

# COMMITTEE REPORT

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## APPLICATION DETAILS

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<b>APPLICATION NO:</b>	DM/15/03322/FPA
<b>FULL APPLICATION DESCRIPTION:</b>	Proposed school extension including new Multi Use Games Area (MUGA), staff and visitor parking and resurfacing of existing play yard
<b>NAME OF APPLICANT:</b>	Durham County Council
<b>ADDRESS:</b>	Ox Close Primary School, Ox Close Crescent, Spennymoor, Co Durham
<b>ELECTORAL DIVISION:</b>	Spennymoor
<b>CASE OFFICER:</b>	Mark O'Sullivan, Planning Officer, 03000 261056, mark.o'sullivan@durham.gov.uk

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## DESCRIPTION OF THE SITE AND PROPOSALS

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1. The application relates to Ox Close Primary School, located to the west of Ox Close Crescent, Spennymoor. The school is enclosed by private playing fields and yard areas to the west and shares the site with Ox Close Nursery located to the immediate north of the school buildings. The school site is generally bordered by neighbouring residential properties and by Jubilee Park to the south west. A public footpath extends along the northern boundary of the site linking Ox Close Crescent with the remainder of the Greenways Estate to the west and other pedestrian routes to the east.
2. Access to the site and the adjacent nursery is taken from Ox Close Crescent via a private access road to the north of the main school buildings.
3. The proposed school extension is required as a result of an increased demand for school places in the area and because the existing school already operates at capacity. A classroom extension, hall extension, internal refurbishment and Multi Use Games Area (MUGA) is proposed together with additional car parking, Subject to the receipt of necessary approvals it is intended to provide the additional accommodation and facilities by the end August 2016. The detailed elements of the scheme are:
  - 2no. additional single storey classrooms with store areas, boys and girls WC (including an accessible WC) located to the west of the main school building and connected to it via a heated link corridor;
  - A small single storey studio extension to the school hall on an existing paved area to the south of the hall;
  - A 37x18.5m Tarmac MUGA to the northwest of the school buildings within the existing playing field;
  - Resurfacing of the existing school yard;

- Additional staff car parking (6no. spaces) and visitors parking (2no. spaces) along the existing access road within the school site;
4. In order to accommodate the proposed changes, some internal refurbishment of existing school rooms is also required, although planning permission is not required for these works.
  5. Vehicular access to the site from Ox Close Crescent to the east would remain unchanged.
  6. This application is being reported to the Planning Committee in accordance with the Councils Scheme of Delegation following a request from Cllr Kevin Thompson who has expressed concerns over the impact of the proposed works on traffic/highway safety in the surrounding area.

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## **PLANNING HISTORY**

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7. There have been a number of planning applications on the Primary School site over the years, although there is no planning history directly relating to the current application.

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## **PLANNING POLICY**

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### **NATIONAL POLICY**

8. The Government has consolidated all planning policy statements, guidance notes and many circulars into a single policy statement, the National Planning Policy Framework (NPPF), although the majority of supporting Annexes to the planning policy statements are retained. The overriding message is that new development that is sustainable should go ahead without delay. It defines the role of planning in achieving sustainable development under three topic headings – economic, social and environmental, each mutually dependent.
9. The presumption in favour of sustainable development set out in the NPPF requires local planning authorities to approach development management decisions positively, utilising twelve 'core planning principles'. The following elements of the NPPF are considered relevant to this proposal;
10. *Part 4 – Promoting sustainable transport.* Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
11. *Part 7 – Requiring good design.* The Government attaches great importance to the design of the built environment, with good design a key aspect of sustainable development, indivisible from good planning.

12. *Part 8 – Promoting Healthy Communities.* The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Developments should be safe and accessible; Local Planning Authorities should plan positively for the provision and use of shared space and community facilities. An integrated approach to considering the location of housing, economic uses and services should be adopted.
13. *Part 10 – Meeting the challenge of climate change, flooding and coastal change.* Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.
14. *Part 11 – Conserving and enhancing the natural environment.* The planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity.

#### **LOCAL PLAN POLICY:**

15. In accordance with paragraph 215 of the National Planning Policy Framework, the weight to be attached to relevant saved local plan policy will depend upon the degree of consistency with the NPPF. The greater the consistency, the greater the weight. The relevance of this issue is discussed, where appropriate, in the assessment section of the report below.
16. *Policy D1 - General principles for the layout and design of new developments* - requires the layout and design of all new developments to take account of the site's relationship to the adjacent land uses and activities.
17. *Policy D3 - Design for access* - seeks to ensure new development makes satisfactory provision for all road users and pedestrians.
18. *Policy E15 - Safeguarding of Woodlands, Trees and Hedgerows* - expects development proposals to retain important groups of trees and hedgerows wherever possible and replace any trees which are lost.
19. *Policy H18 – Acceptable uses within housing areas* – permits community facilities in housing areas where they do not significantly harm the living conditions for nearby residents and where they are appropriate in scale to the character of the housing area.
20. *Policy L11 – Development of new or improved leisure and community buildings* – supports improvements to existing community facilities providing no resulting harm to the living conditions of nearby residents, development is appropriate in location to the scale and character of the surrounding area, and adequate provision for car parking and access is provided.

#### **RELEVANT EMERGING POLICY:**

##### The County Durham Plan

21. In considering this proposal due regard should be had to the requirements of Section 38(6) of the Planning and Compulsory Purchase Act (2004) which requires that proposals be determined in accordance with the statutory development plan, unless other material considerations indicate otherwise. In respect to this part of County Durham the statutory development plan currently comprises the 'saved' elements of the

Sedgefield Borough Local Plan that are consistent with the National Planning Policy Framework (NPPF). Due regard should also be had to relevant parts of the National Planning Policy Framework (NPPF) and national Planning Practice Guidance (PPG) as a material consideration. In conjunction with these material considerations regard should also continue to be had to the most up to date relevant evidence base.

22. Paragraph 216 of the NPPF says that decision-takers may give weight to relevant policies in emerging plans according to: the stage of the emerging plan; the extent to which there are unresolved objections to relevant policies; and, the degree of consistency of the policies in the emerging plan to the policies in the NPPF. The County Durham Plan was submitted for Examination in Public and a stage 1 Examination concluded. An Interim Report was issued by an Inspector dated 15 February 2015, however that report was quashed by the High Court following a successful Judicial Review challenge by the Council. As part of the High Court Order, the Council has withdrawn the CDP from examination. In the light of this, policies of the CDP can no longer carry any weight at the present time.

*The above represents a summary of those policies considered most relevant in the Development Plan the full text, criteria, and justifications of each may be accessed at <http://www.cartoplus.co.uk/durham/text/00cont.htm>.*

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## **CONSULTATION AND PUBLICITY RESPONSES**

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### **STATUTORY RESPONSES:**

23. *Spennymoor Town Council* – Has not commented on the application.
24. *Highway Authority* – Is aware of the parking difficulties around this and other school sites but raises no objections subject to the provision of on site covered cycle storage and the updating of the school Travel Plan.
25. *Sport England* – Have expressed no objections to the proposals and consider that the proposed MUGA would offer greater flexibility in the schools PE delivery without the loss of playing field.

### **INTERNAL CONSULTEE RESPONSES:**

26. *Ecology Section* – No objections, subject to adherence to the mitigation measures detailed within the submitted Ecological Assessment Report (August 2015).
27. *Noise Action Team* – Do not consider that sufficient information has been provided to allow for a proper assessment of the potential environmental impact of the proposed MUGA and request the submission of a Noise Impact Assessment in accordance with current Sport England Guidance.
28. *Landscape and Arboricultural Sections* – Identify the proposals to have some landscape and visual impact resulting from the loss of trees on the site to facilitate new development and additional parking. Further consideration is required to ensuring tree protection and replacement planting details.
29. *Drainage Section* – No objections. There does not appear to be a risk of flooding to the development site.

## **PUBLIC RESPONSES:**

30. The application has been publicised by way of site notice and individual notification letters to neighbouring residents. One letter of objection has been received from a local resident expressing concerns over existing traffic problems and resulting highway safety implications in the vicinity of the school site resulting from users of the school parking on Ox Close Crescent. The School Travel Plan has not been reviewed for years and proposed cycle parking would make little difference during winter months. The extra traffic arising from these works needs to be addressed now and not left to a later date.
31. In addition, correspondence was sent directly to the highway authority and forwarded to the Planning section from a member of the public who although does not object to the extension of the school, also highlights existing traffic/highway safety concerns in the streets surrounding the school and the need for attention to be given to parking problems in these areas.

## **APPLICANTS STATEMENT:**

32. There is pressure on Primary School places in Spennymoor which is increasing due to the number of housing developments planned for the area and because of increases to the birth rate. Ox Close Primary School historically has been the most popular school in the area and this is predicted to continue. It is therefore logical that this school should be considered as a priority to provide additional teaching accommodation to help maximise parental preference and ease the pressure on school places in the area.
33. The proposed scheme which is much needed is to provide 2 additional classrooms, increase the size of the hall, via the provision of a studio, to a specification a school of the proposed size requires, and the provision of a Multi - Use Games Area (MUGA). This will enable the school to function as a 1.5 form entry school to allow for more effective classroom organisation. This, together with the other facilities identified will allow the school to provide an enhanced education and build on the most recent Ofsted judgment of "Good" with outstanding features. It is fully supported by staff and Governors who have been involved in developing the scheme. This scheme would enhance provision considerably. For example, the studio hall would mean that more than one class could do PE at any given time, allowing the school to meet the full requirements of the new curriculum and the potential to offer further enrichment opportunities through specialist musicians and sports coaches. Furthermore, the scheme would ease the considerable pressure on space that exists currently, allowing for the creation of a music room and a library (areas which have had to be sacrificed due to the rise in pupil numbers). In addition, the scheme would allow us to house 2 year 6 classes in the new block, with their own toilets and this would alleviate the existing congestion in the Key Stage 2 corridor and through the school hall at home time
34. The proposed scheme will improve the life chances of current and future pupils in the area who attend Ox Close Primary School and is in accordance with the County Council's priority theme of "Altogether Better for Children and Young People".

*The above represents a summary of the comments received on this application. The full written text is available for inspection on the application file which can be viewed at*

*<http://82.113.161.89/WAM/showCaseFile.do?action=show&appType=planning&appNumber=10/00955/FPA>*

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## **PLANNING CONSIDERATIONS AND ASSESSMENT**

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35. Having regard to the requirements of Section 38(6) of the Planning and Compulsory Purchase Act 2004 the relevant Development Plan policies, relevant guidance and all other material planning considerations, including representations received, it is considered that the main planning issues in this instance relate to the principle of development, scale/design of the proposed development, impact on neighbouring amenities, highway safety, arboricultural/landscape impact and ecological impacts.

The principle of the development:

36. The overarching principles of the NPPF seek to secure sustainable development in sustainable locations. Paragraph 7 sets out the 3 dimensions of sustainable development defining these in terms of its economic, social and environmental roles. These should not be seen in isolation and are mutually dependant.

37. The application site is an established primary school located within the Spennymoor residential settlement. The proposed works would see an increase in the level of classroom provision to cater for increased pupil numbers whilst providing improved recreational facilities within the school grounds. The school is located within an accessible and sustainable location close to the Town Centre and neighbouring residential areas. As such the proposed development is considered acceptable in principle in this location in accordance with Policies H18 and L11 of the existing local plan and the sustainability principles of the NPPF, subject to adherence to other material planning considerations.

Scale/Design:

38. Part 7 of the NPPF and saved policies L11 and D1 of the Sedgefield Borough Local Plan together seek to ensure good design in new community related developments, having regard to a sites natural and built features and the relationship to adjacent land uses and activities. Development should be in keeping with the scale and form of adjacent development and the local setting of the site.

39. The proposed works would comprise a 2no. classroom extension and hall extension to the existing school buildings. The additions would be in a form which respects the scale and massing of the existing school buildings which are set within spacious grounds to the west of the site.

40. The proposed single storey classroom extension and link corridor would incorporate a red brick (Ibstock Morpeth blend) finish with timber effect paneling around fenestration to help break up the expanse of brickwork. A grey coloured single ply membrane flat roof covering would be installed above reflecting the treatment on the remainder of the school building.

41. The proposed MUGA would comprise an area of enclosed tarmac surface of approx. 685m<sup>2</sup> area. Surrounding enclosures would consist of max 3.6m high duex fencing accessed via a newly laid hardstand surface from the extended school site. The new area would not encroach on the main school playing field and would not adversely affect all levels of outdoor recreational space provision.

42. New soft landscaping would be provided adjacent to the additional parking bays to the east of the school site to help mitigate the loss of 4no. existing trees in this location that are to be removed. Given the level of existing soft landscaping and tree cover around

the remainder of the site, it is not considered necessary to impose a requirement for additional planting.

43. The application site is not affected by any heritage designations and is well screened. As such most of works would be obscured from public views being mainly located to the south and west of the site.
44. It is considered that the proposed extensions and MUGA would be of a scale and design sympathetic to the existing school site and its surroundings in terms of scale, massing and appearance, with no objections raised. This application is considered to satisfy the provision of Part 7 of the NPPF and saved policies L11 and D1 of the Sedgefield Borough local Plan.

Impact on neighbouring amenities:

45. Saved policies H18, L11 and D1 of the Sedgefield Borough Local Plan together seek to ensure that new developments take account of a sites relationship to adjacent land uses and activities. Development of this nature must not be seen to significantly harm the living conditions for nearby residents.
46. The proposed MUGA would occupy part of the existing school playing field adjacent to the main school buildings. There are neighbouring residential properties bordering the playing fields to the north, south and west with the nearest houses located approximately 40m to the west of the MUGA along Parkside. The proposed classroom extension and linked corridor would occupy an area to the east of the MUGA to the south of the Ox Close Day Nursery site.
47. Given the proximity of the proposed MUGA to adjacent residential properties, concerns have been expressed by the Environmental Health Section that any intensification of use could introduce additional noise sources. It is considered that insufficient information has been provided to allow for a proper assessment of the potential environmental impact of the works and have requested the submission of a Noise Impact Assessment.
48. Following further discussion with the applicant it has been clarified that the MUGA would only be used by children at the school during normal school hours and sometimes during after school clubs (no later than 16:30), and there would be no late night, early morning or weekend use. Furthermore, as the MUGA would occupy part of existing school playing fields that are already in use it is unlikely that there would be any significant or sustained increase in noise from the site during school hours, over and above that which already occurs from the playing fields and yard areas.
49. No objections have been raised by neighboring residents relating to the perceived impact of noise generated from this MUGA on their amenities.
50. In view of the foregoing, it is not considered that the proposed MUGA would result in any harmful impact on neighbouring amenities and that a detailed Noise Impact Assessment is not justified on this occasion. Any approval should however be conditioned so as to ensure the MUGA is only used during school hours with no external lighting as indicated by the school.
51. Given the central siting and modest scale of the proposed extensions, around the main school buildings and their intended use, there would be negligible impact on the residential amenity of the nearest residential properties. The application is therefore considered to satisfy the provisions of saved policies H18, L11 and D1 in this regard.

## Highway safety:

52. Saved policies L11 and D3 of the Sedgefield Borough Local Plan together seek to ensure that new developments provide for a satisfactory means of access and parking provision showing regard to the number and type of vehicles using the development. Improvements to existing community facilities should be encouraged where they ensure provision for car parking and access. Part 4 of the NPPF highlights a need for new developments which may generate a significant increase in vehicle movements to achieve a safe and suitable access. New developments should minimise conflicts between traffic and cyclists or pedestrians.
53. Highway safety issues have been raised by both the local member and objectors who express concerns over the impact of the proposed works on existing traffic congestion in the area immediately surrounding the school site. During term time, the use of surrounding roads particularly Ox Close Crescent can become restricted and difficult as a result of parked vehicles from both teachers and parents who use the site. This is compounded by on street parking associated with existing residential properties.
54. It is accepted that existing on-site parking serving the school and adjacent nursery site is deemed to be insufficient and to help alleviate concerns about the additional works the applicant proposes the creation of 8no. additional parking bays within the school grounds. Other options to reduce congestion in the immediate area are currently being explored by the school although no firm decisions have yet been made and these considerations fall outside the scope of the current application site.
55. The school is trying to work with the local community about these concerns and prior to submitting this application, it did advertise an open evening for local residents to visit the site and discuss the school expansion proposals as well as any highway safety concerns. No one attended this meeting on 12 November 2015.
56. The highway authority is aware of existing on street parking difficulties and has stated that there are existing traffic, on-street car parking and associated congestion issues associated with the majority of Schools in County Durham at the start and the end of the school-day. It is also acknowledged that there would be some additional traffic, on-street car parking and associated congestion issues associated with the 2no. additional classrooms being considered under this planning application.
57. Although the 2no. additional classrooms proposed would be supported by an additional 8no. on-site car parking spaces bringing the total number of on-site car parking spaces to 30no it is noted that this is well below the maximum permitted on-site car parking of 70no. spaces required in accordance with the County Durham Parking and Accessibility Standards 2014. Whilst the additional 8no. on-site car parking spaces are therefore welcomed from a highways/traffic point of view a request was made to investigate the creation of more on-site car parking to ease the congestion on Ox Close Crescent further.
58. In relation to cycle provision and based on an expected maximum number of pupils in September 2016 of 275no. with the total number of Primary/Nursery staff across the site increasing to 64no. from the existing 61no. staff presently on site), a minimum of 27no. additional on-site cycle parking spaces would be needed to comply with the Parking and Accessibility Standards over and above existing on site cycle parking provision. A request has therefore been made for the creation of additional enclosed and covered on-site cycle parking spaces to promote cycling to and from the school for pupils and staff and help reduce the dependency on trips by car. Such details are to be controlled by condition should approval be granted.



59. With regards to the school travel plan, it is identified that the Ox Close Primary School Travel Plan is over 10 years old with no evidence of it ever being reviewed. It is therefore requested that the 2no. additional classrooms be considered on the basis that the School Travel Plan is updated and that it includes positive steps to reduce car journeys associated with the school drop off/pick up arrangements. This should be covered by a further planning condition to ensure that an updated travel plan is implemented.
60. In response to the highway comments the applicant has confirmed that alternative options of providing additional parking provision within the school grounds have been considered but discounted. For example, areas of grassland to the immediate west of the proposed parking had been looked to increase the number of spaces. However this land is sterilized by services which run beneath the ground and cannot be developed.
61. It is considered that the remainder of the school site around the buildings is constrained and the option to encroach further into the existing school playing fields is not favoured for operational reasons. Furthermore it is considered that a balance needs to be struck between providing appropriate levels of parking provision on school sites and actively discouraging reliance on private car usage and promoting more sustainable means of access.
62. As an alternative the school is to update the travel plan and is seeking other ways for site users to access the site. Alternative options are being explored but none of these are at a stage where they can be formally considered as part of any application. Furthermore the school is committed to improving on site cycle parking provision to encourage increased cycle usage.
63. It is appreciated that parking issues on the streets surrounding the school site cannot be ignored. However given the efforts of the school to seek alternative means of access, a promise to update the travel plan, the provision of additional on-site parking to help alleviate current problems and the provision of improved cycle parking facilities, no highway objections are raised.
64. Section 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Whilst there would be additional vehicular traffic associated with the proposals at the dropping off/picking up times, it is difficult to claim that the cumulative impact of the development would be severe.
65. Subject to adherence to the suggested planning conditions relating to cycle parking and the updated School Travel Plan there are no highway objections to these proposals, with this application considered to satisfy the provisions of the NPPF and saved policies L11 and D3 of the Sedgefield Borough local Plan.

Arboricultural/Landscape impact:

66. Saved Local Plan Policies E1 and D5 require new development to be designed and built to a high standard which contributes to the quality of the built environment and which has an acceptable impact on the surrounding landscape of the area. This is reflected within sections 7 and 11 of the NPPF which sets out that good design is indivisible from good planning while also seeking to protect local landscapes. Saved policy E15 seeks to ensure that new developments retain areas of woodland, important groups of trees, copses and hedgerows wherever possible, replacing any trees which are lost.

67. A number of trees occupy the school site and some would be directly affected by the proposed development. 9no. trees would be removed to facilitate the construction of classroom 1, and 6no. for classroom 2. A further 7no. trees would be removed to cater for the proposed additional parking.
68. Landscape officers consider many of these trees to be viewed as valuable internal features within the school site. However these trees are not protected and although their loss is regrettable the provision of the classrooms and additional off street parking provision is considered to outweigh the impacts on trees. The trees in question do not effectively screen the site and their loss would not be to the detriment of the wider school site which would retain the vast majority of existing boundary landscaping adjacent to neighbouring residential properties. New hedgerow planting around the proposed parking extension area is intended to mitigate the loss of the trees in this area and this would provide a softer, natural buffer to the site where viewed from the footpath to the north. If approved, there is also an opportunity to request additional landscape planting and tree protection by condition.
69. This application would be considered to satisfy the provisions of Parts 7 and 11 of the NPPF and saved policy E15 of the Sedgfield Borough Local Plan.

#### Ecology:

70. Part 11 of the NPPF seeks to ensure that when determining planning applications, local planning authorities seek to conserve and enhance biodiversity. The application has been submitted alongside an Ecological Assessment Report (August 2015) confirming the impacts of the development to have no ecological significance. Subject to conditions ensuring adherence to mitigation measures specified within this report, no objections are raised with the application considered to satisfy the provisions of Part 11 of the NPPF with respect to impact on protected species and local ecology.

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## **CONCLUSION**

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71. The principle of extending this existing school site to provide additional classrooms and improved on site recreational facilities is considered acceptable given its sustainable location within the heart of an existing residential area. Careful consideration has been given to the scale and design of the proposed development, its relationship to surrounding residential uses, highway safety implications, Ecological impacts and landscape/ arboriculture restraints. Consideration is also given to the concerns expressed by local residents and members with regard to highway safety and congestion in the area surrounding the school site. On balance the benefits of this scheme are considered to outweigh the concerns raised. In view of the foregoing this application is recommended for approval subject to the imposition of suitable planning conditions.

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## **RECOMMENDATION**

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That the application be **APPROVED** subject to the following conditions:

1. Time limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

*Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.*

2. Approved plans

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

A100-01 0 (Proposed plans), received 26 October 2015

A100-02A (Proposed site plan), received 01 December 2015

A100-03 0 (Proposed elevations to classroom extension and hall extension), received 26 October 2015

A100-04 (Landscape proposals around new staff parking), received 26 October 2015

A100-06 0 (Proposed site sections), received 26 October 2015

A800-01 0 (Proposed MUGA), received 26 October 2015

*Reason: To define the consent and for the avoidance of doubt in the interests of proper planning.*

3. Cycle storage

The development hereby approved shall not commence until a scheme detailing the provision of on site bicycle parking spaces has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented on site prior to the first use of the 2no. classrooms hereby approved.

*Reason: To ensure that the growth of this site is supported by sustainable transport modes in accordance with the NPPF and saved policies L11 and D3 of the Sedgefield Borough Local Plan.*

4. Travel Plan

The existing School Travel Plan shall be updated and submitted for approval in writing by the Local Planning Authority. The approved Travel Plan shall be implemented prior to the occupation of the 2no. classrooms hereby approved.

*Reason: In order to encourage sustainable means of travel in accordance with the overarching sustainability principles of the NPPF.*

5. MUGA use limitation

The Multi Use Games Area (MUGA) hereby approved shall only be used during school opening hours and at no other time. The MUGA shall not be lit by any external lighting at any time.

*Reason: In the interests of residential amenity in accordance with saved policies H17, L11 and D1 of the Sedgefield Borough Local Plan.*

6. Mitigation

No development shall take place unless in accordance with the mitigation detailed within Section 7 of the Ecological Assessment (August 29015)

*Reason: To conserve protected species and their habitat in accordance with Part 11 of the NPPF.*

7. Landscape details

No development shall commence until a detailed landscaping scheme has been submitted to and approved in writing by the Local planning authority. The scheme of landscaping shall include details of hard and soft landscaping, replacement planting species, sizes, layout, densities, numbers, method of planting and maintenance regime,

as well as indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development.  
*Reason: In the interests of the visual amenity of the area and to comply with policies E15 and D1 of the Sedgefield Borough Local Plan.*

#### 8. Landscape implementation

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first available planting season following the practical completion of the development (or occupation of buildings or commencement of use) and any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

*Reason: In the interests of the visual amenity of the area and to comply with policies E15 and D1 of the Sedgefield Borough Local Plan.*

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## **STATEMENT OF PROACTIVE ENGAGEMENT**

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The Local Planning Authority in arriving at its decision have, without prejudice to a fair and objective assessment of the proposals, issues raised, and representations received, sought to work with the applicant in a positive and proactive manner. All concerns raised during the consultation and publicity period were forwarded to the applicant and satisfactorily resolved during the statutory determination period.

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## **BACKGROUND PAPERS**

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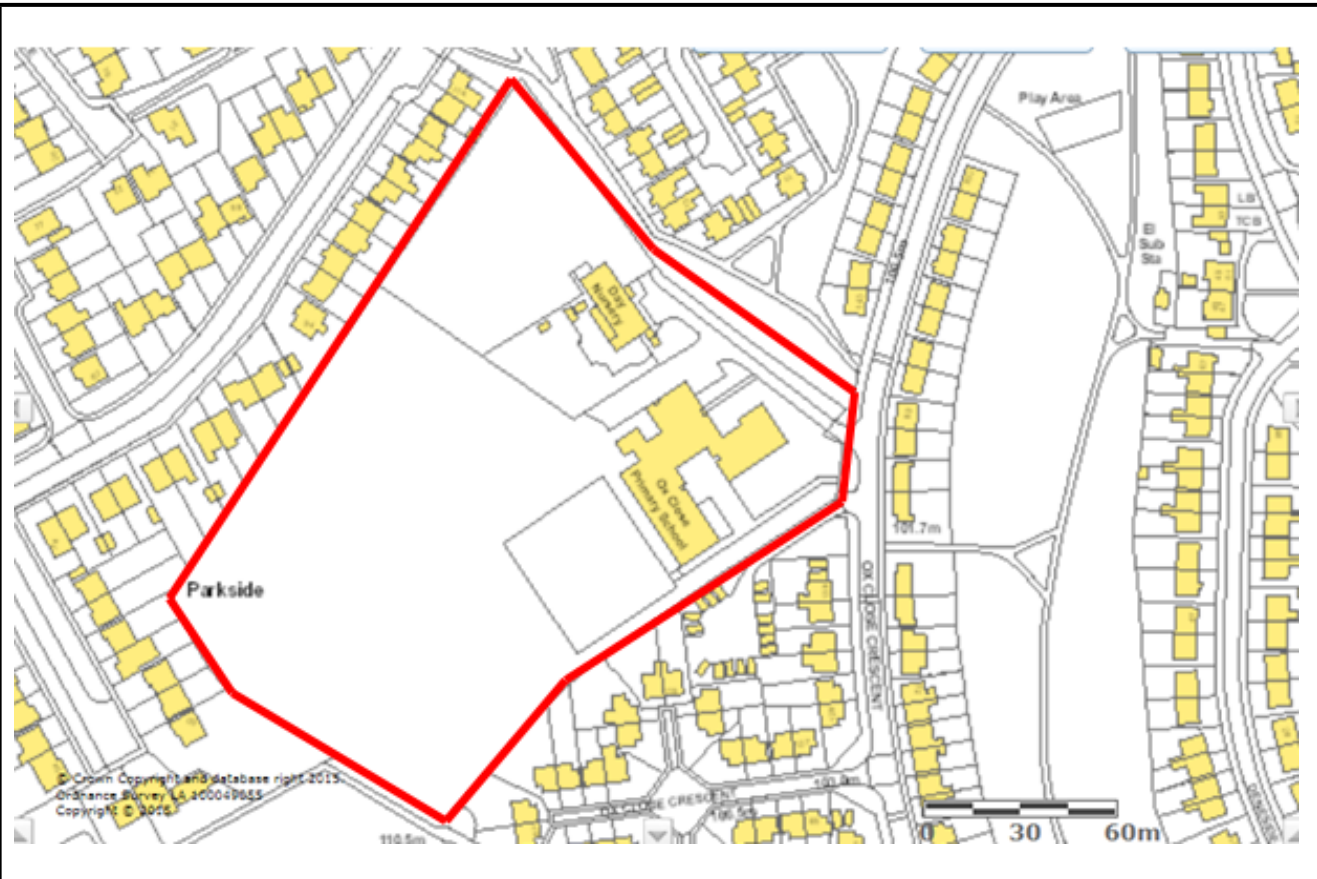
Submitted Application Forms, Plans and supporting documents

National Planning Policy Framework

Sedgefield Borough Local Plan

Statutory responses from the Highway Authority and Sport England

Internal responses from Drainage, Ecology Environmental Health (Noise) and Landscape/  
Arboriculture



**Planning Services**

Proposed school extension including new external Multi Use Games Area, staff and visitor parking and resurfacing of existing play yard

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**Comments**

**Date** 10 December 2015