
UPDATE REPORT

Application No:	23/0424/FUL
Location:	Chandlers Ridge Primary School, Chandlers Ridge, Middlesbrough
Proposal:	A single storey extension to the existing school building to create 2 new classrooms with associated external works in the existing car park
Applicant:	Vision Academy Learning Trust
Agent:	Architectural Base Consultancy.
Ward:	Nunthorpe
Recommendation:	Approve with Conditions

UPDATE REPORT

BACKGROUND

On the 11th January 2024, the application proposing the extension to Chandlers Ridge Primary School was placed before Planning Committee with a recommendation to approve subject to conditions. The Planning Committee considered the proposals, along with concerns raised by objectors in attendance.

Following discussion, members sought to defer the application to allow the school to explore further parking provision within the school grounds and to detail options in relation to the travel plan. A request was also made from members that a representative from the school / schools agent, attend the meeting to answer queries from members.

The applicant has reviewed the parking arrangements at the school and has increased the proposed provision of car park spaces to 30. A travel plan has not been able to be detailed currently, however, officers have been advised that this will be produced in line with conditional requirements should it be approved. It is also understood that a representative for the scheme will be present at committee.

The overall considerations of the scheme are all detailed within the main report which is appended to this update report. This update report seeks only to consider and recommend based on the additional details which have been submitted since the 11th January Committee.

PLANNING CONSIDERATION AND ASSESSMENT

Scale, Design, Privacy and Amenity

The scale, materials and design of the proposed building have not been amended from the previous consideration at committee on the 11th January. It is considered that the proposals remain to be in keeping with the host building and the character of the area and being of a suitable quality, thereby being in accordance with the guidance set out within paragraph 130 of the NPPF and Core Strategy Policies DC1 (b) and CS5 (g) in these regards.

Since the previous committee, the additional classrooms have not increased or altered in scale or position, or in relation to where windows or doors would be located, or the capacity for additional children. As such, the implications of the proposed building will not alter the considerations around privacy or amenity for nearby properties beyond the considerations in the main report and since the previous committee.

Revised plans show an extension to the re-configured car park as considered at the previous committee, with it extending further to the north (see appendix ref's 2,3 & 7). This part of the site is sat behind houses which back onto the school site. This slight change would result in staff cars penetrating into the site further than is currently the case and although immediately adjacent to residential boundaries, it is considered that this slight change would not notably increase impacts on privacy or amenity for the adjacent properties given the existing arrangements and the presence of privacy fencing between the two different uses.

Parking Arrangements

With regards to parking provision, the objections raised to the scheme are detailed and considered in the main report. The initially considered scheme would have resulted in reduced staff parking at the site, from 29 spaces down to 22 spaces. The previous report advised that the Tees Valley Highway Design Guide indicates that a school of this scale should provide 25 spaces. Whilst the proposals were below the guideline figure, officers were satisfied reasonable provision was being made and presented this to members on the 11th January.

Notwithstanding this, discussion of committee members at the 11th Jan Committee focussed around staff parking and objectors comments raised concerns in relation to staff parking outside of the school and suggested that there was daily problems at the school with pick up and drop off 's of children within what is predominantly a residential area.

The school have sought to address the concerns raised and a revised plan submitted which now details 30 parking spaces for staff. This increases from the previous provision by 1 space and is 20% higher than the amount recommended by the Tees Valley Highway Design Guide. In terms of parking for staff / visitors and servicing arrangements, it is considered that the revised plans are acceptable and in accordance with the relevant guidance.

With regards to the general aim of encouraging sustainable movement of people to and from the site, it is recommended that a Travel Plan is sought by condition. This would require the school to devise a travel plan, submit it to the Local Planning Authority and for that to be approved by the Local Planning Authority. The wording of the recommended condition would require this to be implemented prior to first occupation of the additional classrooms and for the school to then operate in accordance with the Travel Plan unless agreed otherwise in writing by the Local Planning Authority. The aim of this is to promote sustainable transport measures for visitors / staff and parents through the encouragement of

non car based travel and multi occupation car based travel. As a travel plan would cover the entire school operation, rather than being solely for the 2 classrooms being proposed, it is considered that a travel plan has the ability to achieve positive aims.

Notwithstanding this, it is recognised that parking in and around schools can and often be problematic, particularly for residents living in close proximity. Issues such as illegal parking and anti-social parking however are not issues that can be dealt with under planning legislation and are issues for traffic wardens and the police instead, should obstruction or dangerous driving occurring.

Conclusion (of amended details)

In view of these matters, it is considered that the proposal, with;

- additional parking spaces; and
- a condition requiring the operation of a travel plan; and
- surpassing the parking numbers in the Tees Valley Highways Design Guide; and
- being a relatively modest extension to an existing school

adequately complies with the requirements of addressing and mitigating its own impacts, in line with the general principle of national and local planning policy.

RECOMMENDATIONS AND CONDITIONS

Approve in line with the recommendation and conditions associated with the 11th January Committee subject to the revised plans being added to the Approved Plans Condition.

Case Officer: Andrew Glossop

Committee Date: 7th March 2024

Appendix 1: Existing Site layout



Appendix 2: Proposed Reconfigured and Extended Car Park



Appendix 3: Google Satellite view of site area



Appendix 4: Highway leading to School



Appendix 5: Access to School Car Park



Appendix 6: Existing Car Park



Appendix 7: Location of Extended Car Park



Appendix 8- Previous Committee Report 8.02.24

APPLICATION DETAILS

Application No:	23/0424/FUL
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Ward:	Nunthorpe
Recommendation:	Approve with Conditions

SUMMARY

The application seeks planning approval for a single storey extension to the existing school building to create two additional classrooms. Part of the extension will be built on the school car park resulting in a loss of 7 car parking spaces.

Objections were raised from residents and the Parish Council, mainly with regards to parking and highway safety.

The Council's Highway's Officer has considered the proposed scheme and considers that the level of parking is adequate for the overall site use, and in order to further assist with car parking and school traffic at peak times, has recommended conditions should be applied to require the submission and operation of a Travel Plan and details of cycle parking.

The proposed extension is a modest secondary addition to the school which will be finished in matching materials and would generally be in keeping with the scale and appearance of the existing school building. The extension would be set well back into the site and would not create an incongruous feature when viewed from the public realm.

The proposed extension will bring the school building closer to residential properties although a reasonable intervening distance will remain and as such there will be no notable adverse impact on residential amenity.

The proposed development is considered to be in accordance with Core Strategy Policies CS4, CS5 and DC1 and principles of the Urban Design Guide and Para 130 of the NPPF.

SITE AND SURROUNDINGS AND PROPOSED WORKS

The school is located on the northern side of Chandlers Ridge. There are residential properties surrounding the site with the closest being to the side and front.

Planning permission is sought for a single storey extension to the west of the main school building with associated external alterations, and alterations to the existing car parking area. The proposals will also alter the arrangements for the existing bin stores which will be relocated close to their existing location. Seven car parking spaces would be lost in order to facilitate the proposed extension.

PLANNING HISTORY

It is understood that the Council has agreed to offer Vision Academy Learning Trust a grant to carry out remodelling and expansion works at Chandlers Ridge Academy. The purpose of the Grant (secured by 106 payments) is to support the provision of additional capacity at the Academy to meet the needs arising from the Grey Towers Farm housing development and assist the Council to ensure there are sufficient school places.

CM/FP/0502/95/P - NURSERY BUILDING & ASSOCIATED PLAY AREA PLUS CAR PARKING. Approve with Conditions 29/06/1995

M/GRG/0225/02/P, NEW NURSERY AND CLASSROOMS EXTENSION
Approve with Conditions 22/04/2002

M/GRG/0377/97/P SITING OF SINGLE MOBILE CLASSROOM UNIT
Approve with Conditions 09/06/1997

M/GRG/0851/05/P. EXTENSION TO FORM TOY STORE
Approve with Conditions 07/06/2005

M/GRG/0852/05/P, EXTENSION TO EXISTING CAR PARK
Approve 07/06/2005

M/GRG/1191/02/P, 2 METRE HIGH BOUNDARY FENCING
Approve with Conditions 19/11/2002

M/GRG/0489/04/P, SINGLE STOREY CLASSROOM EXTENSION
Approve 30/04/2004

M/GRG/0492/11/P, SINGLE STOREY CLASSROOM EXTENSION
Approve with Conditions 20/06/2011

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.

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).
- Stainton and Thornton Neighbourhood Plan (2022)

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:

DC1 - General Development, CS5 - Design, CS4 - Sustainable Development, 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

Consultee comments summarised as follows;

Highways Officer –

No objections subject to conditions

Development proposals seek to erect an extension which will provide a further 2 classrooms at Chandlers Ridge Primary School. Information supplied by the applicant states that there will be no increase in staffing numbers and that the new classrooms are to facilitate projected increase in the school role and provide better teaching facilities.

As part of the extension the car parking area will be partly built on and changes made to the car parking layout. Parking numbers are proposed to be reduced by 7 spaces from 29 to 22. The school car park is only used by staff, visitors and for deliveries i.e it is not available for use by the public nor parents.

With regards to the slight reduction in parking, the Tees Valley Highway Design Guide indicates that the school could provide 25 spaces. The level of provision is therefore only 3 spaces below that set out in the Design Guide. In addition to this guidance the school have undertaken surveys which demonstrate that the parking is not fully utilised and as such the reduction in spaces can be accommodated without harm or displacement of parking.

It is considered that the level of parking is appropriate and that in order to further assist with car parking and school traffic at peak times that a condition be applied to require the submission of a Travel Plan and details of cycle parking.

Conditions recommended

Cycle Parking

Method of Works Statement

Travel Plan

Parish Council –

Does not object completely to the scheme. Wishes to raise concern over parking and highway safety. Suggests the Council and School work together. Potential concerns over loss of staff parking, increased traffic during non-term time.

Public Responses

Number of original neighbour consultations	28
Total numbers of comments received	4
Total number of objections	4
Total number of support	0
Total number of representations	4

Public responses summarised as follows;

27 Chandlers Ridge –

Has seen the school grow over the last 20 years. Can be chaos at drop off and pick up times. Would not have an issue with the new classrooms if provision is made for traffic

21 Chandlers Ridge –

Suspect the development would lead to more traffic problems. Works will result in worse issues given the reduction in spaces. Issues getting off the drive during peak times. The scheme requires a review of the infrastructure

25 Chandlers Ridge –

Concerns the scheme will make the existing car parking issues worse, including footpaths and driveways being blocked. It could result in more cars visiting the site and an increase in pollution. Issues of where the construction traffic will park. Questions the need for the extension.

1 The Resolution –

Concerns over the dangers to pedestrians with increased traffic.

PLANNING CONSIDERATION AND ASSESSMENT

The main considerations for this proposal are the potential impacts on the character and appearance of the site / area, the impacts on the privacy and amenity of the neighbouring properties and impacts on parking provision and highway safety. These and other material planning considerations are considered as follows;

Character and appearance of the street scene

Core Strategy Policies DC1 (b) (General Development) and CS5 (g) (Design) require all new development to be of a high-quality design which fits in with the character and appearance of the area. The National Planning Policy Framework (NPPF) establishes that good design is a key to achieving sustainable development, indicating at paragraph 130 that planning decisions should ensure developments ***'function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development' and are 'visually attractive as a result of good architecture, layout and appropriate and effective landscaping.'***

The proposal details two classrooms on the western side of the existing school building, on an area currently used as hardstand / car park. The proposed design mirrors that of a previous extension to the school building and is considered therefore would be in keeping with the host building. It is detailed with a gable roof, windows and a brick finish. The extension is set in from the school boundary to the side and set a long way back from the highway to the front and also behind the buildings existing front elevation, all of which would allow the proposed extension to be subservient to the existing school buildings.

The proposed scale, materials and design of the proposed building are therefore considered to be of a suitable quality and accord with the guidance set out within paragraph 130 of the NPPF and Core Strategy Policies DC1 (b) and CS5 (g) in these regards.

Privacy and Amenity

Paragraph 130 (f) of the NPPF sets out that consideration should be given to development to **'create places which are safe, inclusion and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users'**.

Core Strategy Policy DC1 (c) comments that all new development should consider the effects on the amenities of the occupiers of nearby properties both during and after completion.

The proposal for 2 additional classrooms would not change the existing use of the site but instead, would result in its intensification. The proposed extension building is single storey with windows facing the car parking area. The proposed building would be set approx. 15m from the nearest part of the school boundary to the side which is shared with residential properties. The adjacent properties which share a boundary with the school are set several metres further away from the boundary as each has its own rear garden. Whilst the upper parts of the proposed extension would be visible above the private rear garden fences, there would be sufficient intervening space to prevent undue impacts of privacy or amenity taking into account the design of the extension, there being a car park in between and as a result of its limited scale, would not be notably overbearing on the adjacent properties.

In these regards the proposal is considered to accord with the guidance set out in Paragraph 130 (f) of the NPPF and Core Strategy Policies DC1 (c).

Highway Safety

Objections have been received from neighbouring residents and similar concerns raised by the Parish Council over matters including car parking being limited already and the concern that this would be reduced by this scheme when the scheme will result in an increased demand for parking, with comments advising that staff already park in the surrounding streets. The concerns also relate to highway safety, highlighting that there is already a lot of traffic movements in the area at school opening and closing times and suggesting that the proposed scheme will make the situation worse if not addressed.

As part of the extension the car parking area will be partly built on and changes made to the car parking layout. Parking numbers are proposed to be reduced by 7 spaces from 29 to 22. It is understood that the school car park is currently only used by staff, visitors, and for deliveries. It is not available for use by the public or parents and this proposal will not change that situation.

With regards to the reduction in parking, the Tees Valley Highway Design Guide indicates that the school should provide 25 spaces, taking into account the proposed extension. The level of provision would only be 3 spaces below that set out in the design guide. In addition to this guidance the school have undertaken surveys which demonstrate that the parking is not fully utilised.

The Council's Highway's Officer has considered the proposals and considers that the level of parking is appropriate and that in order to further assist with car parking and school traffic, and to alleviate problems at peak times has suggested that conditions are applied to require the submission and operation of a Travel Plan and the provision of cycle storage for staff and others to utilise. These would require the school to actively plan for green travel movements, thereby reducing reliance on the private car by staff and others. Given the limited increase in the size of the school being proposed, and the limited shortfall of parking to those indicated as suitable within the Tees Valley Design Guide, it is considered these measures would reduce the likelihood of additional demand and would be sufficient to prevent any additional adverse impact of parking in the immediate area. Important to note is

that, whilst there may be ongoing issues of parking within the area, determining an application cannot be used as a measure to alleviate existing problems, but can reasonably be expected to prevent additional impacts being caused due to the proposed development. It is considered that the proposed conditions can be reasonable be justified.

As well as limiting impact on highway safety, this would limit impact on residential amenity caused by any additional access / egress of vehicles / movement of vehicles in the area.

Notwithstanding the above, it is recognised that parking in and around schools can and often is problematic, particularly for residents living in close proximity. Issues such as illegal parking and anti-social parking however are not issues that can be dealt with under planning legislation and are issues for traffic wardens and the police instead, should obstruction or dangerous driving occurring. Planning can influence the provision of parking within the site and elements such as the travel planning for the site in order to actively design in solutions to any impacts that are likely to occur.

Other matters

The development would not result in the loss of land used for sports or formal recreation. Given the location of the development on the school car park and an area used for bin storage. The scheme is acceptable in this regard.

The proposed scheme has indicated a construction compound within the site which should limit the extent of construction related activities within the wider area, although they will clearly be visible and audible to surrounding residents and will result in additional traffic related problems over the construction period.

Conclusion

The proposal has been assessed against local policy and guidance and the National Planning Policy Framework and is considered to be a high-quality development that is in keeping with the host building in terms of scale and design and would not have any undue impacts on privacy or amenity associated with adjacent properties. In view of the above, the proposal is considered to be an acceptable form of development fully in accordance with national and local policy and is therefore recommended for approval subject to conditions.

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: In order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Approved Plans

The development hereby approved shall be carried out in complete accordance with the plans and specifications detailed below and shall relate to no other plans:

a) Location Plan, 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, received 27th July 2023

Reason: For the avoidance of doubt and to ensure that the development is carried

out as approved.

3. Materials - Matching

The materials to be used in the construction of the external surfaces (including windows) of the development hereby permitted shall match those used in the existing building, or shall be in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure the use of appropriate materials in the interests of the visual amenities of the area having regard for policies DC1, CS4 and CS5 of the Local Plan and section 12 of the NPPF.

4. Cycle Provision

The development hereby approved shall not be commenced until details of covered and secured cycle parking facilities have been provided in accordance with plans which are subsequently submitted to and approved in writing by the Local Planning Authority. Such drawings shall show the position, design, materials and finishings of the cycle parking facilities. The works shall be implemented prior to first occupation of the development hereby approved and thereafter retained in perpetuity for the sole purpose of parking cycles.

Reason: To ensure the adequate provision for the parking of cycles and to promote sustainable transport measures for visitors/staff/pupils having regard for policy CS4 of the Local Plan and Section 9 of the NPPF

5. Method of Works Statement

The development hereby approved shall not be commenced until a detailed method of works statement has been submitted to and approved in writing by the Local Planning Authority. Such statement shall include at least the following details;

- a) Routing of construction traffic, including signage where appropriate;
- b) Arrangements for site compound and contractor parking;
- c) Measures to prevent the egress of mud and other detritus onto the public highway;
- d) A jointly undertaken dilapidation survey of the adjacent highway;
- e) Program of works; and,
- f) Details of any road/footpath closures as may be required.

The development must be carried out in accordance with the approved details.

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 having regard for policy DC1 of the Local Plan.

6. Travel Plan

Within 3 months of the commencement of development hereby approved a full Travel Plan must be submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented prior to first occupation with the development thereafter being occupied in accordance with the approved Travel Plan unless agreed otherwise in writing by the Local Planning Authority.

Reason: To promote sustainable transport measures for visitors/staff/residents having regard for policy CS4 of the Local Plan and section 9 of the NPPF.

REASON FOR APPROVAL

This application is satisfactory in that the design of the proposed extension 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 the NPPF. In addition the proposed works accords with the local policy requirements (Policies DC1, CS4, CS5 of the Council's Local Development Framework).

In particular the works are designed so that their appearance is complementary to the existing building and so that they will not have a detrimental impact on the amenity of any adjoining or nearby resident. The works will not prejudice the character and appearance of the area and will not significantly affect any landscaping nor prevent adequate and safe access to the site.

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

- **Rights of Access/Encroachment**
This planning approval does not permit any person to access another person's land/property to enable the works to be completed, without their consent. Any encroachment into another person's land/property above or below ground is a civil matter to be resolved between the relevant parties.
- **Deliveries to Site**
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.
- **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.

Case Officer: David Gibson

Committee Date:

Appendix 1: Site Location Plan

