date on Plan</i>
<i>ARC1236/110 REV B</i>	<i>8 October 2012</i>
<i>ARC1236/104 REV B</i>	<i>8 October 2012</i>

ARC1236/109 REV B	8 October 2012
ARC1236-100 REV A	19 July 2012
ARC1236-102 REV A	19 July 2012
ARC1236-101 REV A	19 July 2012
ARC1236/108 REV A	19 July 2012
ARC1236/103 REV A	19 July 2012
ARC1236/107 REV A	19 July 2012
ARC1236/106 REV A	19 July 2012
ARD1236/105 REV B	10 October 2012

Reason: To define the consent.

- 02. Notwithstanding the proposals detailed in the Design and Access Statement/submitted plans, 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.

- 03. Notwithstanding the proposals detailed in the Design and Access Statement/submitted plans, prior to the commencement of 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.

- 04. 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, 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.

- 05. *Notwithstanding any description of the materials on the application construction of the external walls and roof shall not commence until precise details of the materials to be used in the construction of the external surfaces of the structures hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.***

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

- 06. *An updated School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the completion of the final phase of the development. The Travel Plan shall establish clear targets and procedures for monitoring and review of such targets, and any appropriate requisite infrastructure improvements and implementation timetable shall be agreed by the Local Planning Authority. The Travel Plan shall be implemented as approved.***

Reason: In the interests of highway safety and to promote sustainable modes of travel.

- 07. *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.

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

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

- 09. The development must obtain at least a good Building Research Establishment Environment Assessment Method (BREEAM) or equivalent rating within 6 months of occupation.**

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

INFORMATIVE OF REASON FOR PLANNING APPROVAL

The proposal has been considered against the policies below and it is considered that the scheme accords with these policies as the overall nature and scale of the development is acceptable and it is considered that the site could satisfactorily accommodate the proposal without any undue impact on the amenity of any adjacent neighbours and is acceptable in terms of highway safety and there are no other material considerations, which indicate a decision, should be otherwise.

Stockton on Tees Local Plan Policy REC1 - Outdoor Playing Space
Core Strategy Policy 2 (CS2) - Sustainable Transport and Travel
Core Strategy Policy 3 (CS3) - Sustainable Living and Climate Change
Core Strategy Policy 6 (CS6) - Community Facilities
Supplementary Planning Document 3: Parking Provision for New Developments
National Planning Policy Framework

The Local Planning Authority has implemented the requirements of the National Planning Policy Framework

In order to protect all the existing trees on site worthy of retention sufficient space must be assigned for all site activities and indicated on a site plan. No works will be allowed in the root protection area of any retained tree without agreement with the Local Planning Authority. Consideration needs to be given to following:

- a) Construction and /or Demolition zones
- b) Site access
- c) Location of site signage
- d) Material storage
- e) Parking for the duration of the works
- f) Space for temporary construction buildings (offices)
- g) Installation of underground services
- h) Grading and storage of soil
- i) Use of temporary fencing

BACKGROUND

1. Northfield School currently operates from two sites; these are the application site on Thames Road and a site on Marsh House Avenue, Billingham. There is a need to increase capacity at the site on Thames Road in order to accommodate pupils from the Marsh House Avenue site, which is planned to close some time in 2012/2013.
2. There has been a recent application for two mobile buildings housing 4 classrooms (12/0737/LA), which was approved in May 2012 which will provide temporary extra capacity at the Northfield site until the current proposal is completed.

SITE AND SURROUNDINGS

3. The school site is located on Thames Road, Billingham in the Wolviston Court Estate. The school site is a large site and is surrounded by fields to the north, to the east are fields with residential properties beyond that approximately 160m from the school building, to the south is the highway of Thames Road with the closest residential properties located across on the south side of the road, while to the west of the site is St Pauls RC Primary School, this is located at a distance of approximately 130m away at the closet point.

PROPOSAL

4. This application seeks full planning permission for the erection of three single storey extensions to the main school building, a new external lift to the multi-storey classroom block, a new detached sub station building, together with the construction of a new car park, parent parking and associated external works and landscaping.
5. There will also be external building upgrades including new windows and doors and areas of new wall render and a new glazed link corridor built in an internal courtyard to provide full internal circulation within the school.
6. The largest extension is located to the rear of the school and measures 27m by 35.2m providing a new internal floor space of 1032 square metres. The extension has a flat roof and brick and rendered walls.
7. A further extension is proposed to the front of the school and will provide an enlarged dining area. The extension will measure 8.3m by 19m and will provide a new internal floor space of 98 square metres. This extension will also be finished with render and brickwork and will also have large feature corner windows with area of coloured glass.
8. A smaller extension is also proposed at the main entrance. This extension will measure 4.8m by 5.5m providing additional floor space of 23 square metres. A new high-pitched roof canopy will be erected to provide a new focal point to the main entrance.
9. A new passenger lift is proposed to provide full accessibility to the existing multi-storey classroom block. This will be clad at low level in brickwork and will be finished at high level with proprietary cladding panels.
10. A new sub station is to be provided to the front of the school, this will be located adjacent to the existing sub station and a new rendered wall be erected around it and planting is also to be provided to the front.
11. The proposed new car park will provide 37 spaces within the site and it is also proposed to provide a further 17 spaces for parent parking for drop off and pick up times, a new mini roundabout/turning area will be installed within the site to facilitate the use of these spaces.

CONSULTATIONS

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

Head of Technical Services

General Summary

Technical Services supports this application.

Highways Comments

A Transport Assessment (TA) has been submitted in line with current DFT guidance to consider issues associated with the amalgamation of two secondary schools at the Northfield School site in Billingham.

The report assumes that 1300 students will attend the school which is a 21% increase on the 1071 students that were previously based at the site.

The TA has considered the local highway network and there is an access and exit for the school located in Thames Road. The local highway network is considered to be suitable to support the expansion of the school at this site.

Car parking within the site is acceptable and in accordance with SPD3 Parking Provision in Development. The overall provision is 172 spaces including 8 disabled; the parking provision is split around the site with 104 spaces available in front of the school, a car park adjacent to the sports dome with 34 spaces and parking to the rear of the school with 17 spaces. A parent drop off area has also been agreed that provides a turning area and 17 spaces in order to assist with school time drop off and collection of children.

There are currently no restrictions for on street car parking outside the school, however there are some existing school 'keep clear' markings to the west of the site associated with the adjacent Primary School.

At school finishing times, on street car parking occurs on Thames Road and on other adjacent streets where no parking restrictions occur. The introduction of a parent drop off area should alleviate some of the parking issues associated with the school.

The main pedestrian entrance to the school is located to the east side of the building and is accessed from Thames Road via a footway/cycleway.

Of the information submitted in the TA it suggests that 24% of pupils walk to Northfield and 80% walk to the Billingham Campus site. Traffic surveys undertaken indicates that 14% of existing Northfield pupils travel to school by car. The existing vehicle trips identified for Northfield school are 234 in the morning peak period; trips associated with the Billingham Campus site are 63. Postcode information indicates that almost all Billingham Campus pupils are within the 3 mile statutory walking distance of Northfield School.

The submitted information however does discuss alternative modes of travel as the numbers of existing pupils who walk to Billingham Campus site at present are not all likely to walk to the Northfield site. The school travel plan will be used to identify any issues that may arise as a result of changes in travel patterns.

The proposal includes 40 bicycle parking spaces in accordance with SPD3 Parking Provision in development; this coincides with the number of predicted bicycle trips in 2014.

In summary, the development is acceptable in highway terms as existing conditions have been considered along with the proposed increase in pupil number at the site and their suggested modes of travel and traffic can be accommodated on the local highway network. The additional parking area for parent drop will alleviate some on street parking that occurs around the school.

Landscape & Visual Comments

There are no landscape and visual objections to this development.

The Design and Technology building extension will remove a section of school garden and if the school wished to have this replaced it should be recreated elsewhere on the site.

As mentioned in the design and access statement new planting will be provided to soften and screen the new car park and new substation.
The hard surfacing for the new parking area should match the existing car park.

The scheme affords the chance to redesign the soft landscaping for the main entrance.

Details of hard and soft landscaping are requested as per the condition wording below in the informative section.

Councillors

No comments received

Environmental Health Unit

I have no objection in principle to the development, however I do have some concerns and would recommend the condition as detailed be imposed on the development should it be approved.

Construction Noise

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

Northern Gas Networks

No objections to these proposals, however there may be apparatus in the area that may be at risk during construction and the promoter should contact NGN direct.

Northumbrian Water Limited

In making our response Northumbria 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 comments on aspects of planning applications that are outside of our area of control.

Having assessed the proposed development against the context outlined above I can confirm at this stage we would have no comments to make.

Northern Powergrid

No comments received

Waste Management

No comments received

Children, Education and Social Care

No comments received

Sport England

Thank you for consulting Sport England on the above application.

It is understood that the site forms 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 is 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 therefore considered the application in the light of its playing fields policy. The aim of this policy is to ensure that there is an adequate supply of quality pitches to satisfy the current and estimated future demand for pitch sports within the area. The policy seeks to protect all parts of the playing field from development and not just those which, for the time being, are laid out as pitches. The policy states that:

"Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or any part of a playing field, or land last used as a playing field or allocated for use as a playing field in an adopted or draft deposit local plan, unless, in the judgement of Sport England, one of the specific circumstances applies."

Reason: Development which would lead to the loss of all or part of a playing field, or which would prejudice its use, should not normally be permitted because it would permanently reduce the opportunities for participation in sporting activities. Government planning policy and the policies of Sport England have recognised the importance of such activities to the social and economic well-being of the country.

Having reviewed the location of the proposed car park and extensions, Sport England is satisfied that the proposal is in line with the following exceptional circumstance;

E3 - land incapable of forming a pitch

The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing areas of any playing pitch or the loss of any other sporting/ancillary facilities on the site.

This being the case, Sport England does not wish to raise an objection to this application.

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.

PUBLICITY

13. Neighbours were notified and comments received are below:-

Mr James Small
172 Thames Road Billingham

I note that the council and others are very much aware of the traffic and parking concerns of residents resulting from this proposal. However, as I live opposite the school I feel obliged to add my weight to these concerns observing as I do the current traffic situation. An example would be a member of the teaching staff parking his car during school hours on Thames Road near to the School Entrance. By doing this that person is causing an obstruction to the smooth running of traffic on what is a bus route. We must not let Thames Road become an additional parking lot to that which is being provided within the proposal.

J Douglass
131 Thames Road Billingham

I am concerned about the traffic on Thames Road. I do not think 37 parking spaces will be enough for the amount of children in the school.

Cars park outside my house between 10 past 3 pm until 20 to 4 pm. On a morning the traffic is none stop from about 8.20 am till 8.50 am.

There is often a bottleneck between Clifton Avenue and Thames Road.

PLANNING POLICY

14. 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
15. 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
16. The following planning policies are considered to be relevant to the consideration of this application:-

National Planning Policy Framework

Paragraph 14. 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 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.

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.

Supplementary Planning Document 3: Parking provision for New Development
Sets out the Council's standards for parking associated with new development

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations of this application are the principle of the development complying with planning policy and the impacts of the development on the character of the area; the amenity of the neighbouring occupiers; parking, access and highway safety.

Principle of Development

17. The application site lies within the limits to development and has a permitted educational use. The proposal seeks an extension to the existing educational facilities and the principle of development is considered to be acceptable subject to the criteria set out in policies CS2, CS3 and CS6 of the Core Strategy.

Impact on the character of the area

18. The largest extension is to be located to the rear of the building and will not be highly visible within the street scene. The two other extensions are located on the front elevation but do not project beyond the foremost part of the existing building.
19. The extensions are to be rendered and the existing elevations will also be rendered to tie in with the new extensions.
20. The proposed substation will be located to the front of the building but will be adjacent an existing sub station and planting will also be provided. Planting will also be provided to screen the new car park.
21. The Head of Technical Services has raised no landscape and visual objections to this development and requests details of hard and soft landscaping to be submitted, the appropriate conditions are outlined earlier in this report.
22. Point 8 of Core Strategy Policy 3 (CS3) relates to the design of new development. It is considered that the proposed works will improve the visual appearance of the school building and it is considered that the extensions, sub station and new lift will not form incongruous features in the street scene and will not be out of character with the area. It is therefore considered the proposal is in accordance with point 8 of policy CS3.

Amenity of neighbouring occupiers

23. The National Planning Policy Framework states that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings, the impact on the amenity of neighbouring occupiers is considered below.
24. The proposed works will be visible from the residential properties on the opposite side of Thames Road. The nearest element of the works is the proposed new substation. This will be approximately 50m from the front boundary of the nearest property on the opposite side of Thames Road; the other proposed works will be considerably further from the neighbouring properties. It is considered that due to the location of the works there will not be a detrimental impact on the amenity of neighbouring properties in terms of overlooking, appearing overbearing or loss of outlook and light.

25. There are also further neighbouring properties on the eastern boundary, the nearest being approximately 180m from the closest element of the proposed works. It is considered that due to the location of the works there will not be a detrimental impact on the amenity of neighbouring properties in terms of overlooking, appearing overbearing or loss of outlook and light.
26. The Environmental Health Unit has not raised any objection to the development but recommend a condition restricting the construction hours. It is considered necessary to attach this condition in the interest of the amenity of neighbouring occupiers.
27. Overall, it is considered that there will not be a significant detrimental impact on the amenity of neighbouring properties and the development is therefore considered to be in accordance with the principles contained within the National Planning Policy Statement.

Parking, access and highway safety

28. A Transport Assessment has been submitted with the application to consider issues associated with the amalgamation of the two secondary schools at the Northfield Site.
29. Two representations have been received from neighbouring residents that both raise concern over the traffic and parking issues at the site. The proposal includes additional parking to be provided as well as a parent drop off area. The Head of Technical Services has stated that the proposed car parking is acceptable and is in accordance with SPD3 Parking Provision in New Development.
30. It has been identified that 80% of pupils walk to the Marsh House Avenue site however the numbers of existing pupils who walk to the Marsh House Avenue site at present are not all likely to walk to the Northfield site. The submitted information discusses alternative modes of travel, an updated travel is to be submitted and this will be used to identify any issues that may arise as a result of changes in travel patterns.
31. The Head of Technical Services concludes that the development is acceptable in highway terms as existing conditions have been considered along with the proposed increased in pupil numbers and their suggested modes of travel and traffic can be accommodated on the local highway network. The additional parking area for parent drop will alleviate some on street parking that occurs around the school.
32. Overall, taking into account the comments received from the Head of Technical Services it considered the proposed development will not have a significant detrimental impact on parking and highway safety and is in accordance with policy CS2.

Residual matters

33. The project will include sustainable building measures and carbon reduction measures will be taken into account. As the scheme relates to refurbishment and remodelling as well as new extensions it has been agreed that the BREEAM requirement will be set at good, certification will not be sought from BRE but the applicant has confirm that an in-house assessment will be undertaken. This requirement will be appropriately conditioned.
34. No development will take place on land that is designated under the Local Plan as protected outdoor playing space. However it is understood that the site forms part of land that has been used as playing within the last five years. Sport England has therefore been consulted and has considered the application in light of its playing fields policy which seeks to protect all parts of the playing field from development. Having reviewed the location of the proposed car park and extensions Sport England is satisfied that the proposed

development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of or inability to make use of any playing pitch, a reduction in the size of the playing areas of any playing pitch or the loss of any other sporting/ancillary facilities on site. Sport England therefore does not wish to raise an objection to this application.

CONCLUSION

35. Overall the nature and scale of the development is considered to be acceptable and the parking provision and access is satisfactory. It is considered that the developments will not have any undue impact on the amenity of neighbouring occupiers and will not have a significant detrimental impact on the street scene or character of the area.
36. The application is therefore recommended for approval subject to the conditions outlined earlier in this report.

**Corporate Director of Development and Neighbourhood Services
Contact Officer Miss Ruth Hindmarch Telephone No 01642 526080**

WARD AND WARD COUNCILLORS

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

IMPLICATIONS

Financial Implications: N/A

Legal Implications: N/A

Environmental Implications: N/A

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:

National Planning Policy Framework
Core Strategy Development Plan Document
Application file 12/1764/LA