
APPLICATION DETAILS

Application No:	18/0798/FUL
Location:	Cornell Car Park University Of Teesside Woodlands Road Middlesbrough
Proposal:	Erection of 6 storey student accommodation building consisting of 300 Units
Applicant:	Teesside University
Agent:	Napper Architects
Ward:	Central
Recommendation:	Approve with Conditions

SUMMARY

The application seeks planning consent for the erection of a 300 bedroomed student accommodation building on the Teesside University Cornell car park. The site is located on the junction of Southfield Road and Woodlands Road at the edge of the University campus and is currently utilised as a surface car park for the University. The proposed building is to provide accommodation for 300 students in individual rooms arranged in clusters with a shared communal living space. Five percent of the rooms will cater for those with special mobility needs.

Following consultation, there have been three letters of objection received and 2 letters of concern from nearby residents. The objections and concerns are based on matters including, loss of privacy, shadowing effect, traffic issues including congestion, lack of parking, refuse collection block, emergency vehicle access, bin numbers generating smell and vermin, noise from substation and height,.

The building is positioned around a central courtyard with a one way vehicle access from Clarendon Road through to Fern Street. The building design will be a modern flat roof with a maximum height of six stories at the corner of Woodlands Road and Southfield Road, stepping down to four stories at the northern corner of the site and three stories towards the residential properties along Fern Street. The maximum six floors of the building will be towards the existing University buildings with the four and three stories towards the existing residential properties associated with Fern Street. Given the existing height of the buildings within the immediate area, the overall height and modern design is considered to fit in with the surrounding street scene.

With the development providing student accommodation within an area of both commercial and residential uses on the outskirts of the University campus with limited car access, the

proposal is not considered to have any significant impact on the amenity of the users of the nearby properties.

The development will involve the removal of a total of 10 trees within the site to be replaced with 11 trees, additional landscaping to the front along Southfield Road, internal landscaping within the courtyard areas, sedum roofs and new hard landscaping throughout the site which will serve to regenerate the street scene character.

The development is considered to be in accordance with the requirements of Local Plan Policies DC1, CS4, CS5, REG20 and REG24.

SITE AND SURROUNDINGS AND PROPOSED WORKS

The application site is the University surface car park which is located at the junction of Woodlands Road and Southfield Road. Until 2006, an education building and associated parking was located on the site. The site is located on the eastern boundary of the University campus area with the Athena Buildings located across Woodlands Road to the west and the Zelos Building located to the north. There is a mixture of commercial and residential properties surrounding the site with a social club and Mosque located along Southfield Road and residential properties and other student accommodation along Southfield Road, Fern Street and Clarendon Street.

The proposal forms part of the University Masterplan 2017-2027 to create a new student quarter with high quality, modern residential accommodation for all students. The building has been designed to provide clusters of 5-8 bedrooms of 13m² with a shared kitchen / dining area for each cluster. Shared living spaces will be provided on the ground floor with a laundry room, gym, movie room, office, entrance lobby and an internal cycle store. The building is laid out in somewhat of a horseshoe shape and has an external courtyard area within which would be the cycle store, substation, external seating and landscaping. The overall footprint of the building will be 1736 m² on a site area of 4133m² with the gross internal floor space being 8142 m² over the 6 stories.

The building itself has been designed with the prominent corner of the site at the junction of Woodlands Road and Southfield Road having the maximum six storey height. The side elevations facing Woodlands Road and Southfield Road steps down to a 5 and then 4 stories with the side elevation facing Fern street stepping down to 4 and 3 stories.

The elevations of the building will be two types of brick work with a red multi-coloured brick and a buff coloured brick. The main entrance to the building will have an oxidised steel canopy. The modern design of the building includes floor to ceiling powder coated aluminium framed windows with featured spandrel panels. The flat roofs have green sedum and photovoltaic panels.

Environmentally the building is indicated as being designed to reach the BREEAM rating of excellent with efficient modern plant and renewables to include the use of 190m² of solar photovoltaic panels on the roof with the use of a combined heat and power (CHP) being considered.

The proposed building will involve the loss of 180 surface car park spaces which are utilised by the University. The development will not provide any car parking spaces but instead seeks to provide both internal and external cycle stand / storage, with the University suggesting that they are actively promoting alternative modes of transport through the their campus travel plan. Vehicular access to the site (courtyard area) will be from Clarendon

Road and will be only utilised by service vehicles and student drop offs at the start and end of the terms.

The application has been supported with the following documents;

- a. Design and Access Statement;
- b. Daylight and Sunlight Assessment;
- c. Energy, Sustainability and Utilities Statement;
- d. Flood Risk Assessment;
- e. Construction Management Plan;
- f. Phase 1 Desk Study;
- g. Noise Assessment;
- h. Preliminary Ecological Appraisal;
- i. Transport Assessment and
- j. Tree Survey.

PLANNING HISTORY

M/FP/0797/06/P Previous planning permission for the site include the demolition of the Education building and the creation of the car park in July 2006.

There have been planning applications for the following within close proximity of the site :-

M/FP/0117/11/P – 30 Southfield Road- Demolition of existing mosque and new mosque and community centre 5 stories including car parking, boundary wall/railings & additional access, approved October 2011

M/FP/0559/10/P -32 Southfield Road - Renewal consent for a 6 storey clock of 29 flats and 6 houses, approved August 2010

M/FP/1093/07/P – 32 Southfield Road- Student accommodation comprising 6 storey block of 29 flats, 6 no 3 storey houses, bin store and access approved August 2007.

M/FP/2388/05/P – Land bounded by Clarendon Road, Woodlands Road and Southfield Road (Athena Building) - 5 storey teaching facility building for centre of creative technologies with associated parking and access, approved November 2005

M/FP/0117/16/P – Rear of 4-8 Fern Street – Conversion of 2 storey stable house to 3 storey student accommodation, refused March 2013 on the grounds that it would be excessive in relation to the individual plot size and in so doing would impinge upon the adjoining occupiers to the detriment of their amenities.

PLANNING POLICY

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, Local Planning Authorities must determine applications for planning permission in accordance with the Development Plan for the area, unless material considerations indicate otherwise. Section 143 of the Localism Act requires the Local Planning Authority to take local finance considerations into account. Section 70(2) of the Town and Country Planning Act 1990 (as amended) requires Local Planning Authorities, in dealing with an application for planning permission, to have regard to:

- The provisions of the Development Plan, so far as material to the application
- Any local finance considerations, so far as material to the application, and

- Any other material considerations.

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Middlesbrough Local Plan

The following documents comprise the *Middlesbrough Local Plan*, which is the Development Plan for Middlesbrough:

- Housing Local Plan (2014)
- Core Strategy DPD (2008, policies which have not been superseded/deleted only)
- Regeneration DPD (2009, policies which have not been superseded/deleted only)
- Tees Valley Joint Minerals and Waste Core Strategy DPD (2011)
- Tees Valley Joint Minerals and Waste Policies & Sites DPD (2011)
- Middlesbrough Local Plan (1999, Saved Policies only) and
- Marton West Neighbourhood Plan (2016, applicable in Marton West Ward only).

In addition the Council has produced its Middlesbrough Local Plan Publication Draft 2018. Whilst not yet adopted is a material consideration in the assessment of planning applications.

National Planning Policy Framework

National planning guidance, which is a material planning consideration, is largely detailed within the *National Planning Policy Framework* (NPPF). At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11). The NPPF defines the role of planning in achieving economically, socially and environmentally sustainable development although recognises that they are not criteria against which every application can or should be judged and highlights the need for local circumstances to be taken into account to reflect the character, needs and opportunities of each area.

For decision making, the NPPF advises that local planning authorities should approach decisions on proposed development in a positive and creative way, working pro-actively with applicants to secure developments that will improve the economic, social and environmental conditions of the area and that at every level should seek to approve applications for sustainable development (paragraph 38). The NPPF gives further overarching guidance in relation to:

- The delivery of housing,
- Supporting economic growth,
- Ensuring the vitality of town centres,
- Promoting healthy and safe communities,
- Promoting sustainable transport,
- Supporting the expansion of electronic communications networks,
- Making effective use of land,
- Achieving well designed buildings and places,
- Protecting the essential characteristics of Green Belt land
- Dealing with climate change and flooding, and supporting the transition to a low carbon future,
- Conserving and enhancing the natural and historic environment, and
- Facilitating the sustainable use of minerals.

The planning policies and key areas of guidance that are relevant to the consideration of the application are:

CS4- Sustainable Development

CS5 – Design

DC1 – General Development

REG20 – Principal Use Sectors

REG24 – The Southern Sector

UDSPD - Urban Design SPD

The detailed policy context and guidance for each policy is viewable within the relevant Local Plan documents, which can be accessed at the following web address.
<https://www.middlesbrough.gov.uk/planning-and-housing/planning/planning-policy>

CONSULTATION AND PUBLICITY RESPONSES

The application has been advertised in the local press, site notices posted and consultations sent to statutory consultees, local residents and Ward Councillors.

Following the consultation exercise 3 objections were received and 2 letters of concern. The objections are summarised below:

- a. Close to adjoining properties
- b. Conflict with Local plan
- c. Development too high
- d. Inadequate access
- e. Inadequate parking provision
- f. Loss of parking
- g. Increase in traffic
- h. Increase danger of flooding
- i. Increase in pollution
- j. Loss of light
- k. Loss of privacy
- l. Noise nuisance
- m. Out of keeping with the area
- n. Over development
- o. Shadowing effect
- p. Sewage issues due to scale
- q. Foundations impact on surrounding buildings
- r. Traffic Congestion
- s. Noise Pollution
- t. Parking issues on Woodlands Road
- u. Fern Street ongoing parking issues with the refuse collection potentially obstructing emergency vehicles and highway access
- v. Theft issues as student accommodation provides views into properties
- w. Justification provided of high buildings approved in the area not accurate as none have been built
- x. Substation too close to residential properties
- y. Previous multi-storey car park was better scheme
- z. University consultation process provided incorrect email response address

Objections were received from ;

- 1. 15 Westwood Avenue
- 2. 24 Woodlands Road
- 3. 11 Fern Street

Concerns were received from ;

- 1. 28 Woodlands Avenue

Planning Policy - MBC

No policy objections, site is within the University area of the Southern Section of the Town Centre on the Housing Local Plan Proposals Map. Policy REG20 identifies the area for University uses, policy REG24 advises that additional student accommodation is appropriate in this location provided adequate off street parking, no impact on adjacent users in terms of loss of light, overbearing, overlooking and development should be sustainable and of a high quality design to accord with policies CS4, CS5 and DC1. Regard to Urban Design SPD relating to tall buildings. Subject to Development Controls consideration that the application accords with the above Policies there are no Planning Policy objections

Highways – MBC

No highways objections are raised subject to conditions and informative relating to cycle parking, off-site highway works, method of statement, travel plan, s38/278 agreements, s50 licence, dilapidation and works to be undertaken by the statutory undertakers.

Environmental Protection - MBC

Satisfied with the noise report provided. Condition required to state the development will be carried out in accordance with the noise assessment provided.

Waste Policy - MBC

No objections as refuse and recycling collection will be private contractor as the development will require twice weekly collections due to size of the refuse/recycling store.

Flood Risk Officer-MBC

No objections subject to the development being in accordance with the drainage layout plan submitted.

Northern Gas Networks

No objections. Apparatus maybe in the area and should diversionary works be required these will be fully chargeable.

Northumbrian Water

No objections providing the surface water and foul water details provided to the Local Authority in consultation with NWL and only once this has been agreed can an application be made for a new sewage connection under Section 106 of the Water industry Act 1991.

Secure By Design - Police

No objections. Recommend the development be designed and built to fully accredited Secured By Design Gold Standards, SBD silver should be minimum. To achieve full SBD the applicant will need to ensure the CCTV is to the standards set out in the SBD design guides, the lighting will have to be BS5489:2013 compliant and the interconnecting doors will have to be to the required standard.

Public Responses

Number of original neighbour consultations	199
Total numbers of comments received	5
Total number of objections	3
Total number of support	0
Total number of representations	2

Site notice posted – 8th January 2019

PLANNING CONSIDERATION AND ASSESSMENT

1. The Local Development Plan is the starting point for considering this proposal along with other material planning considerations. The proposal should therefore be assessed against Policies DC1, CS4 and CS5 which in essence, seek to ensure high quality sustainable development ; ensure the amenity of the nearby residents and that the character and appearance of the area and highway safety are not adversely affected by the development. Policy CS5 requires high quality design in terms of layout, form and contribution to the character and appearance of the area. Regeneration Policy REG20 is also relevant and identifies the site being within the area defined within the local plan as the Southern Sector of the Town Centre intended for University uses which will support the role of the town centre. Policy REG 24 (Southern Sector) applies and specifically relates to supporting future developments which will provide the continued growth of the University to improve and expand the existing campus, providing there are no highway impacts or impacts on the uses within or adjacent to the University area.
2. The main considerations with this proposal are the principle of the development, the impact on the character and appearance of the street scene, the impacts on the amenity of the adjacent land users, the impacts on highway safety and flood risk..

Policy/ Principle of Development

3. The application site is located (on the Local Plan Proposals Map) as being within the Southern Sector where Policy REG 24 identifies the area as being suitable for development which supports the growth of the University and the expansion and improvement of the existing campus. The proposal building will expand the University's current student accommodation provision with the additional 300 rooms provided and is considered to accord with the principles of Policy REG24.
4. The site itself is located at the edge of the University campus and is within walking distance of the main campus facilities and within easy walking distance of Middlesbrough Town Centre, the bus station and the train station, which accords with the guidance set out in Policy CS4 and the general principles of sustainability within the National Planning Policy Framework.
5. The National Planning Policy Framework (NPPF) emphasises the economic role the planning system can provide toward achieving sustainable economic development through supporting growth and innovation with well-designed building and places which can improve the lives of people and places. Further to this, the Council's Local Plan highlights the importance of investment in providing employment and regeneration opportunities with the Town Centre. The 'Spatial Vision' of the Local Plan specifically recognises the role of the expansion of the University by 2023 in providing a series of 'major new buildings'. Middlesbrough Investment Prospectus identifies the University's expansion as an economic driver for Middlesbrough and the wider Tees area by reviving the night-time and cultural economy, demand for student amenities and retail core along Baker and Bedford Street and high quality public realm around Southfield Road. The Mayor's vision recognises the role of the University as a key partner to economic and cultural development. The proposed building is considered to reflect a continued contribution by the University to the

economic aims defined within both the NPPF and the Council's own Local Plan and other strategies.

6. It is considered that the development meets the requirements of Policies CS4, CS5, REG 20 and REG 24 and there are no objections to the principle of the development.

Character and Appearance of the Street Scene

7. The application site is currently a surface car park for the university which is situated on a corner plot at the junction of Woodlands Road and Southfield Road. The site is enclosed with low brick boundary walls and pillar details along Fern Street to the East and Southfield Road to the south. The western boundary is a mixture of a low brick boundary wall and knee rail fencing. The northern boundary being knee rail fencing. Vehicle access to the site is from Woodlands Road. Established trees are located along the northern, eastern and southern boundary with several trees located within the southern section of the site.
8. Within the immediate vicinity of the site is a mixture of commercial and residential properties that vary in both scale and design. To the west along Woodlands Road is the University Athena Building, a modern designed flat-roofed five storey building with projecting triangular windows on the side elevation and modern materials.
9. To the south and east along Southfield Road are traditional three and two storey terraced properties, with some original bay window detailing, which are a mixture of both commercial and residential uses. Along Clarendon Street to the north is the Zelos University building and a mixture of both commercial and residential terraced properties. Fern Street to the east is residential.
10. The proposed building has been designed with the highest point (six storey roof height) to be located on the corner junction of Woodlands Road and Southfield Road with the remainder of the building stepping down in height to four and three stories towards the residential properties at Clarendon Road and Fern Street.
11. In terms of scale of the building, the maximum six storey height will be approximately 19 metres high at the corner of Woodlands Road and Southfield Road. In context, the six stories will be a similar height to the Athena Building directly opposite and will be approximately 8 metres higher than the Westgarth Social Club opposite on Southfield Road. The proposed building height lowers to four stories to the north towards Clarendon Road with an approximate height of 12 metres, which is a similar height to the 13 metre pitched roof height of the Zelos building on Clarendon Road. Along Fern Street the building height lowers to three stories with an approximate height of 9.6 metres, which is 1.4 metres higher than the pitched roof heights along Fern Street.
12. The building is a significant block which will sit comfortably with the existing and emerging buildings associated with the university campus and through the reduction in heights to different parts of the building, will achieve its mass and scale without unduly dominating the surrounding properties which are a mix of heights. Whilst there will be a clear contrast between the proposed buildings and the immediately existing buildings, this is a contrast which is not uncommon within a town / city centre

environment and although a change is not of a significance that would be out of keeping with the wider street scene characteristics.

13. The University has several modern architectural designed building within the campus and the modern design of this building with the flat roof and the floor-to-ceiling windows is considered to fit in with the existing design of the University buildings. The building will have two types of brick work with a red multi-coloured brick and a buff coloured brick, aluminium full length floor to ceiling windows and an oxidised steel canopy above the main entrance. The use of both traditional brick alongside the more modern window designs and entrance doors is considered to be a balanced design that will compliment both the existing traditional houses in the area and the more modern University buildings.
14. The applicant has submitted a landscaping scheme for the site which includes specific hard and soft landscaping areas around the site and within the courtyard area. The building design includes sedum roofing to sections of the main roof and to the detached cycle store. The external landscaping provides trees and hedging along Southfield Road and sections of landscaping along both Fern Street and Woodlands Road, which is considered to be a positive addition to the streetscape.
15. It is considered that the development meets the requirements of Policies DC1 and CS5 and there are no objections to the design and appearance of the development.

Amenity of the adjacent premises

16. The proposed building has floor-to-ceiling bedroom and kitchen/dining room windows that face towards the main highway and to the inner courtyard area. The windows facing Woodlands Road will be facing towards the Athena University Building that provides digital, media and art courses, with no significant impact on the privacy of the its users.
17. There will be kitchen/dining room and bedroom windows located on the first and second floors which will face towards residential properties at 9 and 11 Fern Street with a 15 metre separation distance. This separation distance is less than the guidance 21 metres set out in the Council's Urban Design Supplementary Planning Document (UDSPD). However, the 15 metre separation distance is the same separation distance which currently exists between the front elevation windows of the properties along Fern Street and is not therefore considered to have a significant additional impact in terms of privacy/amenity beyond that which is common to this location, within a part of the town associated with the town centre / edge of centre.
18. The windows on the south elevation will be approximately 28 metres from the front elevations of the properties opposite along Southfield Road and the windows facing the internal courtyard areas will be a minimum of 24 metres from the neighbouring properties, which accords with the Urban Design SPD privacy guidance.
19. The north side elevation facing Clarendon Road will have single kitchen and bedroom windows facing the University Zelos Building. Whilst elevations are 14m apart, given the commercial use as the University Zelos Building there is considered to be no impact on the amenity of the occupants.

20. The applicant has submitted a Light Report to support the application. The Light report provides an assessment of the impact of the development on the surrounding properties alongside any potential impact on the occupants. The Light Report concluded that there will be no significant impact to the neighbouring premises, with only a minor impact in terms of light received to a basement window at the University's Zelos Building and a non-habitable room window at 8 Fern Street. The Light report concluded that each of the proposed student rooms would have adequate light provision. Whilst objection has been raised on grounds of over shadowing, it is considered that the stepped heights of the building and the distances between the proposed and existing buildings as well as their orientation, there will be no significant detrimental impact on terms of loss of light to residential properties.
21. The internal layout of the building provides individual clusters of accommodation which have between 5 and 8 bedrooms and a shared kitchen/dining room. Each standard bedroom being a minimum of 10.4 square metres (excluding en-suite) with disabled room sizes being 15.3 square metres (excluding en-suite). Additional communal space is provided on the ground floor with a gym, movie room and laundry room and externally the landscaped courtyard area.
22. Internal refuse facilities are provided on the ground floor with access doors for collection from Fern Street by private collection twice weekly. The Council's Waste Officer has no objections to the proposal. Objection comments have been received that the bin store will encourage vermin and exacerbate existing vehicle access along Fern Street. The bins will be internally stored and collected twice weekly which will reduce the potential for vermin. The submitted plans show an area of paving to the front of the refuse collection doors which will allow the refuse vehicles to park while collecting the refuse clear of the main highway. It is therefore considered that adequate provision has been made for refuse to be properly stored at the site and for the proper functioning of refuse collections. Should issues arise with vermin then this would be a management / environmental health matter which would need to be addressed based on the specific issue.
23. The applicant has submitted plans providing the location of CCTV cameras and secure access arrangements to the building along with external lighting on the main elevations and within the courtyard area. The Secure By Design officer at Cleveland Police has confirmed that the Police have no objections to the submitted details.
24. Concerns have been raised regarding the noise pollution which will be generated from the development and the location of the substation. The application is supported by a Planning Noise Assessment (November 2018). The Council's Environmental Protection Officers have commented that they are satisfied with the Planning Noise Assessment information which will be conditioned as part of the development.

Highway related matters

25. The development will remove the existing surface car park which provides 180 spaces for the University. The removal of the car parking spaces is consistent and in-line with the University's wider Masterplan.

26. There will be no dedicated car parking spaces for the proposed development with 160 cycle spaces being proposed. The cycle store provision is provided both internally within the building and a separate cycle store within the inner courtyard. The site is located adjacent to the main University Campus and is within nationally recognised walking distance of the town/city centre, bus stops and bus and train stations. Given the sustainable location of the site relative to the key destinations (campus, Town Centre, transport hubs etc) which allows for pedestrian movements to make up the majority of travel from the site, and the proposal providing significant and secure / covered cycle parking which gives further options, it is considered that the proposed development aligns with both local and national policy to give viable opportunities to the private motor car for travel.
27. Highway access to the site will be from Clarendon Road with a one-way system to exit from Fern Street. Both vehicle access points will be gated and only utilised during term start and end dates and for servicing/maintenance requirements. To ensure the traffic associated with the term start and end dates will not affect the adjacent highway and minimise any disruption to the neighbours, specific details of the management of the booking of the time slots for the term start/ end dates are to be provided within a Travel Plan, which will be conditioned.
28. The proposal includes additional works to the highway which will be undertaken through agreement of the Authority under the Highways Act. The works include the resurfacing of the footways around the site together with the widening of the footways on Woodlands Road, Southfield Road and Clarendon Road to 3.5 metres; the provision of a new crossing facility over Woodlands Road to link the development and residential area to Southlands Road and the University campus; the provision of a £5,000 contribution towards the introduction /amendment of Traffic Regulation orders in the adjacent area which are likely to include the creation of disabled parking bays, servicing areas and residential parking bays, which will be conditioned.
29. The Highway officers have no objections to the proposal subject to conditions on the cycle parking, off-site highway works, Method of Statement Works and the Travel plan.
30. Objection comments have been received regarding traffic problems/congestion, blocking of emergency vehicle access, inadequate parking provision and parking issues on surrounding highways. These comments are noted, however with the proposed management of the site with only start and end of term traffic and the condition requiring a Travel plan to actively promote sustainable travel in line with the current car parking strategy across the campus, there is considered to be no significant impacts in terms of traffic congestion, emergency vehicle access or parking issues.

Flood Risk

31. The application site is entirely located within Flood Zone 1 which is classified by the Environment Agency as an area which has a low possibility of flooding. The Flood Risk and Coastal Change Planning Practice Guidance categorises a student halls of residence as being a more vulnerable use in terms of flood risk and the applicant has submitted a Flood Risk Assessment (November 2018) and drainage strategy plan in

support of the application. Northumbrian Water have commented that they have no objections to the proposal but requested the foul and surface water drainage be conditioned to be approved by the Local Authority Flood Risk Officer. The applicant has since provided a detailed drainage strategy which is considered to be acceptable by the Local Authority Flood Risk Officer.

Ecology / Landscaping

32. The site has been utilised as a surface car park since the demolition of the former Education building. The site currently has some trees located within the car park area and around the perimeters, with none of the trees being protected. The proposal will retain the four trees located along Clarendon Road and will remove a total of ten trees located within the car park and along Southfield Road and Fern Street. The Tree survey (November 2018) concludes that two of these trees are a moderate quality that provide some landscape quality with the remainder of the trees being of low quality or trees which are not to be retained. Given the limited quality and remaining life span of the existing trees, the eleven replacement trees and additional landscaping provided along Southfield Road is considered to be an acceptable mitigation measure for the loss of the existing trees.
33. The applicant has submitted a preliminary Ecological Appraisal Report (November 2018) which identified that the site was of low value to commuting or foraging bats and stated the existing bat boxes on the trees within the site showed no evidence of roosting bats. Plans have been submitted to show 2 bat boxes and 2 bird boxes which will be integrated into the brick work of the building which will be conditioned. The Preliminary Ecological Appraisal report concluded there were no evidence of great crested newt and provides limited habitat for amphibians.

Residual matters

34. Objection comments have been received regarding the potential impact of the development on the existing foundations of nearby properties and the existing sewage system given the scale of the development. Further concerns have been raised regarding potential views into the neighbouring properties from the development which will increase potential theft in the area. These comments are noted, however they are not material planning considerations which can be considered as part of the application.
35. Comments have been received that the applicant has quoted within the application documentation planning permissions for large scale development in the vicinity of the site which have not been built so should not be considered. These planning permissions form part of the history of the site and immediate area but as they have not been constructed and some being out of time they have not been assessed in terms of the character and appearance of the development.
36. Comments have been received that the previous car park scheme for the site was more suitable, however only the current scheme and application can be considered.
37. Objection comments have been received that an incorrect email was provided at the consultation event held prior to the planning submission. This consultation is undertaken by the University/agent and separate to the planning application

consultation process and is not a material planning consideration which can be considered as part of the application.

Conclusion

38. In view of the above, the proposal is considered to be an acceptable form of development fully in accordance with National and Local Policy. It is a positive improvement to the built form of the surrounding area, a positive expansion of the accommodation provided by the University which will assist in the expansion of the University Campus and stimulate further regeneration, economic growth, job opportunities and investment potential without any significant impacts on the surrounding premises and is therefore recommended for approval.

RECOMMENDATIONS AND CONDITIONS

Approve with Conditions

1. Time Limit

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason: The time limit condition is imposed in order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. Approved Plans

The development hereby approved shall be carried out in complete accordance with the following plans :-

- a) Combined Montage Plan dated 13th December 2018
- b) Existing Site plan drawing AL(0) 01 dated 13th December 2018
- c) South West Perspective AL(0)90 dated 13th December 2018
- d) Proposed Site plan AL(0) 02 REV 5 dated 19th February 2019
- e) Location Plan AL(0)03 dated 13th December 2018
- f) Street Elevations AL(0) 04 dated 13th December 2018
- g) Street Elevations AL(0) 05 dated 20th February 2019
- h) Proposed Ground Floor plan AL(0)10 REV 8 dated 19th February 2019
- i) Proposed First Floor Plan AL(0) 11 Rev 8 dated 19th February 2019
- j) Proposed Second Floor Plan AL(0) 12 Rev 8 dated 19th February 2019
- k) Proposed Third Floor Plan AL(0) 13 Rev 8 dated 19th February 2019
- l) Proposed Fourth Floor Plan AL(0) 14 Rev 8 dated 19th February 2019
- m) Proposed Fifth Floor Plan AL(0) 15 Rev 8 dated 19th February 2019
- n) Proposed Roof Plan AL(0) 15 REV 6 dated 19th February 2019
- o) Substation and cycle store AL(0) 23 dated 13th December 2018
- p) East Elevation AL(0)32 REV 3 dated 20th February 2019
- q) North Elevation AL(0) 33 REV 3 dated 20th February 2019
- r) South Elevation AL(0) 34 REV 2 dated 19th February 2019
- s) West Elevation AL(0) 35 REV 2 dated 19th February 2019
- t) East Courtyard Elevation AL(0) 36 REV 2 dated 19th February 2019
- u) North Courtyard Elevation AL(0) 37 REV 2 dated 19th February 2019
- v) South Courtyard Elevation AL(0) 38 REV 3 dated 20th February 2019
- w) West Courtyard Elevation AL(0) 39 REV 3 dated 20th February 2019
- x) Cross Section drawing AL(0) 40 Rev 6 dated 19th February 2019
- y) Masterplan ALA512-ALA-00-XX-DR-L-0001- POS dated 14th February 2019

- z) Landscape General ALA512-ALA-00-XX-RR-L-0002 – P03 dated 14th February 2019
- aa) Planting plan ALA512-ALA-00-XX-DR-L-0004-PO3 dated 14th February 2019
- bb) Landscape Management Plan ALA512-ALA-00-XX-Rp-L-0001-SR2-P01- dated 14th February 2019
- cc) Topo Survey P18-01593 dated 13th December 2019
- dd) Drainage layout TUCQ-BGP-01-00-DR-D-52-01130 dated 14th February 2019
- ee) External Works TUCQ-BGP-01-00-DR-D-90.4-01110. REV P5 dated 14th February 2019
- ff) CCTV plan TUCQ-DES-ZZ-XX-DR-E-6802 dated 15th February 2019
- gg) External lighting TUCQ-DES-22-XX-DR-E-6301
- hh) Bat and bird box plan drawing / specifications dated 14th February 2019
- ii) Noise Assessment HRS Ref -131059-AC-1v1 dated 29th November 2019

Reason: To ensure a satisfactory form of development and for the avoidance of doubt.

3. Materials

No development of the elevations shall commence until details and samples of the materials to be used in the construction of the external surfaces hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details/samples.

Reason: To ensure an appropriate finishing appearance to the development in the interests of the amenities of the local area, in accordance with the guidance set out within Core Strategy Policy CS4

4. Noise Assessment

The development shall be carried out in accordance with the Noise Assessment report reference 131059-AC-1v1 dated 29th November 2018. Any deviations from the recommendations made in the report shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved.

Reason: To ensure a satisfactory form of development and in the interests of the amenity of the residents in accordance with Policy DC1.

5. Cycle parking

The accommodation building hereby approved shall not be occupied until the areas shown on the approved plans for parking of cycles have been constructed and laid out in accordance with the approved plans. Thereafter such areas shall be retained solely for such purposes.

Reason: In the interests of sustainable travel and in accordance with Policy CS4

6. Off site Highway works

No part of the development hereby approved shall be occupied until the following highway works have been carried out in accordance with the details as indicatively shown on drawing TUCQ-BGP-01-00-DR-D-90.4-01110 dated 14th February 2019, or arrangements entered into which ensure the same.

;

- a) Resurfacing of the footways around the site frontages to Clarendon Road, Woodlands Road, Southfield Road and Fern Street

- b) Widening of footways around the site on Clarendon Road, Woodlands Road and Southfield Road to 3.5m provision of a Toucan crossing on Cargo Fleet Lane together with associated footway works
- c) Provision of improved crossing facilities on Woodlands Road between the site and the existing University Campus/Southfield Road

Reason ; In the interests of the safe and free passage of highway users and in accordance with Policy CS4

7. Method of Works Statement

Prior to the commencement of any works on the site, a detailed method of works statement identifying the programming and management of site clearance/preparatory and construction works shall be submitted to and approved in writing by the LPA. Such a statement shall include at least the following information;

- a) a programme of works including Traffic Management Plan
- b) the routing that will be promoted by the contractors to use main arterial routes and avoid the peak network hours
- c) where contractors will park
- d) where materials will be stored within the site
- e) measures employed to ensure no mud/detritus is dragged out over the adjacent highway
- f) a jointly undertaken dilapidation survey of the adjacent highway.

Reason: To ensure that the development can be carried out in a manner that will not be to the detriment of amenity of local residents, free flow of traffic or safety of highway users and in accordance with Policy CS4.

8. Travel Plan

The site shall hereafter be occupied in accordance with the aims, measures and outcomes of the submitted Travel Plan, or such Travel Plan, which is subsequently submitted to and approved in writing by the Local Planning Authority. Said Travel plan shall include details of measures to manage traffic during peak periods of demand at terms start/end dates which may include the booking of time slots to manage demand.

Reason: To ensure the development complies with local and national highways and planning guidance, and to ensure adequate provision is made for the movement of vehicles, pedestrians, cycles and other forms of transport to and from the site, together with parking on site for these users, in accordance with Policy CS4

REASON FOR APPROVAL

This application is satisfactory in that the design of the proposed six storey student accommodation building accords with the principles of the National Planning Policy Framework (NPPF) and, where appropriate, the Council has worked with the applicant in a positive and proactive way in line with paragraphs 186-187 of the NPPF. In addition the proposed six storey student accommodation building accords with the local policy requirements (Policies DC1, CS4, CS5, REG 20 and REG24 of the Council's Local Development Framework).

In particular the proposed six storey building is designed so that its appearance is complementary to the existing buildings within the University campus and the surrounding area and it will not have a detrimental impact on the amenity of any adjoining or nearby resident. The proposed six storey student accommodation building will not prejudice the

appearance of the area and does not significantly affect any landscaping nor prevent adequate and safe access to the surrounding buildings.

The application is therefore considered to be an acceptable form of development, fully in accordance with the relevant policy guidance and there are no material considerations which would indicate that the development should be refused.

INFORMATIVES

Informative 1 - Building materials on Highway

The applicant is reminded that building materials shall not be deposited on the highway without the specific consent of the Highway Authority.

Informative 2 - 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 then early discussion should be had with the Highway Authority on the timing of these deliveries and measures that may be required so as to mitigate the effect of the obstruction to the general public

Informative -3 Northern Gas Networks

The promoter of the works should contact Northern Gas Networks directly to discuss their requirements in detail. Should any diversionary works be required these will be fully chargeable.

Informative 4- Highways Section 38/278 Agreement

The applicant is advised that prior to the commencement of works on site they should contact the Highway Authority (01642 728156), with a view to preparing the necessary drawings and legal work required for the formal adoption and modification of the highway. The s38/278 agreement must be in place prior to the commencement of works on site.

Informative 5 – Private Utilities Section 50 licence

The applicant is advised that a S50 licence will be required to enable any private utilities to be placed within the public highway and that they should contact the Highway Authority (01642 728156), with a view to preparing the necessary drawings and legal work required for the licence.

Informative 6 –Dilapidation

Applicants/ Developers are reminded that great care should be taken to ensure that no damage to the surface or structure of the public highway is caused. Under the terms of the 1980 Highways Act Middlesbrough Council will seek to recover any expenses incurred in repairing or making good such damage. The applicants are therefore strongly advised to carry out a joint dilapidation survey with the authority prior to and upon completion of, works on site (01642 728156).

Informative 7 – Statutory Undertakers

The applicant is advised that the proposed scheme is likely to affect statutory undertakers equipment in the vicinity of the site and that such equipment may require alterations. The applicant should therefore contact all utilities to ascertain the location of the equipment and any requirements they may have prior to works commencing.

Informative 8 – Housing Licensing

The applicant should contact the Environmental Protection team with regards to the licensing requirements for the accommodation (01642 728351)

Informative 9 – SBD Guidance

Recommend the development be designed and built to fully accredited Secured By Design Gold Standards, SBD silver should be minimum. Secured by Design further details and advice can be found by visiting www.securebydesign.com .To achieve SBD the applicant will need to accord ensure the CCTV is to the standards set out in the SBD design guides, the lighting will have to be BS5489;2013 compliant and the interconnecting doors will have to be to the required standard.

Informative 10 - Signage

Notwithstanding the submitted plans, any external signage for the building shall be subject to a separate advertisement consent application to be submitted to the Local Authority for consideration.

Case Officer: Debbie Moody

Committee Date: 1st March 2019

