

**DELEGATED**

**AGENDA NO**

**PLANNING COMMITTEE**

**29 MAY 2013**

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

**13/0522/FUL**

**Ian Ramsey Church Of England Comprehensive School, Fairfield Road, Stockton-on-Tees  
Application for erection of two storey secondary school with associated play spaces, sports  
pitches and associated parking for pupils and staff (Demolition of the existing school  
buildings).**

**Expiry Date 4 June 2013**

#### **SUMMARY**

This application seeks full planning permission for the erection of a new secondary school and associated play spaces, sports pitches and associated parking at Ian Ramsey Church of England Comprehensive School, Fairfield Road, Stockton on Tees. The school is part of the Priority School Building programme and the project is being developed in association with the Education Funding Agency (EFA) on behalf of the Department for Education.

The proposed development will provide a new 1200 place secondary school for pupils aged 11-16 within the site of the existing Ian Ramsey Church of England Comprehensive School. The new building will replace the existing school and will contain learning, community and leisure facilities. The new school building will be located to the rear of the existing North site and will provide approximately 8600 sqm metres of accommodation within a two storey building. There is no proposed increase in staff or pupil numbers.

The site is currently accessed from Greens Lane and Fairfield Road and it is proposed that the access on Fairfield Road will become the main site entrance and works to this access will be required to facilitate this and will be the subject of a Section 278 agreement. The Head of Technical Services does not object subject to travel plan and car park management details being submitted and agreed and final landscape details being agreed. No objections have been received from other statutory consultees.

Nine representations have been received from neighbouring occupiers and concerns are raised regarding the impact on traffic congestion and highway safety and the impact on the amenity of local residents.

The proposal is considered to be in line with general planning policies set out in the Development Plan and the National Planning Policy Framework and it is considered that due to the size and

location of the development there will not be a significant detrimental impact on the amenity of neighbouring occupiers and there will not be a detrimental impact on visual amenity of the area.

## **RECOMMENDATION**

That planning application 13/0522/FUL 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>IR-L-G(90)X99-008 P1</i>	<i>1 March 2013</i>
<i>IR-L-G(90)X99-012 P1</i>	<i>1 March 2013</i>
<i>IR-L-G(90)X99-011 P1</i>	<i>8 April 2013</i>
<i>IR-L-G(90)X99-013 P1</i>	<i>1 March 2013</i>
<i>IR-AG(-2)X00-001 P1</i>	<i>1 March 2013</i>
<i>IR-AG(-2)X02-003 P1</i>	<i>1 March 2013</i>
<i>IR-AG(-2)X01-002 P1</i>	<i>1 March 2013</i>
<i>IR-AG(-2)X99-020 P1</i>	<i>1 March 2013</i>
<i>IR-AN(-1)X99-001 P1</i>	<i>1 March 2013</i>
<i>IR-L-G(90)X99-001 P1</i>	<i>1 March 2013</i>
<i>IR-L-G(90)X99-002 P1</i>	<i>1 March 2013</i>
<i>IR-L-G(90)X99-023 P1</i>	<i>1 March 2013</i>
<i>IR-AG(-2)X99-021 P1A</i>	<i>16 May 2013</i>
<i>IR-L-G(90)-X99-007 REV P2</i>	<i>8 April 2013</i>

*Reason: To define the consent.*

**02.** *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.*

**03.** *Prior to the commencement of development the site waste management plan shall be updated and submitted to and approved in writing by the Local Planning Authority. Thereafter, the site waste management plan shall be updated and implemented in accordance with the approved scheme*

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

**04.** *Use of the new school building shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the playing pitches MUGA, sports hall and associated*

**changing accommodation and include details of pricing policy, hours of use, access by non-school users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.**

**Reason: To secure well managed safe community access to the sports facilities, to ensure sufficient benefit to the development of sport.**

- 05. Notwithstanding the proposals detailed within the submitted information and/or 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.**

- 06. Notwithstanding the proposals detailed within the submitted information and/or plans prior to the commencement development of soft landscaping works full details of the 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.**

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

**Reason: To ensure that earth-moving operations, retention features and the final landforms resulting are structurally sound, compliment and not detract from the**

**visual amenity of the area, the living conditions of nearby residents or integrity of existing natural features and habitats.**

- 08. Notwithstanding the proposals detailed within the submitted information and/or plans prior to the commencement of the erection of any permanent fencing, 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 the proposals detailed within the submitted information and/or plans 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.**

- 10. Notwithstanding the proposals detailed within the submitted information and/or 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.**

- 11. 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.**

- 12. 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.***

- 13. *The school shall not be brought into use until a scheme for widening of the primary access and associated offsite highway work has been submitted to and approved in writing by the Local Planning Authority and the work shall be implemented in accordance with the submitted details prior to occupation.***

***Reason : In the interest of highway safety and the free flow of traffic***

- 14. *Notwithstanding the submitted information an updated Project Environmental Management Plan/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 and highway safety.***

- 15. *Prior to the occupation of the development an updated Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The measures identified and associated works shall be implemented in accordance with the approved strategy.***

***Reason : In the interest of highway safety and the free flow of traffic***

- 16. *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***

- 17. *The development must obtain at least a very 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.**

- 18. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) in Sec. 9 of the Design and Access Statement and the following mitigation measures detailed within the FRA:**

- 1. Routing surface water runoff to a public sewer at an allowable discharge rate agreed with Northumbrian Water (NWL). Any existing flood risk concerns associated with the sewer in question need discussing with NWL when agreeing discharge rates.**
- 2. Provision of a surface water attenuation storage facility if required by NWL.**
- 3. Finished floor levels are set no lower than 22.96 m above Ordnance Datum (AOD).**

**The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.**

**Reason:**

- 1. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.**
- 2. To reduce the risk of flooding to the proposed development and future occupants.**

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

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

- 20. The new school building hereby approved shall not be brought into use until the following documents have been submitted to and approved in writing by the Local Planning Authority:**

**(i) A detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field which identifies constraints which could affect playing field quality; and**

**(ii) Based on the results of the assessment to be carried out pursuant to (i) above, a detailed scheme which ensures that the playing field will be provided to an acceptable quality. The scheme shall include a written specification of soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.**

**The works shall be carried out in accordance with the approved scheme within a timescale to be first approved in writing by the Local Planning Authority.**

**The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.**

***Reason: To ensure that the playing field is prepared to an adequate standard and is fit for purpose***

- 21. *Prior to occupation of the development hereby approved 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.***

- 22. *Development shall not commence until a detailed scheme for the disposal of surface and foul water from 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: To prevent the increased risk of flooding from any sources in accordance with the NPPF.***

### **INFORMATIVE OF REASON FOR PLANNING APPROVAL**

#### **Informative 1 -General Policy Conformity**

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 significant 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  
Core Strategy Policy 10 (CS10) - Environmental Protection and Enhancement  
Supplementary Planning Document 3: Parking Provision for New Developments  
National Planning Policy Framework**

#### **Informative 2 - Tree Protection**

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.**

### **Informative 3 - Construction Deliveries**

It should be ensured that, during construction, deliveries to the site do not obstruct the highway. If deliveries are to be made which may cause an obstruction to the highway then early discussion should be had with the Highway Authority on the timing of these deliveries and measuring that may be required so as to migrate the effect of the obstruction to the general public.

### **Informative 4 - Highway Works**

The developer is reminded that it is an offence to cause damage to the Highway or to deposit any item on the Highway that causes a nuisance or danger. Any damage to the Highway caused by the development must be repaired at the developer's expense. The Highway Authority will seek, wherever possible, to recover any expenses incurred repairing the Highway surfaces and prosecute persistent offenders. (Highways Act 1980 sections 131, 148, 149).

The developer should contact the Care For Your Area Highway technicians prior to any works on site to arrange an inspection of the Highway surfaces fronting the development.

### **Informative 5: Northern Gas Networks**

Northern Gas Networks have advised that there may be gas apparatus in the area and that the developer contact them to discuss this. Contact details given are as follows;

**Sandra Collett**  
**Network Records Assistant**  
**0845 6340508 (option 6)**

### **BACKGROUND**

1. In July 2010, the Government launched a Capital Review, to look into all capital investment funded by the Department for Education. The review concluded that there is an urgent need to renew some school buildings that are in a poor state of repair.
2. In response, the Government set up the Priority School Building programme (PSBP). Schools in need of urgent repair were invited to bid, and on 24 May 2012 the Secretary of State confirmed that 261 schools would be rebuilt, or have their condition needs met, through the PSBP and is to be centrally-procured by the Education Funding Agency (EFA) on behalf of the Department for Education.
3. PSBP is privately financed, however, schools in the very worst condition and all special schools within the programme are being funded through capital grant. The proposed rebuild of Ian Ramsey Church of England Comprehensive School is to be funded through capital grant.

### **SITE AND SURROUNDINGS**

4. The site is lies within the existing grounds of Ian Ramsey School. The Ian Ramsey School site is located on a predominantly residential area. The original buildings were constructed as boys and girls secondary schools and each have an access road. Between the access points are a number of other properties, which face onto Fairfield Road, these include a Library, Public House, a substation and residential properties.



5. To the north east of the site there are predominantly residential properties and an existing access to the north site off Fairfield Road. To the south east of the site is Green's Lane with further residential properties and access to the main entrance of the south site. To the south west is open space which is utilised as playing fields for the school, this area is also used by dog walkers and local residents and beyond this is a primary school and residential properties on Rounton Grove. To the north west are residential properties on Lealholme Grove with further residential properties beyond.

## **PROPOSAL**

1. The proposed development will provide a new 1200 place secondary school for pupils aged 11-16 within the site of the existing Ian Ramsey Church of England Comprehensive School. The new building will replace the existing school and will contain learning, community and leisure facilities.
2. The new school building will be located to the rear of the existing North site and will provide approximately 8600 sq m metres of accommodation within a two storey building. The footprint of the new building has also been limited to ensure that it does not exceed that of the existing school. The building will form an 'E' shape and has been organised into two distinct zones, one primarily for teaching and one for more community use and large groups activities.
3. The new school building is comprised generally of two storeys of teaching accommodation in the main 'E' form which contains the 7&8, and 9-11 year bases. Adjoining the 'E' form is a two storey community/group accommodation, comprising of administrative, dining, music and student support areas. The maximum height of the main accommodation will be approximately 10m, this is added to in some parts at roof top level by features such as roof lights and plant equipment which will be set back from the edge of the building and will be barely visible from ground level.
4. Once the new buildings works are completed the existing school building will be demolished. The location of the new building means that the school can continue operating throughout the construction and demolition phases.
5. The site can currently be accessed via Greens Lane for the South site and Fairfield Road for the North site. The main vehicle access on Green's Lane is currently only used by staff, pupils are not permitted to enter the school by vehicle and access is provided via pedestrian access. This access and car park will be retained but its use restricted as an overspill car park. This entrance will be closed to the general public and only open during times when the school require parking for events or community use.
6. The existing access on Fairfield Road which is currently used for service vehicles will become the primary access. Works will be required to this access in order to accommodate it being used as the primary access. There is existing car parking at this access that adjoins the rear of properties on Lealholme Grove, this car parking area is to be enlarged and will provide bus drop-off facilities, staff parking, service vehicles and parking for visitors and there will also be five accessible parking spaces. There will be provision for three coaches to enter the site and drop of students, there currently is no facility of this type at the site.
7. Separate shared pedestrian and cyclist routes are provided to carry staff, students and visitors to the main building entrances and there will be long stay, secured and covered cycle parking spaces for pupils and staff.

8. Outdoor facilities will include hard and soft landscaped areas, habitat areas for outdoor learning, a multi-use games area, all weather pitch and grassed pitches for summer and winter games.
9. The existing playing fields are designated as Outdoor Playing Space. The proposed building will be partially constructed on existing playing fields to the north of the site. The existing buildings will be demolished and new playing field and multi-use games area will be put in place to replace the lost playing field area.
10. It is proposed that the site will operate from 08:00 to 22:00 Monday to Friday and 08:00 to 18:00 on a Saturday. The evening and Saturday openings are required for school clubs and other community uses.

## **CONSULTATIONS**

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

### **Councillor M Perry**

No comments received

### **Councillor W Woodhead**

No comments received

### **Head of Technical Services**

#### **General Summary**

11. This report provides an update to the highway comments submitted on 09 May 2013.

The update follows discussions with the applicant to improve the parental drop-off provision.

#### **Highways Comments**

The information contained within the Transport Statement (TS) for the proposed development has been considered by Technical Services. The proposed development would alter the layout and access to the school but the development is not forecast to increase the number of pupils or staff based at the school.

#### **Pedestrian / Cycle Movements**

The TS notes that the existing access off Greens Lane to the south of the school would be maintained and a new 3m footpath installed that would run from the existing access to the new school buildings. The location of this footpath is shown to the north of the existing vehicular access and is opposite the Greens Lane / Fairfield Road junction. The route would operate as a shared cycle and pedestrian access. The tie in of the cycleway would be to the adopted highway and this would be confirmed as part of the Section 278 agreement. The location already benefits from a zebra crossing on Greens Lane and this would continue to provide the formalised pedestrian crossing point on Greens Lane.

#### **Vehicular Access**

The main vehicular access would be relocated to the north of the site in approximately the same location as the existing service vehicle / secondary access. The plans submitted in the Transport Statement show the access road following a different alignment to the access shown on the landscape masterplan and fencing plan. Clarification is therefore required on the final design proposal for the main access.

This main vehicle access would be for staff parking, coaches and delivery vehicles only. There is no provision for parental drop off. It is not stated how the school would prevent parents from using

the main access and car park for pupil drop offs. This needs to be effectively managed to ensure parents do not use the coach bays to drop pupils off and thereby prevent coaches from using the site. A Car Park Management Plan should address these safety concerns.

The existing main vehicle access to the site located off Greens Lane would be downgraded to a secondary access and would only be used during busy periods (e.g. parents evening and sports events) as an overflow car park. As this car park would not form part of the proposed day to day school operation and would remain locked at all other times the usage must be confirmed as part of a Car Park Management Plan.

This revised access proposals concentrate the main vehicle access, pedestrian access and bus stop all in one location on Fairfield Road. This concentration of activity has potential highway safety concerns and whilst the principle of the access location is accepted, it is done so on the basis that the existing bus stand can be removed / relocated and improved crossing facilities can be put in place. The issue of potential increase in parental drop-off around the main access must also be addressed. The concentration of activity at the Fairfield Road access could lead to increased parental drop-off at this location if alternative arrangements are not put in place.

Parking surveys in February 2013 show that the Fairfield public house and Fairfield Library car park are heavily used by parents for dropping off / picking up pupils. In the afternoon 99 vehicles were recorded using the car park with the majority (72) of these trips recorded between 15:20 and 15:30. A further 29 trips were recorded during the same time period on Fairfield Road and 37 on Greens Lane. This is a significant amount of trips which demonstrates that there is a large amount of parental drop-offs taking place. The school Travel Plan should address how these could be reduced as the numbers indicate a significant number of pupils are travelling to school by car.

The arrangement to use the Public House / Library car park as a drop off / pickup area is an informal arrangement which is heavily used for parental drop off as demonstrated by the survey results. Whilst it is not proposed that the use of this car park be abandoned as part of the planning application, the informal use that benefits the school could be removed at any time by the owners. Whilst use of this area for parental drop-off may be acceptable for the school currently, it was advised that the Travel Plan must formalise this usage or alternative drop-off arrangements should be proposed.

In addition, the current school access arrangements spread out the locations where parental drop off currently occurs. Given the relocation of buildings, together with the new vehicular entrance, the new pedestrian access and the existing bus stop, it is considered likely that any parental drop off that cannot be accommodated in the Public House / Library car park would occur in the immediate vicinity of the new access point. Even taking into account the zigzag school markings that would be provided to prevent informal parent drop off around the entrance, this concentration of activity is a highway safety concern.

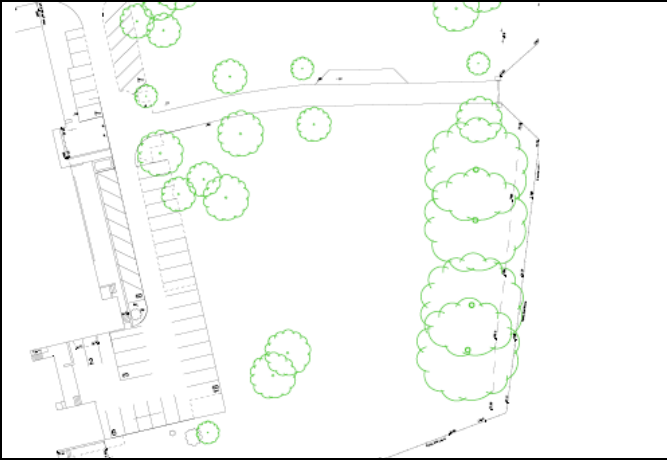
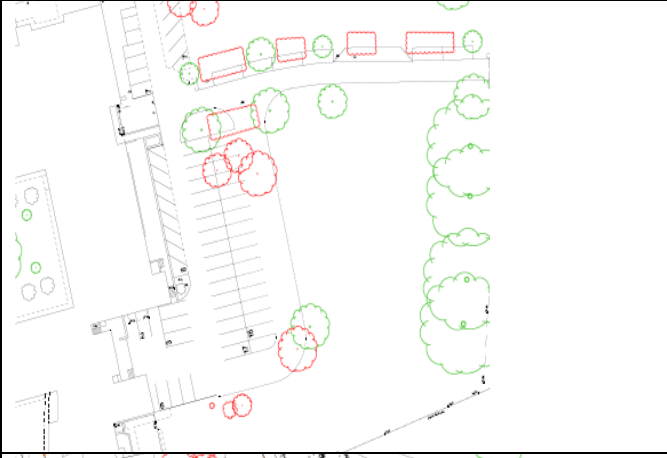

There have been two accidents on Greens Lane involving pupils crossing the road, with one being caused when a child stepped out into the path of a vehicle from between two parked cars. Providing an adequate location for parents to wait off the highway would assist in improving highway safety. It is noted in the TS that the current situation for drop off and pick up facilities would be maintained but as this cannot be guaranteed, the redevelopment must seek to improve the situation in the longer-term.

It was therefore reiterated, in terms of taking reasonable steps to ensure highway safety, that some form of off-street drop off area must be provided to remove some of the trips from the public highway and set in place a suitable location for parents to park. If the current arrangement with the Public House / Library car park ceased then approximately 100 cars that currently use the car park would have to wait on-street. This waiting is likely to occur around the new access. This would

have a significant safety and congestion impact on other highway users and cause inconvenience to local residents.

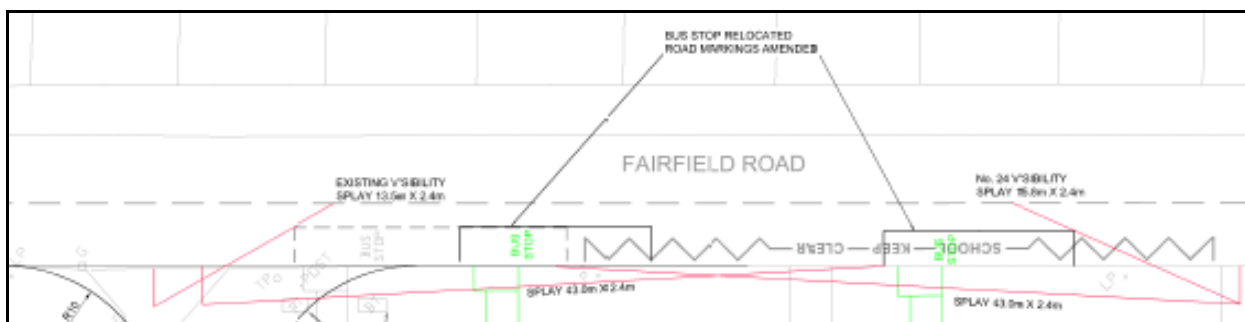
The applicant has therefore confirmed that the access to the car park located on Greens Lane would be upgraded during the construction works to facilitate parental drop-off in the future if required. Upgrading this access and the car park to make it suitable for two-way traffic would provide an alternative on-site drop off facility if the arrangement with the Fairfield pub car park was to cease.

A plan has been submitted to show how these works would be implemented and extracts from the plan are shown overleaf. Discussions are on-going with regards to how the pedestrian access route into the school from Greens Lane would tie into the adopted highway but the detailed design of these works would be dealt with during the Section 278 negotiations.

 <p>The diagram shows a site plan with a building on the left and a car park area. The access road is shown as a narrow path. Green circles represent trees, and red circles represent existing parking bays. The layout is somewhat irregular.</p>	<p><i>Existing arrangement</i></p>
 <p>The diagram shows the same site plan as above, but with several red rectangles added to the access road area, indicating additional parking bays for staff cars during construction. The existing parking bays are still marked with red circles.</p>	<p><i>Construction period – additional bays are added to the access road and car park to provide additional staff car parking during the construction period.</i></p>
 <p>The diagram shows the site plan with the red rectangles removed from the access road. The road is now wider. Two 'DROP OFF' zones are marked with red circles. The car park area is also shown with red circles.</p>	<p><i>Operational – parking bays on the access road are removed but the space used to facilitate widening of the access route.</i></p> <p><i>Car park operates with a one-way system and drop-off areas are provided.</i></p>

The Fairfield Road access would require widening to accommodate large vehicles and make it suitable for use as a main access. Works to the adopted highway should form a Grampian planning condition should the development be approved and would be subject to a Section 278 agreement with the Highway Authority. There would be no objection to the proposed access arrangements subject to the Highway Authority agreeing the off-site works with the applicant and the works being completed prior to occupation of the building.

As part of the junction widening works, the bus stop on Fairfield Road must be relocated to provide the necessary visibility for vehicles exiting the site access. The access junction requires a 2.4m x 43m visibility splay and any obstructions within the visibility splay, even transient obstructions such as buses, should be avoided. The relocated bus stop would need to be a minimum length of 12m. The drawings submitted (see extract from drawing below) illustrate that the bus stop could be relocated to a position that provides the requisite visibility splay. However neither of the two locations takes into account the requirement to maintain a school crossing facility on Fairfield Road and any relocated bus stop location must be determined so as not to adversely affect the school crossing facility and to provide adequate stopping between the crossing and the bus stop. The applicant has confirmed that the detailed design of the off-site works would be dealt with during the Section 278 negotiations.



Vegetation within the visibility splay at the exit from the car park must be maintained at all times below 600mm. The Fencing Strategy shows that the existing railings would be retained and refurbished at the access and the gaps in the railings allow driver visibility.

The main vehicular access provides a route to the main parking area and also a drop off area for coaches. Dedicated spaces for 3 coaches would be provided within the site for existing bus services. This should remove on-street coach drop-offs on Greens Lane.

The car park would operate as a one way system with vehicles entering on the left hand side and exiting onto Fairfield Road. Service vehicles would also use the main access and therefore the school should advise service and maintenance arrivals to visit the school outside of the peak arrival and departure times. This would minimise the potential for conflict between school pupils accessing the site and service / maintenance vehicles. The applicant has confirmed that the Car Park Management Plan would address these safety concerns. The provision of the Car Park Management Plan would need to be conditioned.

#### Parking

The main car park, which would be accessed to the north of the school building on Fairfield Road, would provide 113 staff spaces, 5 visitor spaces and 5 disabled bays, a total of 123 spaces. This is an increase of 40 spaces on the existing provision of 83 spaces. The existing car park to the south of the site with approximately 40 spaces would be maintained as an overflow car park.

Stockton Council's parking standards, Supplementary Planning Document 3 (SPD3), require:

- 1 space per full time member of teaching staff;
- 1 space per 3 part-time members of staff;
- 4 visitor spaces; and
- 1 space per 10 students over 17.

The application proposes 121 full time employees (equivalent) who, based on the standards, would require 121 spaces. An additional 4 visitor spaces would be required taking the provision to 125 spaces (no student spaces would be required as all students are under 17). A total of 123 spaces are proposed and this is therefore considered to be acceptable. It is an improvement on the current position and should assist in improving the movement of vehicles around the site.

The existing car park to the south of the site with approximately 40 spaces would be maintained as a gated overflow car park and is considered to be in addition the formal requirements of SPD3.

The Council's standards require the provision of 1 cycle space per 5 students in conjunction with a school Travel Plan. There are 1200 students based at the school which would require 240 spaces. The development proposals include 96 cycle parking spaces which is an increase on the 50 existing spaces but is less than the required standards. The TS outlines that the proposed provision would satisfy current demand but given that it is an under-provision based on the standards, cycle parking must be monitored to ensure provision meets demand and is increased if required. The applicant has confirmed that cycling activity at the school would be addressed in the school's Travel Plan and would be subject to an annual review.

It is noted that there are only 3 spaces allocated within the car park for bus drop-offs, but there are 4 dedicated bus routes to/from the school. The Car Parking Management Plan should put in place measures that ensure a coach parking bay is always available when a coach to ensure that buses are not having to wait or load/unload on the highway outside of the school.

All car parking spaces should be 2.4m x 4.8m with adequate space to manoeuvre (6m aisles). Disabled parking bays are shown close to the building entrance and this is acceptable. These bays must have an additional 1.2m zone on either side and to the rear of the bay – the additional 1.2m zone can be shared with an adjacent space.

#### Construction

A Site Environmental Management Plan and Demolition Environmental Risk Assessment have been provided. The Design and Access statement also outlines proposals during construction.

During the construction of the new school building, the school would continue to use the Greens Lane access whilst the northern access on Fairfield Road would form the main construction traffic entrance. There would also be occasional access to the site via Lealholme Grove. A gateman would be on-site to ensure safety is maintained throughout the construction period. During the demolition of the old school building, the access locations would be switched with the southern access used by demolition vehicles. It should be ensured that, during construction, deliveries to the site do not obstruct the highway. If deliveries are to be made which may cause an obstruction to the highway then early discussion should be had with the Highway Authority on the timing of these deliveries to mitigate the effect of the obstruction to the general public.

During the construction and demolition phase, a secure means of demarcation would be installed between the construction areas and school operative areas with clear signage to guide everyone on the school site. Vehicle arrivals would be agreed in advance and these should be scheduled to arrive outside the highway network peaks. Temporary parking is proposed and this should be of sufficient quantity to prevent parking associated with the school occurring on-street to the detriment of highway safety and inconvenience to local residents.

The traffic management proposals for during the Demolition and Construction periods are outlined in the Project Environmental Management Plan and are acceptable. However this document is evolving and still requires contact details etc. Therefore the implementation and approval of the final version of this Plan should be conditioned should the development be approved to ensure the impact on the highway is minimised and agreed in advance with the Highway Authority.

#### Travel Plan

The Travel Plan that has been submitted as part of this application reflects the current the layout and is therefore not considered acceptable. Further details as noted below are required:

- Details of the Travel Plan Coordinator, (the named person who would be responsible for the delivery of the Travel Plan including their contact details);
- Whilst a pupil travel survey has been undertaken recently, no targets have been set to reduce the volume of those who travel to and from the school by car;
- Travel surveys should also be undertaken for the staff at the school, with appropriate targets being set;
- The Travel Plan should include an Action Plan to address issues and targets for improvement and include:
  - Clearly defined objectives and targets;
  - Specific modal shift targets;
  - The targets must be SMART: Specific, Measurable, Achievable, Realistic and Time bound;
  - Details of proposed measures to meet each objective and target;
  - Timescales; and
  - Details of who will be responsible for each objective/target.

One of the issues that the submitted Travel Plan highlights is parents dropping off children outside the school and causing congestion on the main road at peak times, on the school driveway and in the Public House /Library car park. The submitted Travel Plan did not initially include any action plan of how to address this issue and improve sustainable travel patterns. Following discussions with the applicant, alternative drop-off arrangements have been incorporated into the school layout. The school has therefore confirmed that they will be providing the following statement in the updated Travel Plan - "In the event that the neighbouring public house car park could not be used by parents as a parental drop off, provision will be provided within the curtilage of the school site. It is planned that by reconfiguring the existing south block entrance and parking this enables the aforementioned parental drop off to take place".

Other car park management initiatives that could be considered within the Travel Plan include:

#### Staff

- Provision of car-sharing spaces and associated car-share database for staff. Car sharing could be managed through a unique database with car sharers registering their cars on the system to ensure the car park can be managed effectively;
- Provision of separate secure staff cycle parking, introduction of the cycle to work scheme, and provision of showers, changing facilities and lockers for those walking and cycling to the school; and
- A circular 'eligibility zone' centred on the site, with staff whose home falls within the zone boundary only qualifying for a parking space if they can identify a real need (e.g. disability or medical conditions / requiring a car for care commitments). Those living outside the zone boundary would automatically qualify for a parking space.

For parents drop-off/pick-up

- Stringent management of the drop-off provision should be provided and should be built into a staff member's role; and
- Parents should receive frequent reminders that the drop-off provision is for that purpose and not 'parking'.

Should this application be considered for approval, an updated Travel Plan must be conditioned and be agreed in writing by the LPA prior to commencement of the development.

#### Landscape & Visual comments

The landscape concept for the site indicated on the landscape Masterplans ref IR-L-G(90)-X99-004 and 006 is acceptable in principle subject to the following comments. The access gate, shown on the strategy plan ref SLR-p414.490 rev P2, to the sports fields on the western part of the site is acceptable.

Hardworks including enclosure, site furniture and lighting

The materials generally indicated on the landscape master plan are acceptable in principle but details including actual type, colour etc are required to be approved and should be conditioned. Suggested wording for the condition are provided in the informative section.

Softworks

The concept planting details indicated are generally acceptable but a full landscape specification for planting and maintenance is required as per the condition wording in the informative section.

In preparing details to discharge the soft landscape condition the following is noted:

- Many of shrubs and herbaceous plants indicated in the scheme, which are located under proposed trees, require full sun and therefore are unlikely to grow well over time as these trees create shade and therefore the shrubs may need to be replaced as the new trees develop;
- There is an existing beech hedge, along side an old fence, on the northern site boundary facing properties on Leaholme Grove which helps to screen views of the site from these houses. Shrub planting is shown in this area and the planting plan does not appear to take account of this hedge. The planting plan should allow for retention and suitable management of the hedge as required to maintain its screening function;
- Clarification is required as to the intentions of retention or replacement of the existing fence that abuts this important hedge. If it is the intention to remove any of the old fence this should be done in such a way so as not to damage the hedge;
- New tree planting should be provided on the western site boundary facing Rounton Grove and Holy Trinity Rosehill Primary school to assist in the integration of the new playing pitches into its surroundings;
- Wildflower areas can look bare and unkempt in the out of season. The use of wildflowers therefore is not recommended near major entrances and should be replaced with shrubs or amenity grass as appropriate;
- Existing trees – it is noted that some mature trees on the site will have to be felled to allow for the redevelopment of the site notably trees ref T25-28 Poplars and T31-33 Willows. Although these trees have a high amenity value it is accepted that their retention is difficult to achieve to allow for the redevelopment of the schools sports pitches and replacement trees should be provided as part of the landscape master plan replanting scheme. Poplars



are known to sucker from remaining roots in the ground and action should be considered as to how this problem will be overcome so suckers do not present a problem for the new playing fields;

- The Ash tree ref T21 is a high quality tree that could be retained within the scheme by realigning the footpaths and landscape areas to the north and this should be explored in a redesign of this area;
- Tree Protection details are required as per the condition wording in the informative section for all the site trees to be retained within the scheme;
- The proposed attenuation storage facility planned for the south east corner of the site must fall outside the root protection zone of all the existing site trees which should be given full protection during any works in line with the BS 5837:2012 Trees in relation to design, demolition and construction.

The details of the suitability of the formal playing provision have not been considered as part of these formal comments.

Condition wording is provided in the informative section at the end of this memo.

#### Flood Risk Management

The majority of the site is situated within flood zone 1 however there is a small part of the site situated within flood zone 2. The Head of Technical Services is not aware of any flooding occurring on the proposed development site however the watercourse that runs through the development site is a tributary of greens beck which was subject to severe flooding in September 2012. No flood defences are present on the site.

The proposed development must 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 / groundwater issues on the site must be alleviated by the installation of a suitable drainage system within the site.

The submitted Flood Risk Assessment (FRA) states that surface water runoff will continue to be discharged to a public sewer, the applicant must agree an allowable discharge rate and required storage limits with Northumbrian Water.

Technical Services recommend that the drainage system within the schools site is cleared and repaired to a suitable standard to mitigate the risk of flooding.

The Council does support the use of sustainable drainage systems and suggests that the applicant considers SUDS for the proposed development site. The applicant must submit full design details of the proposed attenuation for the redevelopment site to the Local Authority.

The following is a summary of SUDS measures that may be incorporated into the drainage scheme by the developer are included in the informative section:.

#### Environmental Policy

Environmental Policy supports the use of PV panels in the design alongside other energy reducing measures.

### **Environmental Health Unit**

12. I am satisfied that the proposals for lighting and level of 1 Lux at the vertical plane of residential premises is within recommended levels and conditions therefore do not need to be imposed.

I am also satisfied with the proposals for noise management of the music room. The noise survey report carried out in 2009 advised that two additional door-sets and lobby area would help reduce noise breakout from music class activities to adjacent spaces. However, as the adjacent areas to the music room are not being used for teaching and are not likely to increase background levels, the proposed plans are satisfactory.

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

#### **Construction Noise and Demolition**

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.

#### **Demolition and Dust Emissions**

A scheme should be provided to control dust emissions as a result of demolition works, such as dampening down, dust screens and wheel washers to prevent mud being deposited on the highway.

#### **Site Waste Management Plans**

I am satisfied with the site waste management plan which has been submitted. However, when the development commences 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.

### **Northern Gas Networks**

13. No objection

### **Northumbrian Water Limited**

14. Thank you for consulting Northumbrian Water on the above 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 have the following comments to make:

The planning application does not provide sufficient detail with regards to the management of surface and foul water from the development for NWL to be able to assess our capacity to treat the flows from the development. We would therefore request the following condition:

**CONDITION:** Development shall not commence until a detailed scheme for the disposal of surface and foul water from 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: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

The Developer should develop his Surface Water Drainage solution by working through the Hierarchy of Preference contained within Revised Part H of the Building Regulations 2010. Namely:-

Soakaway  
Watercourse and finally  
Sewer.

If sewer is the only option the developer should contact Niki Mather (tel 0191 4196603) at this office to arrange for a Developer Enquiry to ascertain allowable discharge points and rates.

It is important that Northumbrian Water is informed of the local planning authority's decision on this application. Please send a copy of the decision notice.

### **Waste Management**

No comments received

### **Sport England**

15. 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.

The application involves consolidating the school's built footprint at the northern end of the school site. This involves the loss of some playing field area. However, once the new school building is completed, the vacated school block is demolished and replacement playing fields are created.

The application therefore stands to be judged against exceptional circumstance E4 - Replacement Playing Fields, which states;

'The playing field or fields to be lost as a result of the proposed development would be replaced, prior to the commencement of development, by a new playing field site or sites:

- of equivalent or better quality and
- of equivalent or greater quantity;
- in a suitable location and
- subject to equivalent or better management arrangements.

The proposed site layout results in a marginal increase in playing field once completed and as such the quantitative side of E4 is met. No detail as to the playing field re-instatement works has been included within the application. In order that they are capable of meeting the qualitative test in E4 and able to be utilised for the sports indicated on the proposed site layout plans, the replacement playing field will need to be drained in accordance with Sport England's design guidance 'Natural Turf for Sport'. This can be achieved through the imposition of a conditions on any planning approval granted.

The proposed site layout shows a fence which cuts the playing fields in half. Whilst the position of the fence does not in itself inhibit the layout of pitches on the playing pitches, it does raise concern as to how the playing field outside of the fence line is to be managed, maintained and accessed. The applicant has advised that there is to be an access gate in the fence which will allow all the playing field to be managed and used in the same way. This gate does not currently in the proposed plans and as its provision is material to Sport England, details will be required by condition.

Subject to the satisfaction of the matters raised, it is considered that the proposal is able to meet exceptional circumstance E4.

This being the case, Sport England does not wish to raise an objection to this application, subject to the following condition(s) being attached to the decision notice (if the Council are minded to approve the application):

1) The new school building hereby approved shall not be brought into use until the following documents have been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]:

(i) A detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field which identifies constraints which could affect playing field quality; and

(ii) Based on the results of the assessment to be carried out pursuant to (i) above, a detailed scheme which ensures that the playing field will be provided to an acceptable quality. The scheme shall include a written specification of soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.

(b) The approved scheme shall be carried out in full and in accordance with a timeframe agreed with the Local Planning Authority [after consultation with Sport England]

The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.

Reason: To ensure that the playing field is prepared to an adequate standard and is fit for purpose

2) The new school building hereby approved shall not be brought into use until details have been submitted to and approved in writing by the Local Planning Authority (following consultation with Sport England) which show how the playing field outwith and to the west of the security fence will

be accessed, managed and maintained. The playing fields shall thereafter be managed and maintained in accordance with the approved details.

Reason: To ensure that the playing fields are managed and maintained to an appropriate standard, in the interests of curriculum and community sport.

If you wish to amend the wording of the conditions or use another mechanism in lieu of the condition(s), please discuss the details with the undersigned. Sport England does not object to amendments to conditions, provided they achieve the same outcome and we are involved in any amendments.

If your Authority decides not to attach the above condition(s), Sport England would wish to maintain/lodge a statutory objection to this application. Should your Authority be minded to approve this application without the above condition(s), then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, and the DCLG letter of 10 March 2011, the application should be referred to the National Planning Casework Unit.

Sport England engages with the pitch sport NGBs on developments that affect playing field. Both the FA and RFU have responded to advise that they would welcome the school's playing fields being made available for formal community use. The FA have cited a local junior football team that is expanding and requires access to additional pitches.

In light of the above, Sport England are requesting the imposition of the following community use condition;

3) Use of the new school building shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the playing pitches MUGA, sports hall and associated changing accommodation and include details of pricing policy, hours of use, access by non-school users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facilities ,to ensure sufficient benefit to the development of sport.

Finally, it is noted that the new school building does not replace the swimming pool provision currently found on site. The loss of a significant sports facility is always a matter of regret for Sport England. However in this instance, Sport England's modelling tools show that (without the pool at Ian Ramsey school) the peak supply of waterspace in Stockton, and its distribution relative to the Borough's population mean that provision is better than the national and regional averages.

As such, and notwithstanding its importance to curriculum sport (which is a matter for the school / Local Education Authority / DfE) Sport England cannot substantiate an argument for its retention on community sport grounds.

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 grants funding.

If this application is to be presented to a Planning Committee, we would like to be notified in advance of the publication of any committee agendas, report(s) and committee date(s). We would

be grateful if you would advise us of the outcome of the application by sending us a copy of the decision notice.

If you would like any further information or advice please contact the undersigned at the address below.

Additional comments received:

The condition requested details for access and management of the playing field area out with the security fence.

When I met Sir Robert McAlpines and the EFA, they advised that there should have been a gate shown in the fence line and that the intention was maintain in exactly the same way as the playing field within the fence-line.

They've now updated the site plan to show the gate and on that basis I think the requested condition can fall away.

### **Children, Education And Social Care**

No comments received

### **The Environment Agency**

#### 16. Environment Agency's Position

We have no objections to the proposal as submitted, and consider the proposed development will be acceptable providing the following CONDITION is imposed on any grant of planning permission:

Condition: Flood Risk Assessment

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) in Sec. 9 of the Design and Access Statement and the following mitigation measures detailed within the FRA:

1. Routing surface water runoff to a public sewer at an allowable discharge rate agreed with Northumbrian Water (NWL). Any existing flood risk concerns associated with the sewer in question need discussing with NWL when agreeing discharge rates.
2. Provision of a surface water attenuation storage facility if required by NWL.
3. Finished floor levels are set no lower than 22.96 m above Ordnance Datum (AOD).

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

1. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
2. To reduce the risk of flooding to the proposed development and future occupants.

Please note that the advice in relation to watervoles, sustainable drainage systems and the discharge of foul sewage set out in our previous letter dated 15 March 2013 (ref: NA/2013/109091/01-L01 is still applicable.

If you have any questions regarding this letter, please do not hesitate to contact me.

### **Tees Archaeology**

17. There is very little on the Historic Environment Record for this area and this coupled with the previous disturbance for construction of the school and playing fields give the site a low archaeological potential.

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

#### **Natural England**

18. This 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 that Natural England has been consulted on this proposal to offer advice on the impact on a protected species.

The protected species survey has identified that bats, a European protected species may be affected by this application.

Natural England have completed the standing advice for bats and advises the authority that permission could be granted.

#### **Tees Valley Wildlife Trust**

No comments received

#### **Development and Regeneration**

No comments received

#### **Stockton Police Station**

19. 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. Please forward to me at the earliest opportunity.

#### **Councillor K A Lupton**

No comments received

#### **Councillor T Laing**

No comments received

#### **Grangefield Ward Councillors**

20. These are the comments of the Grangefield ward councillors.

We support the development and welcome the investment which will secure the school's future, while noting that it will not accommodate the re-provision of the pool, which is the loss of a significant asset to the community.

Our main concern is that the re-location to the single site will worsen the problems raised with us by residents in Fairfield Road, Oxbridge Lane and adjacent areas about obstructive/inconsiderate parking at school start and finish times. We hope that the use of the library car park could be formalised to provide extra parking spaces at peak periods.

#### **PUBLICITY**

21. Neighbours were notified and comments received are set out below:-

Andrew and Judith Sowerby - 14 Lealholme Grove Stockton-on-Tees

We support the above application subject to the following:

A new metal security fence is erected between the houses on Lealholme Grove and the designated new car park.

Planting/screening is provided along the whole of the perimeter between houses on Lealholme Grove and the new car park.

The above steps are in place prior to commencement of demolition and new build works.

T Ainsley - 11 Rounton Grove Stockton-on-Tees (summary)

Concerns regarding site enclosures and the use of the playing fields.

Holy Trinity Rosehill Church Of England Primary School

About time it was replaced. Governors of this school are very pleased to see this action taking place.

It is a replacement of a similarly sized school building and associated areas and so does not constitute an expansion.

The school field is of such a size that the new build will not come significantly nearer the school.

Completing a fence round the school premises is sensible as the green vale area (and thus the current school field) is freely used by dog walkers etc.

There is no expansion planned in terms of school places and so no impact on school related traffic.

This school supports the planning application.

J Briscoe - 74 Lealholme Grove Stockton-on-Tees

It would be useful if there was off street parking for buses and cars for picking up children at the end of the school day. This causes problems for residents wanting to drive onto Fairfield Road at that time of day. Otherwise no objection to this application.

Mrs Judith Readman - 32 Lealholme Grove Stockton-on-Tees

I wish to register my objection to the proposed building of the new Ian Ramsey School on the grounds highlighted above and in particular: proximity to existing properties, the height of proposed building, loss of privacy and possible negative impact on the value of my property.

When I visited the 'viewing evening' at the school in February I was told that the new building would be seventy metres from my garden boundary. I have since learned, after speaking with one of the planning officers that it will only be forty-two metres from my boundary, significantly closer, therefore, having a greater impact on my privacy and the outlook from my house.

I am also concerned about the increase in traffic and parking on Fairfield Road and Lealholme Grove at the beginning and end of the school day. There is already a lot of chaos and congestion which will only be increased by having a single 'drop off' and collection point.

Has no consideration been given to siting the school on the current South Site area. The impact on the surrounding residential area would be much lower, there would be better access and increased parking facilities and also has the incorporation, rather than the demolition of the existing buildings on that site been considered.

Sharon Stockton - 47 Fairfield Road Stockton-on-Tees

Comments and concerns: (summarised)



Being an ex-employee of, and Foundation Governor at Ian Ramsey Church of England School I support the application for a new school building.

I do, however, have serious concerns about the proposals to move the main access to the existing north site on Fairfield road.

Moving the main entrance to North Site/Fairfield road means that service vehicles, staff vehicles, all access will have an impact not only safety wise, but increased traffic and increased noise in a built up area from 6.30 until 9pm most days and some weekends. Presently with the main access being at south site every few residential houses are disturbed.

The new proposals will only add to the problems rather than help. Rather than closing a car park and moving the main entrance to a built up area more access needs to be made.

Although there are no proposed increases to staff numbers, A new 123 space staff car park off Fairfield road means that instead of the current 20 staff that enter an exit onto Fairfield road there will be an extra 100 cars plus buses, service vehicles all using Fairfield road and the one car park instead of the traffic congestion being spread over two sites. On top of those numbers parents will start dropping pupils at the new main entrance causing further congestion and safety issues for the crossing patrol warden who stands on Fairfield road.

Moving the existing bus stop to its proposed site would prove to be a serious hazard for those trying to cross Fairfield Road. The crossing patrol warden would not be able to see past buses parked at the bus stop, and traffic overtaking the bus would not be able to see the Crossing patrol warden. If she was in the middle of the road crossing the children the cars behind the bus wouldn't be able to see her. They could well try to overtake the bus thinking it was just dropping passengers off when it was actually stopped to let her cross children. Has a risk assessment been done? At present, cars park over the pavement opposite where the Crossing patrol lady stands making it difficult for her to be seen and to see, moving the bus stop in the equation as well is an accident waiting to happen.

Mrs Hilda Forster. - 45 Fairfield Road Stockton-on-Tees

"It is lovely to see the children getting a new school but I would have grave concerns for their safety and my own, crossing the road with such an increased amount of traffic on Fairfield road. Which would arise from not only all the extra staff cars twice a day but parents dropping children off who presently drop them off down on Greens lane.

Also the nuisance of noise and excessive increase in parking caused by parents and children coming to parents evenings and night classes which are currently down in south site. Its currently down Greens lane where its not as built up and already causes problems it doesn't seem to make sense to bring all the extra noise and traffic into a more built up residential area."

G T Brown - 30 Fairfield Road Stockton-on-Tees

The proposed vehicle access to Fairfield Road will result in unacceptable traffic congestion at various times of the day.

Consideration should be given to locating the school in the south corner with the car park between it and Greens Lane. All vehicle access to the car park being from Greens Lane.

Mrs Angela Rea - 28 Fairfield Road Stockton-on-Tees

In essence, I support the plans for the new school and indeed, acknowledge the effort that has been made to deal with associated traffic problems.

The main vehicular access for the school is in close proximity to the perimeter of my property. The resulting environmental impact of this is disadvantageous on a personal level and will surely affect the property's value in the event of any future sale.

I have serious concerns regarding the impact of this aspect of the development upon my property.

Christine Brockbank - 73 Fairfield Road Stockton-on-Tees

As a resident of Fairfield Road I was wondering if any provision is being made for parking for parents when the new Ian Ramsey school is built. The school being built on one site to accommodate all the children. The South Site being demolished.

If no provision is being made my concern is that it will be very difficult for residents, when parents drop children off and collect them from school.

I thought the new building would be placed on the Green Lane site. Parents dropping off and collecting their children often use the Fairfield pub car park. Fairfield Road has had various road measures introduced recently, one being the visually narrowing of Fairfield Road.

As a resident we need to be able to access our own homes and you will know from problems with other schools that parents can be very selfish in how they park. Although the road has been just visually narrowed and a place made for pedestrians to cross near to Lealholme Road it does seem to have produced a much narrower road.

**PLANNING POLICY**

22. 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

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

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.

**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.

## **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.

## **MATERIAL PLANNING CONSIDERATIONS**

23. 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; flood risk; ecology and parking, access and highway safety.

### **Principle of development**

24. There are a number of planning policies that are relevant to this proposal. The application site lies within the limits to development and has a permitted educational use. Part of the development will be constructed on land that is designated as outdoor playing space and saved policy REC1 is therefore applicable. This policy states that development that would result in the permanent loss of playing space will not be permitted unless facilities can be retained and enhanced through redevelopment or alternative provision is made available or the land is not required to satisfy local needs.
25. Sport England has been consulted but do not object as the lost playing field will be replaced and the development will result in a marginal increase in playing field once completed. Conditions are requested regarding details of the new playing field provision and a community use agreement.
26. Core strategy policy 6 (CS6) states that the quantity and quality of open space, sport and recreation facilities will be protected and enhanced and Core Strategy Policy 10 (CS10) states that the quality of the urban environment will be maintained through the protection and enhancement of the openness and amenity value of urban open space and play space.
27. Taking the above into account, it is considered that the principle of development of a new school on this site is acceptable and as the lost playing space will be replaced the development is in accordance with Saved Local Plan Policy REC1 and policies CS6 and CS10.
28. Core strategy policy CS3 states that all new non-residential development 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'. The agent has been made aware of the requirement of an 'excellent' rating but has advised that BREEAM Very good is being worked too as this is the Governments directive for priority schools, Excellent

is aspirational. It is considered that taking the Governments directive into account a rating of 'very good' is acceptable in this instance.

29. In line with policy CS3 PV panels are to be incorporated into the development and it will also be conditioned that at least 10% of total predicted energy requirement will be provided, on, site, from renewable energy sources.

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

30. The existing buildings at the site are not considered to have any architectural or historical merit. There is a mix of single, two and three storey buildings. In terms of the scale and appearance of the proposed building it is considered the buildings height is appropriate in scale within the context of the surrounding area.
31. The design is considered to provide a civic presence at the entrance to the building and the placement of the building has been set back from the boundary of the site to allow for an entrance plaza to be created.
32. In terms of materials and design, the final material details are to be agreed however the information that has been submitted with the application provides indicative details of the materials to be used. The materials shown are modern and contemporary and it is considered they complement the overall contemporary design of the building. It is considered that the building whilst distinct from its immediate surroundings the appearance reflects a building that is fit for the modern operational function of a contemporary educational facility.
33. Policy CS3 states that in designing new development, proposals will make a positive contribution to the local area, it is considered that the proposed new building will improve the overall appearance of the school site and will have a positive visual impact on the surrounding area.

#### **34. Impact on the amenity of neighbouring occupiers**

35. 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.
36. Representations have been received from nine residents, four of these have stated an objection to the scheme and others raise concerns over parts of the development.
37. An objection from a resident on Lealholme Grove raises concern about the proximity of the building to existing properties, the height of the building and loss of privacy. The proposed building will be approximately 42m from the rear boundary of properties on Lealholme Road at its closest point and approximately 56m from the nearest property building. Part of the existing north site building is approximately 12m from the rear boundaries and the minimum separation distance will therefore be increased, although it is acknowledged that the objector from No.32 Lealholme Grove will have a building much closer than as existing as currently there is no building to the rear of this property.
38. Whilst it is acknowledged that built development on the site will be located closer to some residential properties on Lealholme Grove, it is considered that as the building will be approximately 42m from the boundary the impact in terms of appearing overbearing, overshadowing and overlooking would not be significant enough to warrant refusal of the application.
39. The existing access and car parking area that is located to the north of the site accessed off Fairfield Road is within close proximity to the rear of properties on Lealholme Grove and

there will therefore be increased activity near to these residential properties. There is an existing fence, hedging and planting along this boundary which provides some screening between the site and the residential properties. The Head of Technical Services has stated that the concept planting details indicated are generally acceptable but a full landscape specification is to be submitted and controlled via condition and it is stated that the existing hedge along this boundary should be retained and the planting plan should allow for retention and suitable management of the hedge as required to maintain its screening function.

40. It is acknowledged that the use of this existing access as the main access to the proposed site will increase the level of activity adjacent the boundary however taking into account the existing use of the site, the existing access and car parking along this boundary together with the retention of the hedging there will not be a significant detrimental impact on the amenity of neighbouring occupiers.
41. The proposed school building will be approximately 52m from the rear boundary of the nearest property on Fairfield Road and there will be areas of planting along the boundary and between the proposed building and these properties. It is considered that due to the separation distance and as the site is currently used as an educational facility there will be no significant detrimental impact on the residential properties along this boundary.
42. The proposed multi use games area (MUGA) will be located behind public house and library and it is considered that activity from this will not cause a significant nuisance to residential properties. Furthermore, any lighting proposed for this area will be agreed via condition the position and levels of lighting for the site can therefore be controlled.
43. The Environmental Health Unit has provided comments on the application and requests a condition to restrict the hours of construction which has been applied in the interests of the amenity of neighbouring occupiers.
44. There are residential properties to the south, south west and south east boundaries (Green's Lane, Auckland Way and Rounton Grove) and it is considered that due to the location of the proposed development and these residential properties there will be no significant detrimental impact on the amenity of these residential properties.
45. Overall, it is considered that due to the location of the works there will not be a significant detrimental impact on the amenity of neighbouring properties in terms of overlooking, appearing overbearing or loss of outlook and light.

### **Flood Risk**

46. The majority of the site is situated within flood zone 1 however a small part of the site is situated within flood zone 2. The application does have an accompanying Flood Risk Assessment and the Environment Agency has been consulted. The Environment Agency has no objection to the application subject to a condition being attached to ensure the development is carried out in accordance with the submitted Flood Risk Assessment and other mitigation measures as outlined in the condition.
47. Northumbrian Water states that insufficient details has been submitted with regards to the management of surface and foul water from the development and therefore request a condition be attached to request details of the proposed surface and foul water disposal.

### **Ecology**

48. An ecological impact assessment has been carried out and assessment of the site and buildings has been undertaken to identify and assess nature conservation of the site



including and potential impact of the development on protected species, habitats and local biodiversity in general.

49. Natural England has stated that the protected species survey has identified that bats, a European protected species may be affected by this application and they have provided advice regarding the impact bats. An assessment of the information submitted was carried out and Natural England advises that permission can be granted for the development.
50. No evidence of other rare or protected species has been identified within the site.

### **Parking, Access and Highway Safety**

51. Representations and objections from neighbouring occupiers raise concern over the highway impact and in particular the congestion around the area at the start and the end of the school day.
52. The Head of Technical Services has considered the proposal and raises no objection but requests additional information to be submitted including an updated travel plan including a car park management plan that will address concerns raised.
53. The proposed development will alter the layout and access to the school but the development is not forecast to increase the number of pupils or staff based at the school.
54. The proposed main access off Fairfield Road would be for staff parking, coaches and delivery vehicles only; there is no provision for parental drop off. It is not stated how the school would prevent parents from using the main access and car park for pupil drop offs, this needs to be effectively managed to ensure parent do not use the coach bays to drop pupils off and thereby prevent coaches from using the site. The Head Of Technical Services states that a Car Park Management Plan should address these safety concerns and is conditioned accordingly. The existing car park would not form part of the day to day school operation and the usage must also be confirmed as part of the car park management scheme.
55. A location for parent drop off has not been accommodated within the proposed site layout and the Head of Technical Services has stated that an alternative solution needs to be identified. Information submitted demonstrates there is a large amount of parental drop offs taking place and the Head of Technical Services states that the school Travel Plan should address how these could be reduced.
56. It is acknowledged that there is an arrangement to use the Public House/Library car park as a drop off/pickup area but this is an informal arrangement and could be removed at any time, the Travel Plan must formalise this usage or alternative arrangements should be proposed. The agent has agreed that the access to the car park located on Greens Lane would be upgraded during the construction and this would facilitate parental drop-off in the future if required. Upgrading this access and car park would make it suitable as an alternative drop off facility should the arrangement with the Public House was to cease. This will be confirmed through the submission of an updated travel plan which is the subject of a condition.
57. In order to facilitate the use of the access from Fairfield Road as the main access this access lane is to be widened as well as the access itself. The Head of Technical Services has stated the works to the adopted highway would be subject to a Section 278 agreement, it will also be conditioned that the widening works take place prior to the occupation of the new school building. The detailed design of the off-site works will be dealt with during the Section 278 negotiations and subsequent agreement.

58. There is currently no provision for coach drop offs but it is proposed to provide space within the site for this and the development would therefore remove the on-street coach drop offs that currently occur. It is noted that there are only 3 spaces allocated but there are 4 dedicated bus routes to/from the school, the car park management plan should put in place measures that ensure a coach parking bay is always available when a coach arrives.
59. With regard to staff and visitor parking facilities, the Head of Technical Services has stated that a total of 123 spaces are proposed and this is acceptable, it is an improvement on the current position and should assist in improving the movement of vehicles around the site.
60. There will be an additional 50 cycle parking spaces provided, which will provide 96 in total. This is less than the required standards however the Transport Statement outlines that the proposed provision would satisfy current demand but given that is an under-provision , cycle parking must be monitored to ensure provision meets demand, the applicant has confirmed that cycling activity would be addressed in the Travel Plan and would be subject to an annual review.
61. The traffic management proposals for during the demolition and construction periods are outlined the Project Environmental Management plan and the Head of Technical Services considers these details to be acceptable, there is however some further information required and a condition that the information be updated is accordingly recommended.

## **CONCLUSION**

62. Overall the nature and scale of the development is considered acceptable and subject to the updated travel plan, car park management plan and off site highway works the parking provision and access is satisfactory. It is considered the site can satisfactorily accommodate the proposal without any significant undue impact on the amenity of surrounding occupiers and the application is therefore recommended for approval subject to the conditions outlined earlier in the report.

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

## **WARD AND WARD COUNCILLORS**

**Ward Fairfield  
Ward Councillor Councillor W. Woodhead**

**Ward Fairfield  
Ward Councillor Councillor M Perry**

## **IMPLICATIONS**

Financial Implications: As report

Legal 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**

Stockton on Tees Local Plan Adopted 1997

Core Strategy Development Plan Document March 2010

Supplementary Planning Document 3: Parking Provision for New Developments

National Planning Policy Framework