

Committee Report

Application No:	DC/17/00405/FUL
Case Officer	David Morton
Date Application Valid	11 April 2017
Applicant	Mr David Schleider
Site:	Alteres Jewish Girls High School Willow Grove Felling Central Felling NE10 9PQ
Ward:	Felling
Proposal:	Erection of two storey annexe to create eight additional classrooms, support spaces and associated external works
Recommendation:	GRANT
Application Type	Full Application

1.0 The Application:**1.1 DESCRIPTION OF THE SITE**

Alteres Girls' High School is an independent, secondary school for girls aged from 11 to 16 years of age. The school opened in September 2011 and is located in a former primary school building in Felling.

1.2 The existing school of split-level construction (single and two-storey) while being of a traditional brick and slate construction.

1.3 The application site is bound by residential properties to all sides and the wider area is predominately residential in nature. The school site is bound to all side by planting in order to offer screening.

1.4 Access to the application site is taken to the south via Rowlandson Crescent, there are currently 235 pupils attending the school and there are approximately 75 members of staff (in total, i.e. full and part-time). The applicant has advised that all pupils are brought to the school by bus and a shuttle bus service operates between Bensham and Felling for the benefit of all staff.

1.5 The applicant has indicated that over the next five years, pupil numbers are expected to peak at 269 by 2020 (the school currently accommodates 234 pupils). The applicant has indicated that there is no proposed increase in staffing levels.

1.6 More specifically, the building is proposed for an area to the north side of the existing school building. The site is currently grassed and there is a fall of approximately 3 metres from south to north.

1.7 DESCRIPTION OF THE APPLICATION

The application seeks full planning approval for the erection of a two storey building. It is proposed that the building would be detached from the school building but adjacent to it so that level access, via an external space can be achieved between the existing and the new parts of the school.

- 1.8 It is proposed that the building has a separate lower floor entrance, overlooked by the staffroom/school office and lift access between the two floors. The lower floor has a smaller floor area than the upper floor so that the building can sit into the sloping site.
- 1.9 It is proposed that the building would accommodate the following:
- 8 classrooms (two of which are large enough for specialist art/ICT or Science Lab teaching and one that can be used alternatively as a school office/staff room.
 - Associated lockers/cloaks/WC/plant/storage facilities.
- 1.10 It is proposed that the development would be constructed in red brick and render. Red brick is proposed for the majority of the building with render used at just the southern end of the building. There would be a canopy over the proposed building entrance and one providing shelter between the existing building and the first floor exit of the new building.
- 1.11 There are no proposals to amend the existing vehicle and pedestrian access to the school. Pupils and most of the staff are brought to the school by bus and the applicant has indicated that this pattern would continue. A new path will provide level access to the new building from the existing parking area to the north west of the school.
- 1.12 The following documents have been submitted with the planning application:
- Design and Access Statement
 - Land Contaminated (Preliminary Risk Assessment)
 - Planning Statement
 - Transport Statement
 - Travel Plan
- 1.13 **PLANNING HISTORY**
There is no relevant planning history associated with the current application

2.0 Consultation Responses:

Sport England No objection.

3.0 Representations:

- 3.1 Neighbour notifications were carried out in accordance with the formal procedures introduced in the Town and Country Planning (Development Management Procedure) Order 2015. A petition of 24 signatures has been received in objection to the proposal, the reasons for objection are summarised as follows;

- The block paved road used for access is not suitable for regular traffic;
- The proposed development would lead to an increase in pupil numbers and as a result an increase in traffic;
- The building of the extension would result in delivery traffic and noise issues attached and
- An alternative assess could be sought.

4.0 Policies:

NPPF National Planning Policy Framework

NPPG National Planning Practice Guidance

DC1P Contamination, derelict land, stability

DC2 Residential Amenity

CFR5 Loss of School Playing Fields to Dev

ENV3 The Built Environment - Character/Design

ENV27 Greening the Urban Area

ENV54 Dev on Land Affected by Contamination

ENV61 New Noise-Generating Developments

CS13 Transport

CS14 Wellbeing and Health

CS15 Place Making

GPGSPD Gateshead Placemaking Guide SPG

5.0 Assessment:

- 5.1 The main planning issues are considered to be the principle of the development and its acceptability in terms of design, highway safety, the amenity of adjacent businesses and residents, as well as the potential for impact on contaminated land.

5.2 PRINCIPLE

The proposed development would result in some encroachment onto an area defined as Education Playing Field by saved Policy CFR5 of the UDP which states that;

"The loss of educational playing fields, without replacement, to built or other sterilising development will only be permitted if there is, or would

be as a result of the development, no identified deficiency of outdoor recreation facilities or public open space in the area."

- 5.3 On the basis of the above, Sport England have been consulted on the planning application. Sport England have raised no objection to the proposal on the basis that the development only affects land which is incapable of forming part of a playing pitch and would lead to no loss of ability to use/size of playing pitch. This view is taken given the gradient of the land owing to significant changes in land levels.
- 5.4 Further to the above, the application site is identified as Urban Green Space by saved UDP Policy ENV27, the policy relates to the safeguarding, improving and increasing urban green spaces. The policy refers in particular to important major areas of green space.
- 5.5 The site of the proposed development forms part of an approximately 2.7 hectare green area to the north (within the school's ownership) and east of the school (mostly outside the school's ownership). The proposed development footprint will take up 1.8% of this green area.
- 5.6 It is evident that the proposal would result in the loss of a small area of Urban Green Space; however, Officers are of the view that this does not constitute non-compliance with Policy ENV27. This view is taken given the fact that the majority of the green area offers minimal amenity value to the local community as it is not accessible by the public, the green space has very limited ecological value, the areas of enhanced value (trees and hedgerows) are unaffected by the proposals and that the amount of green space lost by the proposals at less than 2%, is negligible.
- 5.7 Based on the above assessment, it is considered that the development would not result in any deficiency of outdoor recreation facilities or public open space in the area and as such the proposal is considered to comply with the requirements of saved UDP Policies CFR5 and ENV27.
- 5.8 **HIGHWAYS**
The school currently has a contract with Go-Ahead to provide three (return) bus services each day, the applicant has indicated that all pupils arrive via this service. This arrangement is likely to have little traffic impact on the public highway during drop-off and pick-up times, certainly when compared to other schools of this size where car drop-offs/collection typically form a significant percentage of the trips generated. The applicant has indicated that the existing school building is operating at/above capacity and that much of the new classroom space is to accommodate existing students rather than generate new students. Further, it has been indicated that some of the classrooms are specialist rooms (such as a laboratory) and not every room will be occupied and/or be at capacity at the same time.
- 5.9 Over the next five years, pupil numbers are expected to peak at 269 by 2020. This is a modest increase on the current number of 234 pupils and should have little impact upon the existing traffic situation, particularly as it has been

indicated that pupils will be accommodated within the existing bus service. The applicant has advised that if pupil numbers push the bus services beyond capacity, a fourth bus service would need to be considered. Were a fourth bus service required, it is considered this would not be detrimental to the operation of the public highway.

- 5.10 The applicant has indicated that staff numbers are not expected to increase. A site visit undertaken (during school times) showed significant capacity within the car park and little parking along Rowlandson Crescent.
- 5.11 It is not clear what cycle storage the school has at present and while it is stated within the submitted Transport Statement that 'Due to religious sensitivities, the girls school students do not cycle.' It is considered appropriate to 'future proof' the site and require (through conditions) that cycle parking be provided (Conditions 5 and 6).
- 5.12 The three buses that service the school are in principle able to enter the site in forward gear, turn, and then exit in a forward gear. In order to maintain the ability to turn within the car park, it is considered appropriate that the car park be formally marked out with 2.5m x 5m parking bays along with a turning head for buses, this can be secured via planning conditions (Conditions 15 and 16).
- 5.13 Further to the above, the Travel Plan submitted as part of the application is generally sound but lacks targets. The uptake of sustainable modes of transport is already good thanks to the bus service, but the Travel Plan should consider in greater detail how this can be sustained and how the additional pupil numbers can be accommodated. It is therefore considered necessary to require an amended travel plan be submitted to the LPA for consideration (Conditions 3 and 4).
- 5.14 Based on the above assessment and subject to conditions, it is considered that the proposal would comply with the aims and objectives of the NPPF and policy CS13 of the CSUCP.
- 5.15 **DESIGN AND VISUAL AMENITY**
The NPPF encourages design quality and sets the scene for building a strong and competitive economy. Good design is identified specifically as being important in establishing a strong sense of place. New development should optimise the potential of a site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks. The NPPF states that new development should respond to local character and history, reflecting the identity of local surroundings.
- 5.16 The CSUCP reflects the general aims of the NPPF encouraging economic growth and identifying the importance of quality of place. Policy CS15 refers specifically to Place Making and the need for new development to demonstrate high and consistent design standards in line with the Council's design guidance contained in the Gateshead Placemaking SPD.

- 5.17 The Gateshead Placemaking SPD amplifies Saved UDP Policy ENV3 and CSUCP Policy CS15 Place Making. This sets out a series of key design principles which will be used to assess development proposals.
- 5.18 The form of the new building is intended to allow the form of the existing building to remain intact and to remain the dominant feature on the site. It is considered that the development's location, scale and the material choice achieves this aim.
- 5.19 The choice to design the building to 'sit' into the slope of the site in order to keep a low roofline, limiting the building's visual impact when viewed against the existing school.
- 5.20 The proposed materials (red brick and a lighter render) are considered appropriate. Further, the use of red brick for the majority of the building reflects the existing school buildings and it is this material that will dominate views of the building from the north, east and west. The use of lighter coloured render on just the southern end of the building will be less visible from afar and will reflect light into the main school building, this is considered appropriate in the context of the site.
- 5.21 It is considered necessary to condition that samples of the final materials be submitted and approved by the Local Planning Authority (Conditions 7 and 8).
- 5.22 Subject to the above conditions, it is considered that the development would comply with the aims and objectives of the NPPF, saved policy ENV3 of the Council's UDP and policy CS15 of the CSUCP.
- 5.23 **RESIDENTIAL AMENITY**
The proposed building would be located almost directly behind the existing school, within the wider school site; as such the development would be set significantly off all boundaries of the application site.
- 5.24 The nearest property to the north of the site (Bondene Avenue West) is located in excess of 85 metres from the proposed development and those located to the east and west are located even further away from the proposal. The properties to the south, would be screened from the development by the existing school.
- 5.25 Given such separation distances the proposal would not adversely affect the amenity of adjacent residents
- 5.26 Further, the site is already a school and so residents will be subjected to an element of noise and activity during school hours. It is not considered that either the school, as redeveloped, or the additional numbers of pupils proposed, would have any greater impact on residents than at present.
- 5.27 Although a basic construction compound layout has been submitted with the application, this does not include much detail or any working method statements which are required to ensure that the construction process will seek

to minimise short term impact on the amenity of nearby residents. Therefore, it is recommended that conditions be imposed to require such details (Conditions 9 and 10).

- 5.28 Given the above, the proposal would not have an adverse impact on the amenity of nearby residents subject to planning conditions and as a result it would comply with the aims and objectives of the NPPF, saved policy DC2 of the Council's UDP and policy CS14 of the CSUCP.

5.29 GROUND CONDITIONS

5.30 Contaminated Land

A Phase 1 Geoenvironmental Assessment report was submitted with the application. The report recommends that 'a soils investigation should be undertaken.' It is considered that an intrusive site investigation with resultant report is required, along with any remediation deemed to be necessary, this can be secured by condition (Conditions 11, 12, 13 and 14).

- 5.31 Subject to the above conditions, it is considered that the development would comply with policy CS15 of the CSUCP and policy ENV54 of the UDP.

5.32 OTHER MATTERS

Concerns raised in regard the highway integrity are not material as any repairs required would be undertaken by the Council as the highway is adopted.

- 5.33 The use of an alternative access and construction traffic/logistics are not material planning considerations and as such are not offered any weight in the assessment. However, some aspects of site management (within the site) will be controlled through conditions.

- 5.34 It is considered that all other matters raised have been addressed within the main body of the report.

6.0 Conclusion:

- 6.1 Taking all the relevant issues into account it is considered that the proposed development accords with national and local planning policies. It is therefore recommended that planning permission be granted subject to the planning conditions below.

7.0 Recommendation:

That permission be GRANTED subject to the following condition(s) and that the Strategic Director of Communities and Environment be authorised to add, delete, vary and amend the planning conditions as necessary:

1

The development shall be carried out in complete accordance with the approved plan(s) as detailed below -

3615 100 01 – Site Location

Elevation/Section Survey (Layout 1 of 2)

Existing Floor & Roof Plans
Topographic Survey
3615 10 01 – Proposed Site Plan
3615 20 01 – Proposed Plan
3615 30 01 – Proposed Elevations
3615 40 01 – Proposed Sections

Any material change to the approved plans will require a formal planning application to vary this condition and any non-material change to the plans will require the submission of details and the agreement in writing by the Local Planning Authority prior to any non-material change being made.

Reason

In order to ensure that the development is carried out in complete accordance with the approved plans and any material and non-material alterations to the scheme are properly considered.

2

The development to which this permission relates must be commenced not later than 3 years from the date of this permission.

Reason

To comply with section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.

3

The extension hereby approved shall not be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority.

The Travel Plan shall detail the delivery mechanism for its implementation in order to provide for the following measures:

- 1) Reduction in car usage and increased use of public transport, walking and cycling;
- 2) A programme of continuous review of the approved details of the Travel Plan and the implementation of any approved changes to the plan.

Reason

In the interests of highway safety and to promote sustainable travel in accordance with the NPPF and policy CS13 of the CSUCP.

4

The Travel Plan approved in Condition 3 shall be implemented in full upon occupation of the extension. Further, evidence of the travel plans implementation over a minimum period of 12 months shall be submitted to and approved in writing by the Local Planning Authority. At all times

thereafter, the Travel Plan shall be implemented in accordance with the approved details or any changes made under the review process.

Reason

In the interests of highway safety and to promote sustainable travel in accordance with the NPPF and policy CS13 of the CSUCP.

5

Notwithstanding the details of the submitted application, the development hereby approved shall not be occupied until a scheme for the provision of secure cycle parking facilities within the site has been submitted to and approved in writing by the Local Planning Authority.

Reason

In order to ensure adequate provision for cyclists and in accordance with policy CS13 of the Core Strategy and Urban Core Plan.

6

The cycle parking approved under condition 5 shall be implemented in full accordance with the submitted information prior to the occupation of the development hereby approved and retained as such in accordance with the approved details thereafter.

Reason

In order to ensure adequate provision for cyclists and in accordance with policy CS13 of the Core Strategy and Urban Core Plan.

7

No individual external materials shall be installed on site until a sample of the material to be used has been made available for inspection on site and subsequently approved in writing by the Local Planning Authority.

Reason

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with the NPPF, Saved Policies DC2 and ENV3 of the Unitary Development Plan and Policies CS14 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

8

The development shall be completed using the materials approved under Condition 7, and retained as such in accordance with the approved details thereafter.

Reason

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with the NPPF, Saved Policies DC2 and ENV3 of the Unitary Development Plan and Policies

CS14 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

9

Prior to the commencement of the development hereby approved, a construction control plan including the hours of operation, location and layout of the compound area, a scheme for the control of noise and dust and vehicle access locations shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In order to protect the amenities of local residents and the wider environment during construction in accordance with the NPPF, Policies DC2 of the Unitary Development Plan and Policy CS14 of the CSUCP.

10

The construction control plan approved under condition 9 shall be implemented and complied with in full during all stages of construction, until completion.

Reason

In order to protect the amenities of local residents and the wider environment during construction in accordance with the NPPF, Policies DC2 of the Unitary Development Plan and Policy CS14 of the CSUCP.

11

No development approved by this planning permission shall be commenced until a site investigation is undertaken and a Phase II Risk Assessment report of the findings submitted to the Council for approval. The site investigation will consist of a series of boreholes and trial pits, in situ testing, groundwater and ground gas monitoring, soil sampling and chemical and geotechnical laboratory testing of samples to assess potential contamination issues and inform foundation design.

The site investigation and Phase II Risk Assessment report shall identify potential contamination, and possible areas which may require remedial works in order to make the site suitable for its proposed end use to ensure that no contamination is present that poses a risk to future users of the site and construction workers. Reference should be made to CLR 11 - Model Procedures for the Management of Land Contamination and BS 10175:2011 - Investigation of Potentially Contaminated Sites - Code of Practice.

The Risk Assessment should confirm possible pollutant linkages and should provide recommendations with regard to an appropriate remediation scheme, which will ensure safe redevelopment.

Reason

In order to ensure the safety of site operatives and to ensure that the land is suitable for its end use in accordance with the National Planning

Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

12

Following completion of the site investigation and Phase II Risk assessment site investigation works (condition 11), and following approval by the Council, if the findings of the Phase II investigation require remediation works to be undertaken then a 'Remediation Strategy' statement document is required to be produced and submitted to the Council for approval. The 'Remediation Strategy' (including timescales) must detail objectives, methodology and procedures of the proposed remediation works. This must be submitted to the Council, for approval, before any remediation works commence.

Reason

In order to ensure the safety of site operatives and to ensure that the land is suitable for its end use in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

13

The remediation works detailed in the 'Remediation Strategy' submitted and approved by the Council in respect of Condition 12, shall be wholly undertaken within the timescales set out within the approved strategy.

Reason

In order to ensure the safety of site operatives and to ensure that the land is suitable for its end use in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

14

Upon completion of the remediation works detailed in the approved remediation statement and prior to the use of the development hereby permitted, under condition 11, a detailed Remediation Verification report shall be submitted to the Local Planning Authority for approval. The report should provide verification that the required works regarding contamination have been carried out in full accordance with the approved Remediation Strategy Statement, and should provide a summary of remedial works carried out together with relevant documentary evidence and post remediation test result to demonstrate that the required remediation has been fully met.

Reason

In order to ensure the safety of site operatives and to ensure that the land is suitable for its end use in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

15

Prior to occupation of the development hereby approved, final details of parking arrangements (including parking areas and a bus turning area) shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of highway safety in accordance with the NPPF and policy CS13 of the CSUCP.

16

The final parking arrangement approved as part of Condition 18 shall be implemented in full prior to the occupation of the development hereby approved.

Reason

In the interests of highway safety and sustainable travel in accordance with the NPPF and policy CS13 of the CSUCP.

