

**DELEGATED**

**AGENDA NO  
PLANNING COMMITTEE**

**DATE 27 FEBRUARY 2013**

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

**12/2867/LA**

**Junction Farm Primary School, Butterfield Drive, Eaglescliffe**

**Various single storey extensions and remodelling of school including the provision of special educational needs facility, associated external works, new car park and extension to school playing field**

**Expiry Date 1 February 2013**

### **SUMMARY**

This application seeks full planning permission for various single storey extensions including a new classroom block, and the provision of a new Special Education Needs facility and associated external works and a new car park to be accessed from Abbeyfield Drive.

There is an identified need to address rising pupil numbers in the locality and the proposed works are designed to address this issue.

One letter of objection has been received from The Abbeyfield Society at 1 Abbeyfield Drive which provides sheltered accommodation. The objection is on the grounds of increased traffic, loss of privacy, noise, devaluation of property.

The extensions will not bring the built development closer to the sheltered housing but the proposed car park and access will be adjacent to the building. The Environmental Health Unit have no objection to the application but require that a planning condition is imposed limiting the use of the car park be used with permission for occasional use outside the permitted hours. It will also be conditioned that buffer planting and an acoustic fence be installed along the boundary with 1 Abbeyfield Drive' It is considered that overall with the imposition of the conditions recommended; the impact of the development on this neighbouring use will not be significant.

The Head of Technical Services has requested an updated Travel Plan to mitigate the increase in students which should be in place prior to commencement of any works. An appropriate condition and informative is outlined within this report and it is considered that subject to this the development is acceptable in highway terms.

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. The proposal is therefore considered to be in line with general planning policies set out on the Development Plan

### **RECOMMENDATION**

**That planning application 12/2867/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);**

<b>Plan Reference Number</b>	<b>Date on Plan</b>
<b>ARC1224-105 REV A</b>	<b>5 December 2012</b>
<b>ARC1224-100 REV A</b>	<b>5 December 2012</b>
<b>ARC1224-101 REV A</b>	<b>5 December 2012</b>
<b>ARC1224-102 REV A</b>	<b>5 December 2012</b>
<b>ARC1224-103 REV A</b>	<b>5 December 2012</b>
<b>ARC1224-104 REV A</b>	<b>5 December 2012</b>

**Reason: To define the consent.**

**02. Notwithstanding the proposals detailed in the Design and Access Statement and/or the 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 and/or the 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 the proposals detailed in the Design and Access Statement/ submitted plans no development shall commence until a scheme for the protection of trees BS 5837:2012 Trees in relation to design, demolition and construction - Recommendations Section 5.5 and 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.**  
**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.**

- 06. Before the commencement of the development hereby permitted, a scheme for acoustic screening along the western boundary with No.1 Abbeyfield Drive shall be submitted and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.**

**Reason: To ensure that neighbouring residential premises are not adversely affected by the development.**

- 07. An updated School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of 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.**

- 08. Notwithstanding the proposals detailed in the Design and Access Statement and/or the submitted plans, prior to the commencement of the erection of any permanent fencing and/or access gates, details of the enclosure shall be submitted to and**

**approved in writing by the Local Planning Authority. Such means of enclosure shall be erected before the development hereby approved is occupied.**

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

- 09. 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.**

- 10. The use of the proposed car park shall be restricted to 8.00 a.m. - 6.00 p.m. on weekdays, 9.00 a.m. - 1.00 p.m. on a Saturday and no Sunday or Bank Holiday working. Occasional use outside of these hours is permitted providing the Local Planning Authority is given prior written notice of the intention to use the car park. This occasional use shall not exceed more than 12 times per calendar year.**

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

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

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

### **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

The School Travel Plan coordinator should liaise with the council's Active Travel Officer to prepare the updated School Travel Plan which shall include but not be limited to:

- surveys of current and preferred transport modes;
- the investigation of Park and Stride provision in conjunction with local businesses;
- the promotion of Walk Once a Week;

- the provision of a mix of covered secure cycle and scooter parking which should amount to 1 space per 5 students (maximum capacity);
- consideration should be given to a car parking management plan to include the provision of car-sharing spaces and associated car-share database for staff and a circular 'eligibility zone' centred on the School site should be specified, with staff whose home falls within the zone boundary only qualifying for a car parking permit if they can identify a real need. Those living outside the zone boundary would automatically qualify for a permit.
- the provision of separate secure staff cycle parking;
- introduction of the Cycle to Work Scheme,
- the provision of showers, changing facilities and lockers for those walking and cycling to the school should be considered;

The updated School Travel Plan shall be in place prior to the commencement of any works.

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

The following works are not allowed under any circumstances:

No work shall commence until the approved Tree Protection Barriers are erected.

No equipment, signage, structures, barriers, materials, components, vehicles or machinery shall be attached to or supported by a retained tree.

No fires shall be lit or allowed to burn within 10 metres of the canopy spread of a tree or within the Root Protection Zone.

No materials shall be stored or machinery or vehicles parked within the Root Protection Zone.

No mixing of cement or use of other materials or substances shall take place within the Root Protection Zone or within such proximity where seepage or displacement of those materials or substances could cause them to enter the Root Protection Zone.

No unauthorised trenches shall be dug within the Root Protection Zone.

No alterations or variations to the approved works or tree protection schemes shall be carried out without the prior written approval of the Local Planning Authority.

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

## **BACKGROUND**

1. This application has been submitted in response to an identified need to address rising pupil numbers in the locality. It is proposed to increase Key Stage 1 and 2 capacities from 6 to 12 classrooms. The Nursery provision will also increase from 26 places to 39, and Reception provision from 30 to 60 pupils. There will also be a Special Education Needs facility provided.

## **SITE AND SURROUNDINGS**

2. The school site is located in Eaglescliffe; Stockton on Tees and the school is located on Butterfield Drive, which is off Durham Lane. The school is bounded to the north and west by residential properties; to the south is a sheltered housing complex. The existing southern boundary will also be extended into an existing area of open space. There will be open space remaining to the southern boundary and there are residential properties beyond this open space. To the east of the school are existing playing fields with dense planting along the boundary and the railway line beyond.

## **PROPOSAL**

3. This application seeks permission for a number of single storey extensions and remodelling of Junction Farm Primary School including the provision of special educational needs facility, associated external works, new car park and extension to the school playing field.
4. The largest extension is to be located to the south east of the main school building and will project out to the east. The extension will have a maximum projection of 51m and a maximum width of 17m. This extension will facilitate new key stage two classrooms and an ICT Suite to link to the main building.
5. A new extension is proposed to the west side of the building, this will extend the staff room and will infill the main entrance area. The roof will tie in with the existing but will also feature a flat roof canopy that will be have an increased height.
6. Two extensions are proposed to the north of the building, the first will extend an existing classroom to create a Special Education Needs facility and will measure 2.8m by 7.9m. This extension will be higher than the block it will be attached to and will have a canopy roof which will project beyond the extension frontage. The second extension to the north will provide a nursery extension and will project out by 3.8m and will be 7.6m wide with a flat roof.
7. The final proposed extension will provide a studio area that is an infill extension to the south of the main hall. This extension will measure 12m by 3.4m approximately.
8. The proposed new car park is located to the south of the site and will provide 22 additional car parking spaces. The existing southern boundary of the school is to be extended to provide this car park and additional grass playing field that will replace playing space lost to the largest extension at the site. A new access to the proposed new car park will be taken from Abbeyfield Drive. New 2.0m high fencing will be erected around the area of additional land that is to be enclosed.

## **CONSULTATIONS**

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

### **Sport England**

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.

One of the proposed extensions protrudes into the southern part of the school playing field resulting in the loss of this part of the playing field. The application addresses this loss by extending the school grounds to south and creating a replacement area of playing field. The end result is a net gain of playing field.

In light of the above it is considered that the proposal meets the following exceptional circumstance;

E4 - Replacement/better quality playing fields provided for

The playing field or playing fields which would be lost as a result of the proposed development would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development.

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

#### **Councillor A L Lewis**

I will decline to comment on this application as my wife is Chair of Governors and I have been quite involved in the application already.

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

##### General Summary

Subject to the comments and conditions, below the Head of Technical Services has no objections.

##### Highways Comments

This proposal increases the number of students from 236 to 459 with the maximum capacity being reached in September 2020. A Transport Statement (and addendum) has been submitted detailing the current modal split for students and predicted figures for 2020. A traffic-calming scheme has recently been installed on Butterfield Drive including speed humps, zigzag markings and school time waiting restrictions on Abbeyfield Drive. It is noted that the proposed cycle/scooter storage provision is lower than the predicted number of users by 2020 therefore the cycle/scooter storage provision should be reviewed regularly as part of the School Travel Plan and increased accordingly. While the proposed staff car

parking does accord with SPD3: Parking Provision for Developments 2011, the school should seek to reduce car borne journeys by staff within the School Travel Plan.

Due to limited space within the school grounds an incurtilage parent drop off point cannot be accommodated, All parent drop offs will therefore take place on the surrounding highway, as is the current practice. Mitigation for the predicted increase in traffic will rest on the School travel Plan therefore £15000 is to be provided for the promotion of active travel over 5 years.

The pedestrian dropped crossing outside no. 1 Broomfield Avenue and the corresponding dropped crossing adjacent to the pedestrian entrance to the school are to be relocated so as not to conflict with the drive of no. 1 Broomfield Avenue.

In order to mitigate the increase in students and staff the School Travel Plan must be updated and the following should be conditioned;

The School Travel Plan coordinator should liase with the council's Active Travel Officer to prepare the updated School Travel Plan which shall include but not be limited to:

- surveys of current and preferred transport modes;
- the investigation of Park and Stride provision in conjunction with local businesses;
- the promotion of Walk Once a Week;
- the provision of a mix of covered secure cycle and scooter parking which should amount to 1 space per 5 students (maximum capacity);
- consideration should be given to a car parking management plan to include the provision of car-sharing spaces and associated car-share database for staff and a circular 'eligibility zone' centred on the School site should be specified, with staff whose home falls within the zone boundary only qualifying for a car parking permit if they can identify a real need. Those living outside the zone boundary would automatically qualify for a permit.
- the provision of separate secure staff cycle parking;
- introduction of the Cycle to Work Scheme,
- the provision of showers, changing facilities and lockers for those walking and cycling to the school should be considered;

The updated School Travel Plan shall be in place prior to the commencement of any works.

#### Landscape & Visual Comments

There are no landscape and visual objections to this development.

Replacement planting will be provided to offset the trees lost to the development. The most significant of these are two mature Willow trees near the existing school buildings. It is understood that due to the tightness of the site for development these two trees cannot be retained within the new scheme, as their retention would compromise the proposed classroom and corridor arrangement.

A landscape planting buffer should be provided on the western edge of the new car park to soften the impact of the parking on Abbeyfield House and existing trees shrubs and hedges at this location should be retained and protected during the development.

All existing trees on site within the zone of construction must be protected during site works.

Condition wording regarding hard and soft landscaping and tree protection is attached at the end of this memo in the informative section.



## **Environmental Health Unit**

Environmental Health does not object to this application but do have concerns regarding traffic noise. The car park is close to Abbeyfield House and will increase noise levels from vehicles that use Abbeyfield Drive to access the new car park and potentially from use of the car park itself. The noise increase will be limited as the use of the car park will be for school daytime hours. I would suggest putting an hours of use restriction on the car park which could be the same hours as proposed for construction works i.e. 8 am – 6 pm weekdays, 9 am – 1 pm Saturdays and not at all on Sundays. Occasional use outside these hours would be acceptable to cover any special events on say no more than 12 occasions in a year, the aim being to prevent regular use outside normal school hours.

Moving the car park further away from the neighbouring properties would not address the increased traffic issue and may increase parking issues on Abbeyfield Drive.

Environmental Health do not have enforcement powers to deal with vehicle noise on the public highway but we do have in relation to inappropriate use of the car park.

## **Spatial Plans Manager**

This Spatial Planning response to application 12/2867/LA solely relates to open space polices contained within the Local Plan, Core Strategy and the NPPF.

The entirety of the site is identified within the Local Plan as Outdoor Playing Space. Therefore, Policy REC1 of the Local Plan is material in the determination of the application.

Point 3 of Core Strategy Policy 6 'Community Facilities' states that "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." This policy and point 3 of Core Strategy policy CS10 are material in the determination of the application.

The proposal includes the extension of the school into the playing fields with replacement playing fields being provided by extending the curtilage of the school into the open space to the south. The proposal also includes a car park to the south west of the site on the existing amenity open space.

In summary, the proposal will result in no net loss of the outdoor sports facilities but will reduce the size of the amenity space to the south of the school by circa 0.2 ha. The Council's Open Space, Recreation and Landscaping SPD identifies that Eaglescliffe meets the quantity standard for amenity open space. However, paragraph 2.10 of the SPD notes that "The standards outlined in this document represent minimum standards and should not be used to identify areas where open space is available for development. Where open space provision is well above the minimum standard for a particular type of space, guidance demands that in the first instance quantity standards for all types of space are met. There is no area in the Borough where all types of space meet the standard; therefore development on open space is not acceptable unless the loss is mitigated adequately."

As the development would lead to a net loss of open space it is considered to be contrary to Point 3 of Core Strategy policy CS6. However, the proposal does not fundamentally undermine the function of the amenity open space and it is material that there is a required need to extend the existing school.

## PUBLICITY

10. Neighbours were notified and any comments received are below (if applicable):-

### Mr Jason Bowden

1 Abbeyfield Drive Eaglescliffe

The Abbeyfield Society. Supported sheltered accommodation for elderly residents.

We object to the planning application on the grounds of increased traffic, loss of privacy, noise, devaluation of property. We have had no prior consultation regarding this application.

## PLANNING POLICY

11. 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
12. 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
13. 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

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.

1. 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.

2. 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.
3. 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.
4. 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
  - iii) To support sustainable development in Ingleby Barwick.
5. The Tees Valley Demand Management Framework will be supported through the restriction of long stay parking provision in town centres.
6. The retention of essential infrastructure that will facilitate sustainable passenger and freight movements by rail and water will be supported.
7. 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.

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.

Saved Policy REC1 of the adopted Stockton on Tees Local Plan

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

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

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 compliance with planning policy and the impacts of the development on the character of the area; the amenity of the neighbouring occupiers; car parking, access and highway safety.

### **Principle of Development**

14. 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 also the expansion of the school site into an open space area to the south of the site. The entirety of the site is identified within the Local Plan as Outdoor Playing Space. Therefore, Policy REC1 of the Local Plan is material in the determination of the application.
15. Point 3 of Core Strategy Policy 6 'Community Facilities' states that "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." This policy and point 3 of Core Strategy policy CS10 are material in the determination of the application.
16. The Spatial Plans Manager has been consulted on the application and states that the proposal will reduce the size of the amenity space to the south of the school by circa 0.2 ha. As the development would lead to a net loss of open space it is considered to be contrary to Point 3 of Core Strategy policy CS6. However, the proposal does not fundamentally undermine the function of the amenity open space and it is material that there is a required need to extend the existing school.
17. Furthermore, as the proposed development would result in a net gain of playing field Sport England do not raise an objection to the application.
18. Taking the above into account it is considered that overall the principle of development is acceptable subject to the criteria set out in policies CS2, CS3 and CS6 of the Core Strategy.

### **Impact on the character of the area**

19. The largest extension is to be located to the rear of the building and will not be highly visible within the street scene along Butterfield Drive.
20. All the proposed extensions are single storey with flat roofs and it is considered the design of the proposed works fits in with the character of the existing school building.
21. The Head of Technical Services has raised no landscape and visual objections to this development stating that replacement planting will be provided to offset the trees lost to the development. There are two mature Willow trees near the existing school buildings that are to be removed and it is understood that due to the tightness of the site for development these two trees cannot be retained as their retention would compromise the proposed classroom and corridor arrangement. The Head of Technical Services requests details of hard and soft landscaping to be submitted, the appropriate conditions are outlined earlier in this report.
22. The proposed car park and extension to the school field will be enclosed by 2.0m high mesh fencing, the use of this style of fence is considered to be acceptable. Final details of all enclosures are to be submitted and the appropriate condition is outlined in earlier in this report.
23. Point 8 of Core Strategy Policy 3 (CS3) relates to the design of new development. It is considered that the proposed works to the school building will improve the visual appearance of the school building and it is considered that the extensions 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**

24. 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.
25. One objection has been received from The Abbeyfield Society, supported sheltered accommodation for elderly residents that reside at 1 Abbeyfield Drive. The objection is on the grounds of increased traffic, loss of privacy, noise and devaluation of property.
26. The proposed building works will not bring the school building closer to 1 Abbeyfield Drive and the southern elevation of the extension will be in excess of 21m from the nearest elevation of 1 Abbeyfield Drive. It is considered that due to this distance and as the building will be no closer than existing the extension will not have a significant detrimental impact on the amenity of 1 Abbeyfield Drive.
27. The extension of the southern boundary and the installation of the proposed new car park will be located adjacent the eastern boundary of 1 Abbeyfield Drive and in order to facilitate the use of the car park access will be taken off Abbeyfield Drive.
28. The applicant has indicated that the proposed car park is to be used by staff at the school and it is considered that this will help restrict the vehicular movements within the car park and along Abbeyfield Drive.
29. The Environmental Health Department have stated no objection to the application but have raised concern regarding the traffic noise from the use proposed car park as it will be accessed via Abbeyfield Drive. Environmental Health state that the noise increase will be

limited as the use of the car park will be for school day time hours and it is suggested that a condition be attached to limit the use of the car park for 8 am – 6 pm on weekdays, 9a m – 1 pm Saturdays and not at all on Sundays. It is also acknowledged however that there may be occasional times when the school is open for community uses outside of these hours. Occasional use outside these hours is considered to be acceptable to cover any special events and it is suggested that this be limited to no more than 12 occasions in a year.

30. It is also acknowledged that the highway of Abbeyfield Drive can be used for parking etc currently and whilst there will be an increase in its use this will be restricted. The plans also indicate that the car park will have a gated enclosure and the school will therefore be able to manage its use.
31. Should noise levels within the car park itself become an issue the Environmental Health Unit have enforcement powers to deal with noise in relation to inappropriate use of the car park. Furthermore, the applicant has also agreed to acoustic screening to be installed along the boundary with 1 Abbeyfield Drive and a planting buffer can also be agreed as part of the landscaping scheme.
32. Taking the above into account it is considered that through the appropriate management of the car park and the installation of acoustic screening and a planting buffer there will not be a significant detrimental impact on the residents of 1 Abbeyfield Drive.
33. Besides the sheltered housing located on Abbeyfield Drive, the side boundary of No.28 Butterfield Drive is the nearest property on the other side of Abbeyfield Drive and is set back from the highway of Abbeyfield Drive by approximately 20m. It is considered that due to the position of this property there will not be a significant detrimental impact on the amenity of the occupiers when compared to the existing situation.
34. The extension of the existing southern boundary will bring the site closer to the rear of properties on Butterfield Close; the new boundary fence will be approximately 40m at the closet point from the rear boundaries of these properties. It is considered that due to this distance there will be no significant detrimental impact on the amenity of these neighbouring occupiers.
35. There are also residential properties on the opposite side of Butterfield Drive, the extensions to the front of the school will not be bring the school building any closer to these properties than the existing closest point and the school building will therefore remain approximately 30m from the nearest property on Butterfield Drive.
36. The northern elevation of the school building will be extended to provide the Special Educational Needs (SEN) area and a larger nursery area, the nearest property to this work is 34 Butterfield Drive, the rear garden boundary will be approximately 17m from the SEN area extension and the extension only has a projection of 2.0m and it is considered there will be no significant detrimental impact on the amenity of this neighbouring occupier.
37. 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.

### **Car Parking, access and highway safety**

38. A Transport Statement has been submitted with the application. The number of students will increase from 236 to 459 with the maximum capacity being reached in September 2020 and once fully occupied it is anticipated there will be an additional 18 teaching staff within the school.

39. A traffic-calming scheme has recently been installed on Butterfield Drive including speed humps, zigzag markings and school time waiting restrictions of Abbeyfield Drive. The Head of Technical Services has stated the proposed cycle/scooter storage provision is lower than the predicted number of users by 202 and this should therefore be reviewed regularly as part of the School Travel Plan and increased accordingly. It is also stated that the proposed staff car parking is in accordance with SPD 3: Parking Provision for New Developments but the school should seek to reduce car borne journeys by staff with the School Travel Plan.
40. There will be no incurtilage parent drop off points within the school site due to the limited space within the school grounds and parent drop off will therefore take place on the surrounding highway which is current practice. Mitigation for the predicted increase in traffic will rest on the School Travel Plan and it is stated that £15,000 is to be provided for the promotion of active travel over 5 years. Whilst this sum is requested for the promotion of active travel this is a matter which is outside the control of planning and will be agreed between the school and Technical Services.
41. The Head of Technical Services concludes that in order to mitigate the increase in students and staff the School Travel Plan must be updated and has detailed what needs to be addressed and included. It is also stated that the updated School Travel Plan shall be in place prior to the commencement of works. An appropriate condition and informative is detailed in this report.
42. Overall, taking into account the comments from The Head of Technical Services it is considered that due to the provision of the required car parking and the production and use of an updated School Travel Plan there will be no significant impact on the highway safety and the application is in accordance with policy CS2.

### **Residual Matters**

43. The issue of devaluation of property raised within the objection is not a material planning consideration and cannot be addressed as part of this application.

### **CONCLUSION**

44. 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 significant 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. The proposal is therefore considered to be in line with general planning polices set out on the Development Plan
45. 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**                      **Eaglescliffe**  
**Ward Councillor**      **Councillor A L Lewis**



**Ward**                      **Eaglescliffe**  
**Ward Councillor**      **Councillor Mrs M. Rigg**

**Ward**                      **Eaglescliffe**  
**Ward Councillor**      **Councillor Phillip Dennis**

**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 12/2867/LA