

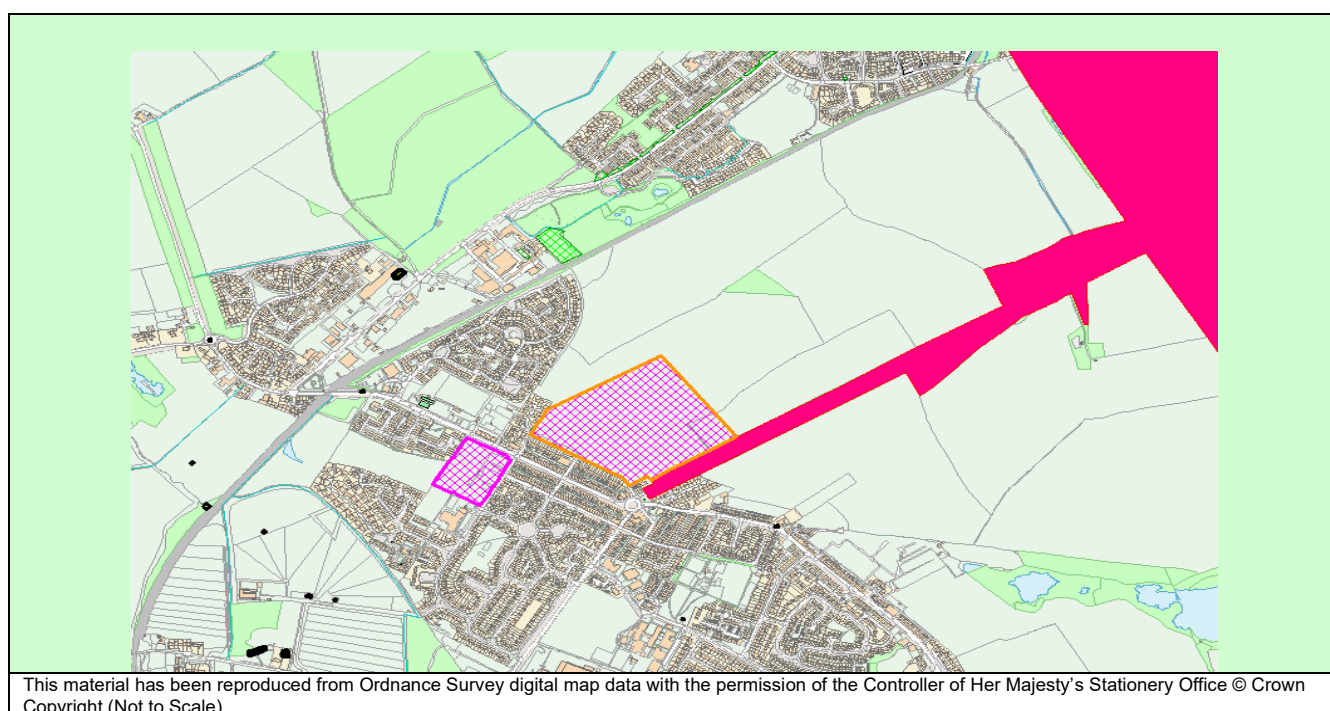


Northumberland County Council

Strategic Planning Committee 6th December 2022

Application No:	22/02627/CCD		
Proposal:	Construction of new school buildings, sports centre, external sports pitches, landscaping, parking and access at Land North of The Avenue, Seaton Delaval and parking and access at former Whytrig Middle School Site, Western Avenue, Seaton Delaval (amendment to red line boundary 27.20.2022)		
Site Address	Land East Of Allenheads/Former Whytrig Middle School, The Avenue, Seaton Delaval, Northumberland		
Applicant:	Northumberland County Council C/o Agent (DPP Planning), Studio 012 Haylofts, St Thomas Street, Newcastle Upon Tyne NE1 4LE	Agent:	Mrs Nicola Crowley Studio 012 Haylofts, St Thomas Street, Newcastle Upon Tyne, NE1 4LE
Ward	Seghill With Seaton Delaval	Parish	Seaton Valley
Valid Date:	26 July 2022	Expiry Date:	13 December 2022
Case Officer Details:	Name: Mr Richard Laughton Job Title: Senior Planning Officer Tel No: 01670 622628 Email: richard.laughton@northumberland.gov.uk		

Recommendation: That this application be minded to grant permission subject to the findings of the Ecology Report and Biodiversity enhancements and conditions



1. Introduction

1.1 This application is to be determined at Strategic Planning Committee for the reason that it does raise issues of strategic, wider community or significant County Council Interest.

2. Description of the Proposals

2.2 Full planning permission is sought for the construction of new school buildings, sports centre, external sports pitches, landscaping, parking and access at Land North of The Avenue, Seaton Delaval and parking and access at former Whytrig Middle School Site, Western Avenue, Seaton Delaval.

2.3 The application is for the construction of a new co-located middle and high school and is split between a larger main site, containing the school buildings and sport facilities, and a smaller separate site which provides the majority of the parking for the school. The all-weather sports pitches, will support the school curriculum but also for community use.

2.4 The submitted planning statement states:

“The rationale for the Proposed Development has been founded on Seaton Valley Federation’s desire to provide a financially and educationally secure future for its schools and the need for significant capital investment in the school estate. The scheme will improve the teaching and learning environment for current and future pupils in the school, including on-site sporting and community facilities that would also benefit the Seaton Valley community as a whole.

A new build school for Astley High School and Whytrig Middle School has been earmarked since 2016 due to the condition need of the building with £15.7m backlog maintenance repairs. The building is in the greatest need for replacement when compared to the rest of the local authority-maintained school estate; it also has a high level of asbestos making repairs and maintenance extremely difficult and even impossible in some areas without closing large areas of the school”.

2.7 The application proposes a symmetrical ‘E-shaped’ school building that has been sited to the eastern boundary near the Avenue (A190). It also includes a sports hall, and swimming pool to the north of the building with external sports pitches to the west of the site. The siting of the building has been chosen to provide a suitable distance from the nearest residents on Manners Gardens at 100m to reduce any overbearing impact and provide soft landscaping to mitigate the impact on outlook. The proposed external cladding materials are to be a combination of brickwork, curtain wall and metal with PV panels are proposed on the roof.

2.4 The main site comprises undeveloped agricultural land and is located north of the A190/A192 roundabout (the central ‘Avenue Head’ junction) and adjacent to the built form of the settlement. It is north-west of The Avenue, which provides the tree-lined route between the village and Seaton Delaval Hall. The main access is from Prospect Avenue, which will be utilised by coaches, school staff and for disabled access with 68 parking spaces. The coaches will have a dedicated drop-off/pick-up area and the coaches will remain on site all day after the morning drop-off. A proposed secondary

access point for refuse and delivery vehicles is from The Avenue utilising a farm access in between the line of trees.

2.5 The smaller site is located within the settlement limits of Seaton Delaval, to the south west of the main site, on a mix of previously developed land formerly occupied by Whytrig Middle School and part of a playing field. The vehicular access will be from Western Avenue and will provide 245 spaces for staff, sixth form parking and parent pick-up/drop-off. Staff and pupils will walk to the main site with upgraded pedestrian crossings. This will include a new signal-controlled crossing on the A192 Astley Road within proximity of junction with Prospect Avenue.

3. Planning History

Reference Number: C/76/C/123

Description: Erection of a county first school on site of middle school and the provision of additional playing field facilities for the middle school on 2.26 ha

Status: Approved

Reference Number: C/75/C/327

Description: Erection of a county first school and playing field facilities for existing school on 3.94 ha

Status: Replied

Reference Number: C/80/C/327

Description: Erection of garage for mini-bus

Status: Approved

Reference Number: C/80/C/327A

Description: Revised siting of mini bus garage

Status: Approved

Reference Number: C/80/C/327B

Description: Amendments to design and materials

Status: Approved

Reference Number: C/E/C/100

Description: New school to replace Seaton Delevant First School on Whytrig site

Status: Replied

Reference Number: C/05/00136/CCD

Description: Replacement for Seaton Delaval First School

Status: Approved

Reference Number: B/05/00409/CPO

Description: Replacement for Seaton Delaval First School

Status: NBBVBC

Reference Number: 12/00094/CCD

Description: The installation of solar photo voltaic panels on the school roof

Status: Approved

Reference Number: B/80/C/327

Description: Detailed application for the erection of garage for mini-bus, as amended by plan and memorandum dated 31 July 1980

Status: NONCCZ

Reference Number: 16/01969/DEMGDO

Description: Prior Notification: Demolition of existing single / part two-storey school building.

Status: Approved

Reference Number: 17/04203/FUL

Description: Siting of replacement steel container

Status: Approved

Reference Number: B/80/C/327B

Description: Amended details of mini bus garage

Status: NONCCZ

4. Consultee Responses

Seaton Valley Parish Council	Support with concerns that need to be addressed.
Highways	No objection subject to conditions
The Gardens Trust	No objection – subject to enhanced tree planting
Building Conservation	Objection – ‘Less than substantial harm’ requiring the harm to be weighed against public benefits which may arise from the proposals.
Historic England	No objections
County Ecologist	Objection – insufficient information
Environment Agency	No response received.
Lead Local Flood Authority (LLFA)	No objection subject to conditions
Public Protection	No objection subject to condition
Climate Change Team	No objections
Northumbrian Water Ltd	No objection subject to condition
County Archaeologist	No objection subject to conditions
Sport England	No objections subject to conditions
Fire & Rescue Service	No objection
Architectural Liaison Officer - Police	No objections but recommendations made to address design & crime
Northumbria Ambulance Service	No response received.
Natural England	No objections
Education - Schools	No response received.

5. Public Responses

Neighbour Notification

Number of Neighbours Notified	1186
Number of Objections	56

Number of Support	1
Number of General Comments	1

Notices

Departure & conservation 16th November 2022, 1st September 2022 & 3rd December 2022

News Post Leader 11th November 2022

Summary of Responses:

Seaton Valley Council

“Seaton Valley Council supports the construction of new school buildings and sports facilities at land north of The Avenue and parking and access at the former Whytrig Middle School site on Western Avenue in Seaton Delaval.

However, we have several concerns that we would like to see addressed before planning permission is granted:

Transport, traffic and travel

There appears to be no assessment of the traffic and pedestrian impacts on the A192/A190 at the Avenue Head roundabout because of the new planned pedestrian crossing on Astley Road and the increased use of the existing crossings. The increased use has the potential for traffic to back up and block the highway and junctions. There is also a concern for the possible obstruction and delay of emergency vehicles travelling on Astley Road to incidents in these areas. The Avenues shared cycle and footpath from Seaton Sluice to Seaton Delaval is not classed as a safe route to school for pupils due to the lack of street lighting. The council feels that students should be encouraged to walk/cycle/scooter to school, so would like to see street lighting installed on The Avenue between Seaton Sluice and the Avenue Head roundabout in Seaton Delaval to facilitate this.

We are disappointed that the plans do not include the installation of a pedestrian crossing at the top of The Avenue (A190) as we have serious concerns for the safety of children who cross the road at this point despite the advice to use the existing crossing further around the corner at the Avenue Head. The council strongly believes that a new puffin crossing should be installed to improve highway safety at this location.

There doesn't appear to have been an assessment of the increased drop-offs by car in bad weather for the 46% of students who would normally walk/cycle/scooter to school. We believe the increase in drop offs will be significant on Astley Road, Prospect Avenue, The Avenue Head and Western Avenue which could have major safety implications in these areas.

Again there doesn't appear to have been an assessment of increased traffic in the Western Avenue Estate that will be generated from the development and in particular from the large car park on Western Avenue. We believe that traffic volumes will increase substantially in this area adding to existing traffic flows generated by Seaton Delaval First School. We strongly suggest that such an assessment is carried out.

We feel that the proposed on-street parking restrictions in the vicinity of the site are inadequate as these only cover small areas of Prospect Avenue and Western Avenue. At the very least there needs to be additional parking restrictions on Astley Road and Manners Gardens (full length) during school drop off and pick up times. We would suggest that a comprehensive parking management plan is carried out.

The council would also suggest that consideration be given to a resident only parking on Manners Gardens and possibly a one-way traffic system.

The council has real safety concerns about inadequate visibility at both the Prospect Avenue and Western Avenue junctions onto Astley Road. There is also the potential of conflict between pedestrians and vehicles of local businesses. We believe that additional pavement buildouts and traffic calming measures are required.

The speed limit of the surrounding streets on Manners Gardens and Allenheads is currently 30 MPH. These limits need to be reduced to 20 MPH and a variable speed limit needs to be introduced on Astley Road, between Avenue Head Roundabout and Western Avenue, during school drop-off and pick-up times. This would mirror the speed restrictions on the A190 in Seghill that have been put in place to improve highway safety in the vicinity of the First School.

The council is particularly concerned about the effect the development may have on the glazing business on Prospect Avenue and the funeral directors on Astley Road/Western Avenue. We believe that alternative parking arrangements may need to be considered for both businesses.

The councils would suggest employing school crossing patrol operatives to patrol the crossing points on Astley Road during school opening and closing times. We think this would increase the awareness of drivers at busy periods and improve safety for students.

Noise impacts

With regard to the use of sports pitches we note that the noise impact study suggests that a 10 - 15db increase in noise in the Manners Gardens/Allenheads area can be expected. The assessments recognises that this could have significant adverse effects but only recommends that a Noise Management Plan is submitted prior to the commencement of the development. Whilst we support the submission of a Noise Management Plan, we also believe that acoustic fencing should be considered.

Visual impacts

The council would like to see a detailed landscape and visual assessment undertaken to properly assess the impact of the development on the adjacent countryside as it would appear that there will be an adverse impact on The Avenue, which lies within the Seaton Delaval Conservation Area.

This will arise from the loss of a number of mature trees to create the new service access point. We would hope that the number of trees that need to be moved is kept to a minimum and feel that there may be a need for additional planting in the area to screen the development from The Avenue, as far as possible. We also believe that the materials used to construct the new buildings and fencing should be in keeping with the conservation area”.

There are 56 objections to the application with concerns relating to:

- Loss of open countryside
- Inappropriate development in the Green Belt
- Visual impact from large scale development
- Landscape impacts
- Loss of view
- Impact to Conservation Area
- Highway safety – already traffic congestion in the area and the scheme will significantly worsen the situation; poor visibility at junctions; park and stride scheme is not safe for pupils crossing roads; parking restrictions will increase congestion and current arrangement for existing residents; circulation strategy will not be adhered to and most users will head towards main school access point or surrounding streets rather than designated car park or Western Av.; lack of space for large vehicles to manoeuvre;
- Noise and Air pollution
- Should develop existing school site or alternative site
- Detrimental impact to biodiversity, wildlife, trees and protected species
- Impact to amenity of existing residents due to additional footfall and intensification of the site; anti-social behaviour.
- Light pollution from flood lights – impact nearby residents
- Impact to local businesses
- Access will development upon a resident's garden due to land grab (this issue has not been resolved through amended plans)
- The scale of the sports facilities is unnecessary
- Disruption during construction

1 letter of support highlights the need for a school that is fit for purpose. Existing school site also has similar pedestrian safety issues. The new site location encourages students to cycle; the building will also be energy efficient; sports facilities will be welcome in the area.

The above is a summary of the comments. The full written text is available on our website at: <http://publicaccess.northumberland.gov.uk/online-applications//applicationDetails.do?activeTab=summary&keyVal=RFKQ6EQSICI00>

6. Planning Policy

6.1 Development Plan Policy

Northumberland Local Plan (March 2022):

Policy STP 1 – Spatial Strategy

Policy STP 2 – Presumption in favour of sustainable development

Policy STP 3 – Principles of sustainable development

Policy STP 4 – Climate change mitigation and adaptation

Policy STP 5 – Health and wellbeing

Policy STP 6 – Green infrastructure

Policy STP 7 – Strategic approach to the Green Belt

Policy STP 8 – Development in the Green Belt
Policy HOU 3 – Housing requirements for neighbourhood areas
Policy HOU 4 – Housing development site allocations
Policy QOP 1 – Design principles
Policy QOP 2 – Good design and amenity
Policy QOP 3 – Public realm design principles
Policy QOP 4 – Landscaping and trees
Policy QOP 5 - Sustainable design and construction
Policy QOP 6 – Delivering well-designed places
Policy TRA 1 – Promoting sustainable connections
Policy TRA 2 – The effects of development on the transport network
Policy TRA 4 – Parking provision in new development
Policy ENV 1 – Approaches to assessing the impact of development on the natural, historic and built environment
Policy ENV 2 – Biodiversity and geodiversity
Policy ENV 3 – Landscape
Policy ENV 7 – Historic environment and heritage assets
Policy ENV 9 – Conservation Areas
Policy WAT 3 – Flooding
Policy WAT 4 – Sustainable Drainage Systems
Policy POL 2 – Pollution and air, soil and water quality
Policy POL 3 – Best and most versatile agricultural land
Policy INF 2 – Community services and facilities
Policy INF 5 – Open space and facilities for sport and recreation

Seaton Valley Neighbourhood Plan 2021

6.2 National Planning Policy

National Planning Policy Framework (2021) (NPPF)
National Planning Practice Guidance (2020) (NPPG)

6.3 Other Strategies/ guidance

Planning (Listed Buildings and Conservation Areas) Act (PLBCAA)

7. Appraisal

7.1 In relation to the principle of this development in policy terms, it is considered that the following main matters are relevant and need to be considered:

- Spatial strategy
- Green Belt
- Education and community facilities
- Housing allocation and housing supply
- Protected open space

- Design and quality of place
- Environment
- Connectivity
- Climate Change

Spatial Strategy

7.2 Seaton Delaval is defined as a 'Service Centre' under Policy STP 1 of the Local Plan. Service Centres tend to serve a hinterland and in this case the Seaton Valley villages. These areas are expected to maintain and strengthen their roles, not only by accommodating a certain amount of employment and housing, but an appropriate level of services.

7.3 Service Centres have a number of key services for their communities and surrounding areas, their range and number tend to be more limited than Main Towns, such as Blyth and Cramlington. As such, 'top tier' services are not always, necessarily, directed towards them – indeed, not all of the County's service centres have either a High School or a Secondary School. Nevertheless, Seaton Delaval has a long history of providing secondary education to serve Seaton Valley.

7.4 The Spatial Strategy of the Local Plan under Policy STP 1 is predicated on the premise of proportional development within the constraints of the Green Belt. The smaller site proposed for car parking is located within the built form of Seaton Delaval however, the main site is located in the Green Belt and encroaches the open countryside as defined in the Local Plan.

7.5 Policy STP 1(g) sets out forms of development that will be supported in the open countryside and criterion (v) supports the retention, provision or improvement of accessible local services and community facilities which cannot be provided in settlements, in accordance with Policy INF 2 (Community services and facilities). Subject to the tests of Policy INF 2, the provision of improved school buildings and sports facilities which are accessible to the general public, and which support the retention of educational facilities in Seaton Delaval and the wider Seaton Valley is to be supported by Policy STP 1. However, this is on the basis that the application can adequately demonstrate that the development cannot be accommodated within the Green Belt inset boundary.

Green Belt

7.6 The main site is located within the Green Belt as defined on the Local Plan Policies Map. Policy STP 7 and Policy STP 8 of the Local Plan sets out that development will only be supported in the Green Belt if it is not inappropriate, as defined in national policy, or where very special circumstances exist to justify the development.

7.7 Paragraphs 149 and 150 of the NPPF form a closed list of development that is considered not inappropriate in the Green Belt. Paragraph 149, which relates to new buildings in the Green Belt states:

"A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

a) buildings for agriculture and forestry;

b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;

c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;

d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;

e) limited infilling in villages;

f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and

g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

– not have a greater impact on the openness of the Green Belt than the existing development; or

– not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority”

7.8 This does not include any exceptions which reflect the proposed school buildings and sports centre. Part b, relating to facilities for outdoor sport, does not apply as, although an element of the sports centre will provide facilities for the outdoor sports pitches, including changing rooms and storage, the main use of the building is for indoor sport. The proposed buildings are therefore, in line with the NPPF, inappropriate development in the Green Belt.

7.9 Paragraph 150 of the NPPF lists other forms of development that are not inappropriate in the Green Belt, including engineering operations (b) and material changes in the use of land (e). The outdoor sports provision would fall within these forms of development, subject to the proviso that it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.

7.10 Although the outdoor sports pitches are capable of being appropriate development in the Green Belt, they form an ancillary use as part of a development which, as a whole, is inappropriate in the Green Belt. In accordance with Policy STP 8 (1a) inappropriate development in the Green Belt will not be supported except in very special circumstances where other considerations clearly outweigh the potential harm to the Green Belt, and any other harm resulting from the proposal.

7.11 In accordance with the NPPF, inappropriate development is, by definition, harmful to the Green Belt (paragraph 147) and harm to the Green Belt carries substantial weight against the proposed development (paragraph 148). In addition to the harm to the Green Belt by reason of inappropriateness, other specific harm to the Green Belt may also be taken into account. In terms of considering the level of specific harm to the Green Belt, it will be necessary to assess the impact of the development against the openness and purposes of the Green Belt. Further planning harms resulting from the proposal, should also be identified and taken into account in the very special circumstances balance. This includes harm associated with other policy conflicts identified in this document and any other harm that is material to determining this application.

Very Special Circumstances

7.12 Demonstrating very special circumstances is a high test (NPPF paragraph 144) and should be decided as a matter of planning judgement. In general, whilst a number of combined positive factors may equate to very special circumstances, the appraisal should be based on qualitative rather than a quantitative assessment

7.13 In terms of impact on openness and purposes of the Green Belt, it is clear that the introduction of new educational buildings onto an entirely open and undeveloped site, out with the built form of the settlement, will harm the openness of the Green Belt and result in encroachment into open countryside. There is some containment provided by the settlement and other features such as the railway line to the north, buildings to the south and the tree-line along the Avenue to the west to offer screening and reduce visibility, which limits the harm to some extent. The location of the site and the placement of the buildings next to the existing built form of the settlement also limits harm in that the location is not remote and there are already some urbanising influences on the site. It has to be concluded therefore that there is harm to the openness of the Green Belt resulting from the school buildings and sports centre.

7.14 National Planning Policy Guidance (NPPG) states a judgement based on the circumstances of the case is required when assessing the impact of a proposal on the openness of the Green Belt. Through the courts, a number of matters in considering impacts on openness have been raised including openness being capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume. Therefore, whilst there is the obvious spatial harm to openness, the visual impacts from the town and long range views are reduced due to careful consideration of the positioning and scale of the buildings.

7.15 in terms of paragraph 138 of the NPPF and the five purposes of the Green Belt, the application will encroach into the open countryside, impact the setting of historic town in terms of the setting of the Conservation and would not encourage the recycling of derelict or urban land. The scheme however, would avoid merging with neighbouring towns and there is already an element of sprawl from the surrounding development with the school being well related to the settlement.

7.16 In terms of 'other harm' this will be referenced in more detail later in report but in summary, this relates landscape impacts, a 'less than substantial harm to the Seaton Delaval Conservation Area and the loss of an allocated site for housing.

7.17 Regarding factors weighing in favour of the scheme, the application sets out a case based upon the need for a new school and the lack of a suitable alternative site, in addition to benefits for the community associated with the new sports facilities. The provision of a new school and sports facilities significantly weighs in favour of the scheme, with support for such provision set out in paragraphs 92, 95 and 98 of the NPPF. This promotes social interaction, community cohesion, healthy lifestyles with social, recreational and cultural facilities that services the community needs. It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

7.18 The following section is a review of the submitted Green Belt Statement which has addressed the 'Very Special Circumstances' within the following headings:

- Need for the Proposed Development
- Absence of alternative sites
- Benefit to the local community in terms of educational provision
- Benefit to the local community in terms of community sports provision
- Unrivalled Benefits

Need for the Proposed Development

7.19 The need to provide enhanced educational facilities can be achieved by the replacement or new educational facilities to meet the needs of the local community which is promoted in paragraph 95 of the NPPF.

7.20 A new build school for Astley High School and Whytrig Middle School is required due to the condition of the building with a £15.7m backlog of maintenance repairs. It also has a high level of asbestos making repairs and maintenance extremely difficult and even impossible in some areas without closing large areas of the school.

Alternative Options

7.21 A series of suitable options were considered against the following criteria:

- Ownership
- Site Capacity
- Planning implications
- Access and Transport
- Timescale
- Acquisition Cost
- Title Investigation
- Location
- Support from School

“Do Nothing” Option

7.22 The current site is undersized at 56,406sqm and allows no room for expansion. The ‘Building Bulletin103’ for education facilities recommends a site size of between 69,000sqm and 86,260sqm and pitch provision needs to meet with Sport England standards. Without any redevelopment the condition of the school would further deteriorate, and costs associated with future repairs would increase and negatively impact the teaching standards. The Seaton Valley Federation have expressed concerns at the current standard and quality of the facilities. As such, this option was not considered appropriate and discounted.

Maintaining the existing facilities

7.23 This option would not solve the issue of the current size constraints of the site. The nature of the maintenance works would require decanting students to temporary accommodation and disrupt teaching and learning. The application highlights that the Seaton Valley Federation support the option to undertake improvement works however expressed disappointment at the missed opportunity to use the funds to achieve benefits over and above basic repairs. As a result, this option was not considered appropriate and was discounted.

Redevelopment of the existing Elsdon Avenue Site

7.24 The option to development the existing site appears as an obvious choice as the site has been established as a school and avoids the planning constraints of a new location outside the settlement limits. Again, the site does not offer the modern requirements for the current size standards for the school and pitch provision. The sports provision would need to be located off-site which is a less practical solution. This also provides safety concerns with pupils travelling on foot during curriculum time.

7.25 In addition, to redeveloping the site, the new buildings would need to be sited on the existing playing field so the school could continue to operate during construction. This would cause a temporary loss of sports pitches but also restrict the options for layout and design of the new scheme. As such, this option was therefore discounted.

Absence of alternative sites

7.26 Based on the outcome of the options, the applicant considered it necessary to review the option of alternative sites which presents challenges for finding a brownfield site within a small settlement under the identified size requirements.

7.27 The minimum site requirements including the sports provision of 120,000sqm sought to identify a site under following the parameters:

- Within the Seaton Valley Federation catchment area
- Good adjacency to current Whytrig and Astley Schools
- Accessible from major transport routes
- Good accessibility for travel on foot/bike
- Close to settlement boundary
- Not affected by physical features i.e. pylons, ponds, watercourses
- Minimum 120,000m² site area

7.28 There were 8 sites identified for consideration in the assessment which are all located within the defined catchment area and have been discounted for the following reasons:

1. Land at Former Whytrig Middle School & Wheatridge open space

- Undersized (it is circa 56,278sqm) and would require additional land to provide the required sports pitch provision and also prevent future expansion.

2. Land north of Double Row

- Affected by historic colliery use; expensive to remediate & develop; located within the Green Belt and adjacent to the South East Northumberland Wildlife Network

3. Land adjacent to former P&G factory, Avenue Road

- Under-sized for required development and the long shape would make it difficult to accommodate the development. No longer available for purchase Located in the Green Belt Partly within the South East Northumberland Wildlife Network area

4. Land at former Seghill Brickworks

- Under-sized for required development; affected by historic land use issues, expensive to remediate; away from current school sites; allocated for employment use; partly within the South East Northumberland Wildlife

5. *Land north of Mare Close*

- Avoiding pylons would result in difficult shaped site to meet required area; not as easily accessed on foot and located in the Green Belt

6. *Land south of Mare Close*

- Avoiding pylons would result in difficult shaped site to meet required area; not as easily accessed on foot; located in the Green Belt; separated from existing settlement by trees

7. *Land east of A192 Proximity to Holywell Ponds*

- identified as a Non-Statutory Nature Reserve Partly within the South East Northumberland Wildlife Network area; location not as central as Avenue site; located in the Green Belt

The proposed application site at The Avenue

7.29 All the sites identified have constraints that restrict the development or impact the surrounding land. Notably, the majority of sites are located in the Green Belt. Whilst it is acknowledged that the chosen site is also located in the Green Belt, it was identified to be to be more sequentially preferable.

7.30 This is due to the site being centrally located for the community and would relate well to the settlement with adequate screening from existing buildings and trees.

7.31 The benefits of the site include:

- Providing modern educational facilities for Seaton Valley;
- Improve teaching quality
- High standard of new sports facilities in a sustainable and accessible location
- Support healthy lifestyles and social cohesion;
- The size can accommodate both the school buildings and sports facilities;
- Scope to allow for future expansion if required.;
- Can meet an expanding population;
- Within walking distance to existing schools;
- Accessible with good links to transport and facilities;
- Carbon neutral design;
- Combines the middle and high school that avoids transporting pupils between sites for safeguarding

Benefit to the local community in terms of educational provision

7.32 As previously identified, the development is supported by Policy STP 1, subject to the tests set out in Policy INF 2. Part 2 of Policy INF 2 supports improvements in “... *the quantity, quality, accessibility and range of community services and facilities, and the provision of new services and facilities where these will meet an identified need*”.

7.33 The Policy does go on to make clear that such improvements must be:

“... subject to conformity with policies elsewhere in the Local Plan, and any made neighbourhood plans, which seek to ensure any significant adverse effects on the environment, habitats, heritage assets and local amenity can be avoided through good design and siting of development or that those effects can be suitably compensated for or mitigated.”

7.34 The Local Plan does strongly support the provision of up-to-date services for communities, including the provision of schools. Similarly, the NPPF also supports the provision of schools and sports facilities. As previously highlighted, Paragraph 95 affords *“great weight to the need to create, expand or alter schools”*, while paragraph 92 supports *“the provision of safe and accessible green infrastructure, sports facilities”*.

7.35 Paragraph 98 recognises that *“access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities”*.

7.36 The proposed development will significantly enhance the education offer for students in the Seaton Valley catchment. It will deliver improved teaching facilities in a new teaching environment which incorporates teaching walls and up to date technology. The new school will be significantly more accessible and DDA compliant with the swimming pool serving those pupils and the wider community who require accessible facilities.

7.37 There is an identified need for new school buildings and facilities to meet modern standards that will enable the retention of a high school in the settlement, this is given considerable weight in the planning balance to represent a significant benefit.

Benefit to the local community in terms of community sports provision

7.38 Although there are some sports facilities within the current school site, the application recognises that these are limited and the new provision of enhanced indoor and outdoor sports pitches and a swimming pool would be available for community use. This weighs in favour of the scheme which is supported by Sport England.

7.39 Sport England has been consulted and considered the application in light of the National Planning Policy Framework (in particular Para. 97), and against its own playing fields policy. The application relates to the loss of existing playing fields and the provision of replacement playing fields. Sport England assesses the proposal based on the area of playing field to be lost as a result of the proposed development and if that will be replaced by a new area of playing field of equivalent or better quality; in a suitable location, and subject to equivalent or better accessibility and management arrangements.

7.40 Astley Community High School has 3.45 Ha playing field which is set out for rugby league and football pitches for school and community use. There is a playing field of 0.86Ha in area at the former Whytrig School site which is set out for junior football. The school site's indoor sports facilities are similarly available.

7.41 The proposed site layout has increased playing field provision of 6.96Ha which includes two MUGA areas and full sized Artificial Grass Pitch (AGPs). The grass playing field areas are indicatively shown as accommodating a range of football and rugby pitches across winter months, and athletics and cricket across summer. The

proposed playing field meets the quantitative test within playing field exception 4 of Sport England's policies.

7.42 The proposed layout and design is considered to be conducive to enabling the effective management of community use. The application has confirmed that the proposed indoor and outdoor sports facilities at the proposed school will be made available to the community and secured via a community use agreement.

7.43 In addition, Sport England sought the views of key sports governing bodies including The FA (through its delivery arm – the Football Foundation) and responded to advise:

“Both playing fields are identified as being used for community football. The field associated to the now demolished former Whytrig Middle School site is used by Seaton Delaval Dynamos Junior FC and has been for over ten years. The shared Astley High School site is used by Cramlington Juniors for matches. We would expect that both of these clubs would be key community users of any new facilities”

7.44 The Football Foundation further supports *“the development of a new full size 3G pitch. As a multi-sport and multi pitch sports hub with sports centre, this would be of strategic significance for football. The Northumberland PPS (2020) identifies a significant deficit of at least five full size 3G FTPs to meet current training and match play demands for football, including within this locality”*.

7.45 The existing school contains a number of indoor sports facilities including a four court sports hall, four lane swimming pool and health and fitness suite. The Northumberland Built Sports Facility Strategy (2017) identified that each facility and their community availability was an important component of the network of community sports provision in this part of Northumberland. Sport England welcomes their re-provision within the development.

7.46 In summary, Sport England has confirmed that the proposal meets their playing field policy and the application is supported subject to conditions securing details of the community use agreement and the design and specification of the sports pitches. Their comments support the benefits for the community sports provision and identifying a positive factor within the planning balance.

Balance: Summary of very special circumstances case

7.47 It is acknowledged that the site is within the Green Belt and there is harm by reason of inappropriateness and openness, however very special circumstances do exist to outweigh this harm.

7.48 There is a clear need to deliver the new schools within the existing catchment and there are no alternative sites available to meet the requirements to accommodate a new school with a high standard of educational facilities.

7.49 Furthermore, it provides significant public benefits by providing sports pitches and fields with a modern swimming pool available for the community.

7.50 There is an urgent and identified need for the existing school building to be replaced that has to be located within the catchment area and a sustainable location.

Overall, it is considered that very special circumstances do exist which overrides harm to the Green Belt and 'other harm' identified within the report.

Loss of Protected Open Space

7.51 An area of the smaller site which is proposed for car parking is identified as Protected Open Space on the Local Plan Policies Map by virtue of it being a playing field associated with the adjacent school. Policy INF 5 of the NLP indicates that the loss of protected open space will not be supported, unless:

- a. an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- b. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
- c. the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.*

7.52 Given that the development proposal includes the provision of a range of playing pitches, in relatively close proximity to the area of protected open space that would be lost, it is considered that it would meet criterion b above. The supporting comments from Sport England verify that the enhanced playing facilities are of suitable replacement to the existing open space.

Agricultural Land

7.53 The agricultural land classification includes the main site within an 'urban' category despite it currently being a farmed field. Nevertheless, it is noted that adjacent fields to the east are Grade 3 but that the area where Wheatridge Park estate now stands (slightly to the north, was found, in a later, detailed survey, to be Grade 4. The land is not considered to be within the 'best and most versatile' category and as such, an assessment demonstrating the benefits of retaining it in productive agricultural use is not required under Policy POL 3 of the NLP.

Housing allocation

7.54 The land proposed for off-site car parking at the junction of Astley Road and Western Avenue includes part of the site of the former Whytrig Community Middle School which is allocated for housing development in Policy HOU4 of the NLP, for circa 35-45 dwellings.

7.55 Policy HOU3 of the NLP sets a requirement for the designated Seaton Valley Neighbourhood Area to deliver a minimum 540 net additional dwellings over the plan period 2016-2036. Monitoring records that there were 199 net completions within the first 6 years of the plan period 2016-2022, while there are outstanding permissions for a further 257 dwellings in the parish. Therefore, additional land will be needed to meet the requirement. The housing allocation on the former Whytrig Community Middle School site, together with that on the former Seghill brickworks site, are required to help make up the residual shortfall, (regardless of the county's overall plentiful housing land supply and delivery position).

7.56 While not part of this application, if the current Astley High School site on Elsdon Avenue was to become available for alternative use, following the development of the new school, there is potential for the previously-developed 'brownfield' part to

accommodate the same level of (if not more) housing proposed on the allocated site. However, while the Whytrig Middle School is vacant, and available for development now, it will inevitably be a number of years before the current school site, if it is indeed made available for residential use, could be redeveloped for housing. At present, the future of the existing school site is unknown.

7.57 The loss of part of the Whytrig Middle School site to car parking will have a detrimental impact upon housing supply in the Seaton Valley area, which is constrained by the Green Belt. This is considered as harm in the context of the 'very special circumstances' previously discussed.

Design and quality of place

7.58 Policy QOP1 states that in determining planning applications, design will be assessed against design principles. In summary this includes:

- Be visually attractive and incorporate high quality materials and detailing;
- Respect and enhance the natural, developed and historic environment, including heritage, environmental and ecological assets, and any significant views or landscape setting;
- Ensure that buildings and spaces are functional and adaptable for future uses;
- Facilitate an inclusive, comfortable, user-friendly and legible environment;
- Support health and wellbeing and enhance quality of life; Support positive social interaction and a safe and secure environment, including measures where relevant to reduce the risk of crime and the fear of crime;
- Not cause unacceptable harm to the amenity of existing and future occupiers of the site and its surroundings;
- Incorporate, where possible, green infrastructure and opportunities to support wildlife, while minimising impact on biodiversity and contributing to environmental net gains.

7.59 Policy QOP 4 highlights that new development will be expected to incorporate well-designed landscaping and respond appropriately to any existing landscape features.

7.60 The building has been restricted to a height of two storeys to minimise visual impact and be consistent to the existing built development in Seaton Delaval. In addition, the buildings finished floor level sits lower than the nearby road to reduce its presence further.

7.61 There is no significant loss of trees with particular preservation of the Avenue. Soft landscaping and natural features are also proposed within the site. In terms of design and use of materials, the building will be clad in a mix of brickwork, curtain walling and metal cladding for a modern appearance but sensitive to its surroundings. The general layout of the site has been designed to provide an appropriate combination of reducing the impact on the surrounding landscape, townscape, the presence to existing residents, suitable access and to fulfil the functional requirements of the school and sports pitches.

7.62 It is appreciated that whilst the location of the proposal may have a negative impact in relation to a number of principles set out in Policy QOP 1, it also allows for positive design outcomes, including enhanced open space provision and may enable potential future school expansion. Considerations such as functionality (e), security

(h), amenity (i), efficiency (k), and longevity (k) were also given priority in the design development phase. Overall, the application would achieve a balanced response in the design of the scheme.

7.63 A particularly positive aspect of the scheme is the approach to achieving an environmentally sustainable school building. The sustainability statement presents a methodology and data which indicates that the school building is net zero carbon in operation. This is also promoted in Policy STP 4 and Policy QOP 5 that supports the sustainable design and construction and adaptation to climate change. The building will make the use of air source heat pumps and photovoltaics which offset total energy and carbon emissions. Development which promotes high levels of sustainability is and this weighs in favour of the scheme in the very special circumstances balance.

7.64 Overall, there are no conflicts with the Quality of Place policies within QOP 1, QOP 4 STP 4 and QOP 5.

Residential Amenity

7.65 Policy QOP 2 promotes good design and to ensure amenity a high standard of amenity for existing and future users of the development itself and not cause unacceptable harm to the amenity of those living in, working in or visiting the local area.

7.66 The placement and layout of the school buildings respond to neighbouring uses in terms of outlook, privacy and impacts from noise and disturbances. However, it is accepted that the school will significantly intensify the use of the site with greater footfall passing the existing residential properties and surrounding streets. This is unavoidable in most case for schools that need to be close to residential areas and to meet sustainability objectives.

7.67 The location of the proposed building has been carefully considered being positioned 100m from the nearest housing and providing soft landscaping and views onto the open sports pitches. The landscaped mounds provide a natural buffer between the site and the properties and will reduce any overbearing impact of the school buildings and car headlights during the winter months. The nearest residents currently enjoy a view of open fields which will be replaced by school buildings and landscaping although it must be noted that no one has a right to a view in planning and therefore does not form a material consideration.

7.68 A Noise Impact Assessment has been submitted in support of this planning application to assess the potential disturbances from the building services plant, car parking and the sport pitches. No objections have been received from Public Protection and further expanded later in the report.

7.69 Northumbria Police did raise concerns with the new pedestrian footpaths running parallel to Manner Gardens but suggested their width should be at least 3m wide which has been complied with to avoid people passing without conflict.

7.70 There was also a general concern with the increased footfall and level of disturbance this will provide due to the location of the main site entrance. This is considered however, to be the most suitable access point to avoid harm to the Conservation Area to the Avenue and removal of trees. As highlighted in the Highways section, there will be some parking restrictions to mitigate congestion in the nearby

streets. In terms of the off-site Park and Stride, measures are proposed for new pedestrian crossings and the car park will be provided with lighting and CCTV for increased security.

7.71 It is therefore considered that the application accords with section 12 of the NPPF and NLP Policies QOP1, QOP2 and QOP5.

Heritage

7.72 The application is supported by a Site Masterplan, visualisations a Design and Access Statement (DAS) and Heritage Statement (HS). The site abuts the Seaton Delaval Conservation Area and the Seaton Delaval Registered Park and Garden along its south eastern boundary. It impinges upon these designations where access to the service area is proposed to be achieved from The Avenue.

7.73 Local Plan Policy ENV 7 seeks to ensure that any development proposal affecting heritage assets secures the conservation and enhancement of their significance, quality and integrity – including of their settings. The Policy goes on to require a proportionate heritage statement; describing the significance of the asset and any contribution made to this significance by its setting.

7.74 Regarding Conservation Areas, Policy ENV 9 seeks, “*within a conservation area, or where its setting may be affected*” to ensure that any development “*enhances and reinforces the local distinctiveness of the conservation area, while, wherever possible, better revealing its significance*”.

7.75 The Avenue is included in the Seaton Delaval Conservation Area as it forms a main landscaped approach to the Grade I Listed Seaton Delaval Hall and associated built assets.

Gardens Trust

7.76 The Gardens Trust (GT) has been consulted as the application affects Seaton Delaval, an historic designed landscape of national importance which is included by Historic England on the Register of Parks and Gardens (RPG) of Special Historic Interest at Grade II*.

7.77 GT agree with the conclusion of the Heritage Statement that the proposed development site is of low/moderate significance to the setting of Seaton Delaval RPG and thus the level of harm caused will be less than substantial and the provision of a new school has considerable public benefit which can be taken into consideration in the level of harm caused. However, there are some concerns about the proposal and consider that other mitigation measures could reduce this impact further. This includes additional tree planting along the north-east boundary and towards Avenue Head. There is no objection subject to the impact on the RPG and long-distance views being mitigated by additional tree planting along the north-east boundary of the school site and that consideration should be given to the partial restoration of the historic Avenue plantings at Avenue Head to protect and enhance The Avenue which is the historic 2km approach to Seaton Delaval Hall.

Historic England

7.78 Historic England's remit for this application is the impact the proposal would have on the setting of Seaton Delaval Hall, a grade I listed building and its grade II* registered park and garden.

7.79 The proposal would have an impact on the setting of the Hall and registered parkland because of its location next to the Avenue. This tree lined avenue has been widened and replanted since it was first set out in 1710's but it has retained its form and purpose the north aspect of the Hall is dramatically revealed at its entrance gates, a distance of around 1.9km.

7.80 The choice to route access into the school away from The Avenue, helps to maintain its integrity as an important historic feature and is by far preferable to other options where the main entrance is taken through it.

7.81 Glimpsed views of the school from the Avenue or wider views where Avenue and the school are seen together would give a slight sense of the village extending and encroaching into the historic rural estate. Noting that this has already happened with the housing on the opposite side of the Avenue and considering the distance from the Hall, Historic England concluded that the impact on the significance of both Hall and registered park and garden would be negligible and have no objection to the application.

7.82 In conclusion Historic England has no objection to the proposal, noting that by retaining the Avenue largely intact the setting of the Hall and significance of the registered parkland is maintained. This is in line with paragraph 199 of the National Planning Policy Framework which asks that great weight be given to the conservation of designated heritage assets.

Building Conservation

7.83 The proposed development site is an area of open agricultural land which lies to the west of the designated heritage asset – the Seaton Delaval Conservation Area. The Avenue leads to Seaton Delaval Hall which is Grade I listed under the Planning (Listed Building and Conservation Areas) Act 1990. It is situated within the Grade II* listed Registered Park and Garden under the Historic Buildings and Ancient Monuments Act 1953 within the Register of Historic Parks and Gardens by Historic England for its special historic interest.

7.84 The history and character of the Seaton Delaval Village is intrinsically linked to Seaton Delaval Hall, however, the spatial grain, density and uniformity in layout remains discernible, and serves to illustrate the village's 19th century development and coal mining history. This layout creates an enclosed experience of the village with views and prospects of the rural landscape – particularly to the north – channelled between building groups.

7.85 In contrast to this is the approach to Seaton Delaval Hall. The treelined approach to the Hall flanked by open agricultural land and the screen walls also mark entry into the Seaton Delaval Conservation Area. The agricultural land to the north and east of the village creates a soft rural frame to the settlement to positively enhance the heritage significance of The Avenue and its contribution to the Conservation Area and its setting.

7.86 On approach from the west (Seaton Delaval) to the Hall along The Avenue, the hierarchical relationship is noticeable and principally informed by the tree lined drive and its surviving entrance screens. The agricultural land which flanks The Avenue, forms part of the original wider Parkland of the Hall. While outside the Conservation Area, this rural enclave provides a soft frame to the designated heritage asset. Furthermore, the significance of this open landscape derives from its design intent as a buffer between the Hall and the local population. The landscape park was contrived to provide impression of wide land ownership.

7.87 This openness results in an aesthetically pleasing setting to the Conservation Area and positively contributes to its significance as the surroundings in which a heritage asset is experienced.

7.88 The Historic England's Historic Environment Good Practice Advice in Planning Note 3 (Second Edition) 'The Setting of Heritage Assets' (2017, Page 4) states:

"Settings of heritage assets which closely resemble the setting at the time the asset was constructed or formed are likely to contribute particularly strongly to significance".

7.89 The development proposals are substantial in form and layout resulting in a significant change to the landscape which bounds the settlement. This includes the construction of two large school buildings, sports fields and car parking illustrated on the submitted plans to extend along The Avenue and the boundary of the Conservation Area. It is considered, given the scale and density of the proposed scheme that it would not be redolent of the area or the established layout and pattern of development on settlement's fringe. Further it would be interpreted as an encroachment on the setting and significance of the Conservation Area. The 'soft frame' to the Conservation Area would be altered to such a degree that it would harm its setting.

7.90 Building Conservation therefore conclude having regard to the agreed definition of 'setting' in the NPPF (Annex 2: Glossary) as the surroundings in which an asset is experienced that the development proposals harm the setting and significance of the Seaton Delaval Conservation Area. As such, Building Conservation have evaluated the application having regard to Sections 12 and 16 of the NPPF and the Northumberland Plan Policies ENV 1, ENV 7 and ENV 9. It is concluded that the proposals fail to preserve the setting and significance of the Seaton Delaval Conservation Area. The application fails to preserve the setting and significance of the Conservation Area and the degree of harm identified is 'less than substantial'.

7.91 In this instance Paragraph 202 of the NPPF states:

"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use".

7.92 This is also highlighted within, part 5 of Policy ENV 5 of the Local Plan. As previously demonstrated within the Green Belt section of the report, there are clear public benefits associated with the new school that outweigh the identified harm to the Conservation Area and the scheme can therefore be justified as being in accordance with the NPPF and the Local Plan.

Landscape

7.93 A large-scale development taking up open countryside alongside the historic landscape of The Avenue, will have an impact on the character of the landscape. Local Plan Policy ENV 3, in part 1(a) states that:

“... proposals affecting the character of the landscape will be expected to conserve and enhance important elements of that character; in such cases, design and access statements should refer, as appropriate, to Northumberland Landscape Character Assessment and other relevant studies, guidance or management plans...”

7.94 In the Northumberland Landscape Character Assessment, Seaton Delaval sits within Landscape Character Area 39b. The description includes mention of The Avenue, as follows:

“... the estate woodlands of Seaton Delaval Hall provide landscape features, including a long avenue on the A190.”

7.95 The Key Qualities of the associated landscape character type, as described in part B of the Northumberland LCA, include:

“Surviving remnants of ... designed landscapes.”

7.96 While the recommended guidelines for the wider area emphasise landscape restoration and enhancement of the landscape framework, the main ‘guiding principle’ includes:

“Where key qualities remain intact, their long-term viability should be secured.”

7.97 Policy ENV 3, part 1(e) seeks to ensure that sufficient regard has been had to these guiding principles. It goes on to require a Landscape and Visual Impact Assessment (LVIA) where the proposed development is considered likely to have a significant impact on the surrounding landscape, townscape or seascape character of the site. A LVIA would have been beneficial in assisting our assessment of the impact of the school on the wider landscape but has not been submitted upon request.

7.98 The application has been supported by visualisations that highlight the scale of the main building from views on the Avenue, the roundabout on the Avenue and Astley Road, from rear gardens to the west and a sectional drawing demonstrating the lower height of the building in comparison to the existing tree line. The building is two storey and not designed any higher to reduce its mass and presence and will sit 3.6m below a main vantage point on the Avenue due to lower ground levels.

7.99 The main buildings have been positioned and designed to a scale that fits the intended purpose but also to mitigate the impact to the surroundings landscape and townscape due to the visual connection with the settlement and screening from buildings and the dense Avenue tree line. The new site would not significantly protrude beyond the existing pattern of development and avoid an overly exposed building within the field. Whilst there may be harm from long range views from the field and properties from the north and west, the site will be seen in context with the built-up area of Seaton Delaval. Historic England and The Gardens Trust also highlighted that only glimpsed views of the school from the Avenue or wider views where the Avenue and the school are seen together would give a slight sense of the village extending and encroaching into the historic rural estate. As previously highlighted, the

encroachment beyond the entrance to the Avenue has already occurred with housing to the east and west.

7.100 The proposed building is two storey and sits below the ground level of the Avenue and allows a generous buffer from the dense tree line, consequently it will be only fleetingly visible through the trees in the winter months and well screened for the remainder of the year. The tree survey, noted that the trees are an average of 10m high, although with a mix up to 15-16m high. The height of the buildings are 9.25m but the Main Hall rising to 11m but still remain lower than the trees when viewing from the Avenue.

7.101 Similarly from within the built up area and the from the roundabout from the Avenue leading down Astley Road, the building will be noticeable between the gaps of existing buildings but only fleetingly visible by passing cars. The buildings are set back from the road and will also be read as part of the existing built development of Seaton Delaval.

7.102 A LVIA has not been submitted in accordance with Policy ENV 3 but an assessment has been made through visualisations, consultee responses and a planning judgement. It is considered that there will be harm to the landscape upon an undeveloped site that has been characterised as part of the historic estate and Woodands which provides the distinction between the settlement and open countryside. The building however, has been located to be sensitive to the landscape and townscape but due to the nature of the development on an open field, the impacts are unavoidable. The landscape will be impact more prevalent from the west and north and a sense of the countryside may be lost when viewing in between buildings from within the town and the Avenue beyond the tree line.

7.103 Based on the submitted sequential test, it should be noted that other available sites would also incur landscape impacts beyond the settlement limits at more exposed locations.

7.104 In conclusion, the location has provided mitigation to its presence through design and is well screened from most public vantage points, but the landscape impacts would be considered a harm within the planning balance.

Flood Risk

7.105 Policy WAT 3 relates to flooding and states that surface water should be managed at source wherever possible, so that there is no net increase in surface water run-off for the lifetime of the development. Where greenfield sites are to be developed, the surface water run-off rates should not exceed, and where possible should reduce, the existing run-off rates. Policy WAT 4 further promotes Sustainable Drainage Systems that should be incorporated into developments whenever necessary, in order to separate, minimise and control surface water run-off, in accordance with national standards and any future local guidance

7.106 The site is not within medium or high risk flood zones '2' or '3'. There are nevertheless some minor surface water issues within the fields covered by the main site. Policy WAT 3, part 2(d) requires that surface water should be managed with some form of sustainable drainage system (SuDS), such as a soakaway system. The proposed plans demonstrate that SuDS does feature on the main site and the LLFA are satisfied subject to conditions. Similarly, Northumbrian Water has no objections

subject to a condition securing further details on foul and surface water runoff rates connecting to their system.

7.107 As such, the application is in accordance with policies WAT 3 and WAT 4 and the NPPF.

Highway Safety

7.108 Policy TRA 1 of the NLP states that the transport implications of development must be addressed as part of any planning application. Where relevant this includes the use of Transport Assessments, Transport Statements and Travel Plans where applicable and appropriate.

7.109 Policy TRA 2 of the NLP relates to the effects of development on the transport network. All developments affecting the transport network will be required to:

- “a. Provide effective and safe access and egress to the existing transport network;
- b. Include appropriate measures to avoid, mitigate and manage any significant impacts on highway capacity, congestion or on highway safety including any contribution to cumulative impacts;
- c. Minimise conflict between different modes of transport, including measures for network, traffic and parking management where necessary;
- d. Facilitate the safe use of the network, including suitable crossing points, footways and dedicated provision for cyclists and equestrian users where necessary;
- e. Suitably accommodate the delivery of goods and supplies, access for maintenance and refuse collection where necessary; and
- f. Minimise any adverse impact on communities and the environment, including noise and air quality”

7.110 Policy TRA 4 relates to parking provision in new development where an appropriate amount of off-street vehicle parking sufficient to serve new development shall be made available in safe, accessible and convenient locations prior to the development, as a whole or in part, being brought into use. Vehicle parking should normally be provided in accordance with the parking standards set out in Appendix E of the Local Plan

7.112 Highways Development Management has assessed the application and it has been identified that as part of a successful development amendments to the existing Traffic Regulation Orders (TROs) which refers to parking restriction schemes within the vicinity of the proposed new school site will be required, together with the implementation of new TROs on Prospect Avenue and Western Avenue and proposed speed limit reviews with advisory “20mph when lights flash” signage. These traffic control measures have been identified as being required in order to effectively manage the estimated vehicular traffic generated from the new school facility, and the crossing point on Astley Road is required to enable safe and suitable access to the site especially for pedestrians walking to/from the proposed larger car park on Western Avenue and the main school buildings.

7.113 It is considered that as these traffic control measures are integral to the delivery of a successful scheme full details must be provided as part of this planning application, in consultation with Northumberland County Council’s Highways Programme team. It must be demonstrated that safe and suitable access can be achieved to the site, especially for the most vulnerable of users.

Transport Assessment (TA)

7.114 A Transport Assessment has been submitted to accompany the planning application. The TA provided covers aspects of the development such as car parking, access, sustainability/viability of utilising sustainable modes of transport and trip generation details. Car parking numbers along with the Electric Vehicle provision have been reviewed and are sufficient and acceptable in highway terms.

7.115 The TA recognises that the development site is located in a good area for public transport utilisation, together with connectivity to the site by walking and cycling which is supported by adequate connectivity subject to the provision of the crossing point and access works proposed. The development site is within a sustainable location for the proposed use class and acknowledges the measures that the applicant is proposing together with encouraging the use of sustainable modes by students, staff and visitors through the School Travel Plan.

School Travel Plan

7.116 A Travel Plan has been submitted with the application. The document has been considered by the Council's School Travel Plan team and comments are summarised below -

"Comprehensive Travel Plan as a joint document for both schools, going forward each school shall have an individual travel plan through Modeshift Stars to reflect their own circumstances, which is already in progress.

A condition for a Full Travel Plan for each school is requested by means of condition, with the information to be submitted within 6 months of occupation.

Both schools shall commit to providing comprehensive travel to school information ahead of the school relocation, with the emphasis on parking and walking to the site for parents/cares, staff and pupils. This should be delivered through multiple information sources such as website, social media, assemblies etc.

The initiatives and actions identified in the action plan are allocated to a single contact or have no one yet allocated to them, with very little detail on timescales. It is advised that further details and shared responsibilities will be required to ensure that the burden isn't all on one person and a sense of buy in is created from the wider school community.

Astley Road has been identified as a potential scheme for future Local Cycling and Walking Infrastructure Plans (LCWIPs), and cycling shall be promoted by the school to staff and pupils".

7.117 Concerns were raised by the School Travel Plan team with regards to potential on street parking and congestion as a result of indiscriminate car parking within the vicinity of the site. As detailed in this assessment the effective use of school-time parking restrictions will prohibit this and detailed advice has been provided from NCC Highways Programme team with regards to the most suitable and appropriate parking restrictions to ensure that the measures are adequate.

7.118 It is advised that an updated Framework School Travel Plan (for each school) is provided prior to the first occupation of the new buildings, and thereafter within 6 months of occupation Full School Travel Plans are submitted. This information is recommended to be secured by condition.

Highway Safety

7.119 In terms of vehicular movements and access, the development will provide new vehicular access to the main school site from the existing 'stub-end' of road on Prospect Avenue, with a short section being proposed to become adopted highway before the internal roads of the school remaining private. A secondary vehicular access to the site is proposed from the A190, The Avenue, which must only be for deliveries, servicing and emergency vehicle access only; this will be recommended to be secured by condition to ensure that appropriate signage and boundary treatment is provided to ensure that no staff, student or visitor access can be achieved either by vehicle or on foot/cycle.

7.118 It is proposed that a scheme of speed limit reviews will be undertaken along Western Avenue, Manners Gardens and Prospect Avenue, lowering the speed limit to 20mph, although noting that the layout and geometries of these sections of highway do not necessarily encourage or allow higher speeds. Additionally, it is proposed that the section of Astley Road shall have school time speed restriction of 20mph, which is demonstrated by the advisory "20mph when lights flash" signage.

7.119 The vehicle swept paths that have been submitted for each entry/egress point, and within the site, have been considered and it is noted that there is no significant vehicular conflict. The introduction of parking restrictions within these areas will ensure that safe and suitable access can be achieved, and that the necessary areas will be kept clear at key times.

7.120 Given the sensitive location of the site, it is recommended that a construction method statement with supporting plan is submitted. The Construction Method Statement must demonstrate and temporary traffic management measures, temporary access, routes and vehicles to require access to the site, together with cleaning facilities, parking for site operatives and visitors, storage and welfare areas, and proposed delivery/working times. It is recommended that these details can be secured by condition.

Parking

7.121 The school site car park consists of 46 car park spaces, an additional 14 electric vehicle (EV) charging parking spaces and 8 accessible parking spaces; a total of 68 spaces within the school grounds for the parking of staff. There are additional bus and coach pick up and drop off areas located within the school grounds, and the layout provides sufficient turning, manoeuvring and circulation space to accommodate access.

7.122 The off-site car park, accessed from Western Avenue, provides a further 245 car parking spaces, with 120 of these allocated to "teacher only bays", together with sufficient space within the car park to accommodate pupil pick up and drop offs. Whilst the layout provides sufficient turning and manoeuvring space, and circulatory route can be observed, there are no details of EV charging within this car park, and these details shall be requested by condition.

7.123 Cycle storage is proposed for each school within the main school site, with areas of secure covered cycle storage within two parts of the site. No details of scooter parking have been provided, and it is requested that a commitment is made through the School Travel Plan process to increase cycle and scooter use, and therefore parking/storage required, for both schools.

Refuse Storage

7.124 The site, accessed from Prospect Avenue, has been designed to accommodate general access and can accommodate delivery of goods on a smaller scale. It is proposed that a separate service access is provided from the A190, The Avenue, for larger scale deliveries, servicing and refuse collection. Swept path analysis has been provided demonstrating the access can be achieved by the largest vehicle requiring access to the site, and these vehicles can safely and satisfactorily undertake the required manoeuvres to egress the site in a forward gear.

7.125 Highways Development Management has advised that, given the school site is proposed to provide local facilities out of school hours and term times, a Car Parking Management Strategy will be requested by planning condition to ensure that there is no congestion caused, or nuisance to local residents or businesses, as a direct result of indiscriminate parking associated with the school site. This management strategy will review and monitor the car parking provision for the site, review and implement mitigation measures where required to ensure no indiscriminate overspill car parking occurs and provide a biennial monitoring report to the Highway Authority, through the Local Planning Authority.

7.126 Highways Development Management has no objections to the application on Highway Safety grounds subject to conditions for:

- Construction Method Statement
- Implementation of car parking, circulation and manoeuvring area
- Car Parking Management Strategy
- Details of scooter parking
- Details of means of vehicular access to be constructed
- Means of vehicular access to be constructed – school site
- Means of vehicular access to be constructed – car park
- Restriction of use - This use only
- Deliveries and Servicing Management
- Traffic Management
- Implementation of cycle parking
- Details of Electric Vehicle Charging to be submitted – car park
- Implementation of Electric Vehicle Charging - school site
- Framework School Travel Plan
- Full School Travel Plan

7.127 As such the scheme accords with Policies TRA 1, TRA2 and TRA 4 of the Local Plan and the NPPF.

Public Protection

7.128 Policy POL 1 relates to unstable and contaminated land. Development proposals will be supported where it can be demonstrated that unacceptable risks from land instability and contamination will be prevented by ensuring the development is appropriately located and that measures can be taken to effectively mitigate the impacts.

7.129 Policy POL 2 relate to pollution and air, soil and water quality and development proposals in locations where they would cause, or be put at unacceptable risk of harm from, or be adversely affected by pollution by virtue of the emissions of fumes, particles, effluent, radiation, smell, heat, light, noise or noxious substances will not be supported. Development proposals that may cause pollution of water, air or soil, either individually or cumulatively, are required to incorporate measures to prevent or reduce their pollution so as not to cause nuisance or unacceptable impacts on the environment, people or biodiversity.

7.130 Ground Gas Protection measures are required for installation within the school buildings due to the sensitivity of the sites intended use and due to the gas hazard associated with the underlying Northumberland Coal Field. There is no mitigating evidence; submitted by the applicant, to verify that ground gas protection measures are not required as part of this development. Further details can be secured by conditions.

7.131 With regards to contamination, the main site is greenfield which would normally be associated with low levels of contamination. Distinctly high levels of several contaminants were noted (such as Lead) however these did not represent exceedances against standards which could be hazardous to health at this site. Given the full range of testing carried out, Environmental Protection is satisfied that the main site as a whole is suitable for its proposed use.

7.132 The western site also identified no exceedances of individual contaminants. The testing was only carried out in areas without existing hard surfacing – however as the proposed use of this area is for car parking with a same extent hard surfaced barrier between site users and the land this is considered to be a proportionate testing regime for this site.

7.133 Environmental Protection is satisfied that noise from external plant can be situated within the school buildings complex in a manner that does not cause detriment to residential amenity. Furthermore, the noise impact assessment has identified that noise from onsite vehicular movements and the playing of sports during traditional school hours will not cause significant harm to residential amenity – therefore the proposals are in line with the requirements of the NPPF.

7.134 It is understood that the applicant requires the external pitches will be used after school hours by the community. A condition is recommended specifying that prior to the operation of the later community use – a noise management plan should receive the prior written approval of the council to protect surrounding residential amenity. This must include defined hours of use, a complaints procedure and the verification of efforts to resolve noise complaints.

7.135 The residual noise risk to surrounding residential amenity (including from the playing of sport) may be controlled by the provisions of the Environmental Protection Act, 1990.

7.136 A lighting plan has been submitted which identifies one Artificial Grass Pitch and 4 individual MUGA pitches in the centre of the site as those which are to be Lit. A predictive lighting assessment has been carried out which is to a satisfactory standard – the lighting assessment does however indicate that the proposed lighting in the “post-curfew” hours (typically understood to be after 23:00) may cause detriment to residential amenity – this may be controlled by condition.

7.137 Overall, there are no objections to from Public Protection subject to conditions and the application is in accordance with Policies POL 1, POL 2 and QOP 2 of the Local Plan.

Ecology

7.138 Policy ENV 2 states that development proposals affecting biodiversity and geodiversity, including designated sites, protected species, and habitats and species of principal importance in England (also called priority habitats and species), will:

- a. Minimise their impact, avoiding significant harm through location and/or design. Where significant harm cannot be avoided, applicants will be required to demonstrate that adverse impacts will be adequately mitigated or, as a last resort compensated for;
- b. Secure a net gain for biodiversity as calculated, to reflect latest Government policy and advice, through planning conditions or planning obligations

7.139 Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

7.140 The County Ecologist however objects to the scheme at present until further information is submitted to provide:

- An Ecological Impact Assessment which assesses the correct site and with detailed assessment and a mitigation strategy for great crested newt and other protected species that have been found to be on or near the site.
- An assessment (not necessarily including use of a metric) which shows how this development is to achieve a biodiversity net gain.
- Full details of mitigation and enhancements required in the plans with full annotations

7.141 The Ecological Assessment does not correlate with the location plan and has missed an area to the east of the site. The assessment needs to include the impact to the beech hedge to the southeast of the site which is described as being on the south-eastern boundary of the site that actually now runs through the development.

7.142 The importance of Great Crested Newts is high in the area as a protected species. Further information is sought to detail how the species will be protected and opportunities for enhancements. The Ecological Assessment acknowledges that a great crested newt licence will be required, but to be able to consent this the LPA needs to fulfil the three tests inherent in the Conservation of Habitats and species regulation 2017. This requires maintenance of functional wildlife corridors between known Great Crested Newt sites and retention of sufficient habitat in or around the site, as well as articulated methods of construction which will protect populations.

7.143 A net loss for biodiversity will result from this planning application which is contrary to Policy ENV 2 and the NPPF. Further information is sought through the landscape plan to demonstrate that there will be a net gain. Areas identified for further landscaping include the areas around the sports pitches. In addition, further information is sought for breeding bird migration and confirmation that trees will not be impacted by the development.

7.144 Once the findings of the requested information have been submitted to the LPA, the County Ecologist will provide an update as to those findings and conclusions. It is expected that the Ecology Report and amended landscape plan will have been received and those findings assessed by the committee date of 6th December, at which Members will be updated.

Equality Duty

The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act. Officers have had due regard to Sec 149(1) (a) and (b) of the Equality Act 2010 and considered the information provided by the applicant, together with the responses from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

Crime and Disorder Act Implications

These proposals have no implications in relation to crime and disorder.

Human Rights Act Implications

The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the Council from acting in a manner which is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic wellbeing of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.

For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The Planning Considerations identified are also relevant in deciding whether any interference is proportionate. Case law has been decided which indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.

Officers are also aware of Article 6, the focus of which (for the purpose of this decision) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the

decision making process as a whole, which includes the right of review by the High Court, complied with Article 6.

8. Conclusion

8.1 The application raises a number of issues and it is important to consider the benefits of the scheme against the identified harm.

8.2 The development of the school buildings represents inappropriate development in the Green Belt. Therefore, in accordance with Policy STP 8, it is considered that the development has demonstrated very special circumstances.

8.3 Overall, the development proposal clearly has benefits. It provides for a new up to date school, which will ensure that school buildings and facilities meet modern standards, and enable the retention of a high school in the settlement. The proposal also provides extensive sports pitches and facilities which will be available for use by the community, and provides buildings which when operational should be net carbon zero. There is sequentially no other available site to secure the improved school and enhanced sports facilities for the local community.

8.4 The development proposal also has some harms, including policy harms such as the loss an allocated housing site under Policy HOU 4. It also has a 'less than substantial harm' for the impact to the Seaton Delaval Conservation Area and landscape impacts being developed on an open field in the open countryside.

There are also objections raised which form a material considerations. Issues in particular include highway safety and ecology concerns which have been acknowledged and conditions recommend from professional consultees.

In conclusion, the benefits and justification for the new school and sports facilities overrides the level of harm identified and the application has adequately demonstrated very special circumstances in this case. As such the application is recommended for approval subject to conditions.

9. Recommendation

That this application be minded to grant permission subject to the findings of the Ecology Report and Biodiversity enhancements and subject to the following conditions:

Conditions/Reason

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended)

02. The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved documents and plans. The approved plans for this development are:-

Location Plan N862-ONE-ZZ-XX-DR-L-00002 P02
RAW-RYD-00-00-DR-A-3000-S2-P10-GA Level 00
RAW-RYD-00-01-DR-A-3001-S2-P10-GA Level 01
RAW-RYD-00-RF-DR-A-3002-S2-P3-GA Roof Plan
RAW-RYD-00-XX-VS-A-9201-S2-P1-Main School Entrance
RAW-RYD-00-XX-VS-A-9202-S2-P1-Courtyard View
RAW-RYD-00-XX-VS-A-9203-S2-P1-Student Entrance
RAW-RYD-00-ZZ-DR-A-3010-S2-P2-Gross Internal Area
RAW-RYD-00-ZZ-DR-A-3602-S2-P1-GA Elevations Rendered
RAW-RYD-00-ZZ-VS-A-9200-S2-P1-Aerial Masterplan
RAW-RYD-MB-XX-VS-A-9204-S2-P1-Whytrig Middle School
RAW-RYD-MB-XX-VS-A-9205-S2-P1-View from The Avenue
RAW-RYD-MB-ZZ-DR-A-3600-S2-P2-GA Elevations School Building
RAW-RYD-MB-ZZ-DR-A-3800-S0-P2-GA Sections
RAW-RYD-SB-00-DR-A-3002-S2-P10-GA Plan Level 00 Sports Building
RAW-RYD-SB-RF-DR-A-3003-S2-P1-GA Roof Level Sports Building
RAW-RYD-SB-ZZ-DR-A-3600-S2-P1-GA Elevations Sports Building
RAW-RYD-SB-ZZ-DR-A-3801-S2-P2-GA Sections Sports Block
N862-ONE-ZZ-XX-DR-L-1001 P02 Proposed Landscape Site Plan
N862-ONE-ZZ-XX-DR-L-00804 P03 Proposed Landscape Sections 1 of 2
N862-ONE-ZZ-XX-DR-L-00805 Proposed Landscape Sections 2 of 2
N862-ONE-ZZ-XX-SK-L-0800 P09 Circulation Strategy
N862-ONE-ZZ-XX-SK-L-0801 P09 Secure Zoning Strategy
RAW-BGP-ZZ-ZZ-DR-C-90.4-01906 Rev P02 Vehicle Tracking at Reduced Width Entrance
RAW-BGP-ZZ-ZZ-DR-C-90.4-01905 RevP03 Fire Tender Vehicle Tracking
Travel Plan JN1894-rep-0002.8
Transport Assessment JN1894-Rep-0001.2
Proposed Speed Limit Review JN1894-Dwg-0023
Offsite Mitigation To Address Land Grab/Extended Garden Issue JN1894-Dwg-0021B Rev B
Western Avenue Outside Car Park Offsite Mitigation JN1894-Dwg-0014A Rev A
Western Avenue Offsite Mitigation JN1894-Dwg-0013A Rev A
Siteco Floodlighting Specification 5XA779127H01AA
Siteco Floodlighting Specification 5XA779117H01AA
Holophane Data Sheet MNOPOQRSTPMUPNVRPNWPXYR
Electrical services external lighting layout RAW-DES-ZZ-XX-DR-E-9601 02
archaeological mitigation by Archaeological Services Durham University written scheme of investigation 22384
geophysical survey report 5808 September 2022 by Archaeological Services Durham University
Proposed Floodlighting HLS 4541

Drainage Philosophy from BGP, dated 18 July 2022, referenced 19T2133 Rev P001;

Drawing number SVF-BGP-01-ZZ-DR-C-52-01130 Rev P01 "Overall Proposed Drainage GA";

Drawing number SVF-BGP-01-ZZ-DR-C-52-01131 Rev P01 "Proposed Drainage GA (Sheet 1 of 10)";

Drawing number SVF-BGP-01-ZZ-DR-C-52-01132 Rev P01 "Proposed Drainage GA (Sheet 2 of 10)";

Drawing number SVF-BGP-01-ZZ-DR-C-52-01133 Rev P01 "Proposed Drainage GA (Sheet 3 of 10)";

Drawing number SVF-BGP-01-ZZ-DR-C-52-01134 Rev P01 "Proposed Drainage GA (Sheet 4 of 10)";

Drawing number SVF-BGP-01-ZZ-DR-C-52-01135 Rev P01 "Proposed Drainage GA (Sheet 5 of 10)";

Drawing number SVF-BGP-01-ZZ-DR-C-52-01136 Rev P01 "Proposed Drainage GA (Sheet 6 of 10)";

Drawing number SVF-BGP-01-ZZ-DR-C-52-01137 Rev P01 "Proposed Drainage GA (Sheet 7 of 10)";

Drawing number SVF-BGP-01-ZZ-DR-C-52-01138 Rev P01 "Proposed Drainage GA (Sheet 8 of 10)";

Drawing number SVF-BGP-01-ZZ-DR-C-52-01139 Rev P01 "Proposed Drainage GA (Sheet 9 of 10)";

Drawing number SVF-BGP-01-ZZ-DR-C-52-01140 Rev P01 "Proposed Drainage GA (Sheet 10 of 10)";

Drawing number SVF-BGP-01-ZZ-DR-C-52-01141 Rev P01 "School Manhole Schedules";

Drawing number SVF-BGP-01-ZZ-DR-C-52-01143 Rev P01 "Adoptable Drainage Details";

Drawing number SVF-BGP-01-ZZ-DR-C-52-01144 Rev P01 "Private Drainage Details";

Drawing number SVF-BGP-01-ZZ-DR-C-52-01145 Rev P01 "Northern Attenuation Basin Details";

Drawing number SVF-BGP-01-ZZ-DR-C-52-01146 Rev P01 "Southern Attenuation Basin Details";

Drawing number SVF-BGP-01-ZZ-DR-C-52-01147 Rev P01 "Proposed Swale and Headwall details"

Drawing number SVF-BGP-01-ZZ-DR-C-52-01901 Rev P01 "Flood Exceedance Plan";

Design and Access Statement by Ryder

Planning Statement (this statement) by DPP

Arboricultural Impact Assessment, Method Statement, & Protection Plans by ECL

Archaeological Desk-Based Assessment by Durham University Archeological Services

Flood Risk Assessment and Drainage Philosophy by BGP

Lighting Assessment by Desco

Noise Impact Assessment by Apex

Sustainability Statement by Desco

Solmek Phase 1: Desk Study The Avenue, Seaton Delaval Faithful+Gould S200135

Phase 2: Site Investigation by Solmek S220614 November 2022

Reason: To ensure that the approved development is carried out in complete accordance with the approved plans.

03. Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water and the Lead Local Flood Authority. Thereafter the development shall take place in accordance with the approved details.

Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

04. Prior to first occupation details of the flood bund north of the northern attenuation basin shall be submitted to and agreed by the Local Planning Authority. These details shall include the effective crest height and have cross-sections through the basin showing its materials. The bund shall thereafter be carried out in accordance with the agreed details.

Reason: To ensure flood exceedance routes are kept within the development, not increasing the risk of flooding off-site.

05. Prior to first occupation educational information boards adjacent to the swales and attenuation basin shall be installed. These will inform students, teachers and visitors of the features and its use, as well as other information such as biodiversity.

Reason: To ensure users of the development are aware of the surface water drainage scheme and its features.

06. Prior to first occupation details of the adoption and maintenance of all SuDS features shall be submitted to and agreed by the Local Planning Authority. A maintenance schedule and log, which includes details for all SuDS features for the lifetime of development and includes details of the pump and 'what to do in the event of a pump failure' shall be composed within and be implemented forthwith in perpetuity.

Reason: To ensure that the scheme to dispose of surface water operates at its full potential throughout the development's lifetime.

07. No development shall commence until the details of the disposal of surface water from the development through the construction phase shall be submitted to and agreed with the Local Planning Authority.

Reason: To ensure the risk of flooding does not increase during this phase and to limit the siltation of any on site surface water features.

08. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer or a suitably qualified professional must be submitted to and approved by the Local Planning Authority, to demonstrate that all sustainable drainage systems have been constructed as per the agreed scheme. This verification report shall include:

- * As built drawings for all SuDS components - including dimensions (base levels, inlet/outlet elevations, areas, depths, lengths, diameters, gradients etc);
- * Construction details (component drawings, materials, vegetation);
- * Health and Safety file; and
- * Details of ownership organisation/adoption details.

Reason: To ensure that all sustainable drainage systems are designed to the DEFRA non technical standards.

09. Development should be undertaken in accordance with the programme of archaeological work set out in the approved Written Scheme of Investigation for Archaeological Work:

- Land at Seaton Delaval, Northumberland. Archaeological Mitigation. Written Scheme of Investigation 22384 (October 2022)

The condition will not be considered to be fully discharged until the programme of archaeological fieldwork, analysis, reporting and publication (if required) has been completed.

Reason: The site is of archaeological interest. In accordance with paragraphs 56 and 205 of the NPPF and Policy ENV 7 (7) of the Northumberland Local Plan.

10. No development shall commence until the following documents have been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England:

- (i) A detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field which identifies constraints which could adversely affect playing field quality; and
- (ii) Where the results of the assessment to be carried out pursuant to (i) above identify constraints which could adversely affect playing field quality, a detailed scheme to address any such constraints. The scheme shall include a written specification of the proposed soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.

The approved scheme shall be carried out in full and in accordance with the approved programme of implementation. The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme

11. No development of the Artificial Grass Pitch (AGP) until details of its construction, marking, enclosure, and floodlighting have been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]. The AGP shall not be constructed other than in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable

12. Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the indoor and outdoor sports facilities and include details of pricing policy, hours of use, access by non-school users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

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

13. No development shall commence until the following documents have been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England and The FA for a scaled existing and new site plan, clearly showing the layout and dimensions of all football pitches including safety margins at a minimum 1:1000 scale including details of the 3G pitch product and design specification. All pitch sizes should comply with FA recommended sizes:

Mini-Soccer U7 and U8 (5v5) 37 x 27m (43 x 33m including safety run-off area)
Mini-Soccer U9 and U10 (7v7) 55 x 37m (61 x 43m including safety run-off area)
Youth U11 and U12 (9v9) 73 x 46m (79 x 52m including safety run-off area)
Youth U13 and U14 (11v11) 82 x 50m (88 x 56m including safety run-off area)
Youth U15 and U16 (11v11) 91 x 55m (97x 61m including safety run-off area)
Youth U17 and U18 (11v11) 100 x 64m (106 x 70m including safety run-off area)
Over 18 and Adult (11v11) 100 x 64, (106 x 70m including safety run-off area)

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

14. During the construction period, there should be no noisy activity, i.e. audible at the site boundary, on Sundays or Bank Holidays or outside the hours: Monday to Friday
- 0800 to 1800, Saturday 0800 to 1300.

Reason: To protect residential amenity and provide a commensurate level of protection against noise

15. Deliveries to and collections from the demolition and/or construction phase of the development shall only be permitted between the hours:

Monday to Friday - 08:00 to 18:00
Saturday - 08:00 to 13:00

With no deliveries or collections on a Sunday or Bank Holiday, unless agreed in writing with the LPA.

Reason: To protect residential amenity and provide a commensurate level of protection against noise.

16. No building shall be constructed above damp proof course level until a report detailing the protective measures to prevent the ingress of ground gases, including depleted Oxygen (<19%), to the CS2 standard specified in BS8485:2015 (Code of Practice for the design of protective measures for Methane and Carbon Dioxide ground gases for new buildings) have been submitted to and approved in writing by the Local Planning Authority. The aforementioned report must also detail to the Local Planning Authority's satisfaction how the annulus of service ducts will be sealed to prevent gas ingress into the living space of the dwelling. Furthermore, the report shall contain full details of the validation and verification assessment to be undertaken on the installed ground gas protection, as detailed in CIRIA C735 (Good practice on the testing and verification of protection systems for buildings against hazardous ground gases)

Reason: In order to prevent any accumulation of ground gas, which may potentially be prejudicial to the health & amenity of the occupants of the respective properties.

17. No building shall be brought into use or occupied until the applicant has submitted a validation and verification report to the approved methodology in Condition 16 which has been approved in writing by the LPA.

Reason: In order to prevent any accumulation of ground gas, which may potentially be prejudicial to the amenity of the occupants of the respective properties.

18. If during redevelopment contamination not previously considered within any statement / report that has received the approval of the Local Planning Authority is identified, then a written Method Statement regarding this material shall be submitted to and approved in writing by the Local Planning Authority – the written method statement must be written by a competent person. No building shall be occupied until a method statement has been submitted to and approved in writing by the Local Planning Authority, and measures proposed to deal with the contamination have been carried out. [Should no contamination be found during development then the applicant shall submit a signed statement indicating this to discharge this condition].

“Competent Person” has the same definition as defined within the National Planning Policy Framework (NPPF) 2021

Reason: To ensure that risks from land contamination to the future users of the land and dwellings are minimised and to ensure that the development can be carried out safely without unacceptable risks to any future occupants.

19. No development shall commence, including any works of site stripping of topsoil, until a written dust management plan has been submitted and approved in writing by the Local Planning Authority. The agreed plan shall be implemented for the duration of the site works and shall include measures for the control and reduction of dust emissions associated with demolition, earthworks, construction and track out, dealing with complaints of dust and arrangements for monitoring air quality during construction. The development shall be carried out in accordance with the plan so agreed.

Reason: To ensure a commensurate level of protection against windblown dust and debris

20. The approved lighting must not emit any light on any given day when on that given day the applicant does not have bookings to use the approved football pitch. This condition may be amended in writing at any time by the Local Planning Authority.

Reason: To protect residential amenity and provide a commensurate level of protection against light

21. The approved lighting must not emit any light outside of the following days and times:

Monday - Friday – 07:00 – 23:00

Saturday, Sunday and Bank Holidays – 07:00 – 23:00

Reason: To protect residential amenity and provide a commensurate level of protection against light

22. Within one month of the approved lighting being installed and utilized as part of the development, the applicant must submit for approval to the Local Planning Authority, a verification assessment to verify that the measured lighting levels are as predicted within the following approved plans: "Proposed Floodlighting - Halliday Lighting Drawing No. HLS4541 06/07/2022" The verification report must determine the measured impact of lighting levels upon surrounding internal and external residential amenity areas. Should the results of a verification assessment show that the measured light levels exceed those as set out within the Institution of Lighting Professionals (ILP) Guidance notes of the reduction of obtrusive light 01/20 – Zone E3, a mitigation proposal must be provided for approval to the Local Planning Authority. Once approved the mitigation measures must be installed and retained in perpetuity.

Reason: To protect residential amenity and provide a commensurate level of protection against intrusive light.

23. Prior to the use of the hereby approved Multi Use Games Areas (MUGAs) and Sports pitches for the playing of sport a Noise Management Plan must be submitted for approval to the Local Planning Authority. The Plan must detail how noise from the use of the facility (both players / participants and spectators) including the non-school community use will be managed to prevent noises nuisances to surrounding residential amenity. The Plan must state start and end times for the use of all facilities and outline the process as to how a noise complaint would be investigated and any remedial actions verified to ensure that they were effective at resolving the noise hazard. Once approved the requirements of the plan must be adhered to for the lifetime of the development unless varied in writing by the Local Planning Authority.

Reason: In order to protect residential amenity from noise in accordance with paragraph 185 of the NPPF.

24. Development shall not commence until a Construction Method Statement, together with a supporting plan has been submitted to and approved in writing by the Local Planning Authority. The approved Construction Method Statement shall be adhered to throughout the construction period. The Construction Method Statement and plan shall, where applicable, provide for:

- i. details of temporary traffic management measures, temporary access, routes and vehicles;
- ii. vehicle cleaning facilities;
- iii. the parking of vehicles of site operatives and visitors;
- iv. the loading and unloading of plant and materials;
- v. storage of plant and materials used in constructing the development
- vi. Construction traffic management strategy which covers timing and numbers of movements.

Reason: To prevent nuisance in the interests of residential amenity and highway safety, in accordance with the National Planning Policy Framework and Policy TRA2 of the Northumberland Local Plan.

25. The development shall not be occupied until the car parking areas indicated on the approved plans (car park on Western Avenue and internal car parking

arrangement within the school site) have been implemented in accordance with the approved plans. Thereafter, the car parking area shall be retained in accordance with the approved plans and shall not be used for any purpose other than the parking of vehicles associated with the development.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework and Policy TRA4 of the Northumberland Local Plan.

26. The development shall not be brought into first use until a Car Parking Management Strategy has been submitted to and approved in writing by the Local Planning Authority. The approved Car Parking Management Strategy shall be adhered to in perpetuity. This Car Parking Management Strategy must include:

- i details of the provision, and management of, Electric Vehicle Parking and Infrastructure for staff;
- ii details of management and mitigation measures to ensure no overspill car parking associated with the development occurs on the surrounding highway network;
- iii a plan for monitoring and reviewing the effectiveness of the Car Parking Management Strategy; and
- iv a scheme providing for a biennial monitoring report to be submitted to the Local Planning Authority.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework and Policy TRA4 of the Northumberland Local Plan.

27. The development shall not be occupied until details of scooter parking have been submitted to and approved by the Local Planning Authority. The facilities shall be implemented in accordance with the approved details and thereafter retained in accordance with the approved plans and kept available for the storage of scooters at all times.

Reason: In the interests of highway safety and sustainable development, in accordance with the National Planning Policy Framework.

28. Notwithstanding the details submitted, the development shall not be occupied until details of the vehicular access from the A190, The Avenue, including appropriate signage and boundary treatment to restrict the use of the access to delivery, servicing and emergency access only, have been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details. Thereafter, the vehicular access shall be retained in accordance with the approved details.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework and Policy TRA2 of the Northumberland Local Plan.

29. The development shall not be occupied until a means of vehicular access from Prospect Avenue has been constructed in accordance with the approved plans.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework and Policy TRA2 of the Northumberland Local Plan.

30. The development shall not be occupied until a means of vehicular access from Western Avenue has been constructed, together with the reinstatement of kerbs and footway at redundant access points, in accordance with the approved plans.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework and Policy TRA2 of the Northumberland Local Plan.

31. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any other re-enacting or revoking Order with or without modification), the vehicular access on the A190, The Avenue, shall only be used as delivery, servicing and emergency access to the site and for no other purpose.

Reason: In the interests of highway safety, residential amenity and in accordance with the National Planning Policy Framework and Policy TRA2 of the Northumberland Local Plan.

32. The development shall not be brought into first use until a Deliveries and Servicing Management Strategy has been submitted to and approved in writing by the Local Planning Authority. The approved Deliveries and Servicing Management Strategy shall be adhered to in perpetuity. This Deliveries and Servicing Management Strategy must include:

- i details of the access, routes and vehicles associated with the site;
- ii details of the timings for deliveries and servicing of the site;
- iii details of the annual numbers of HGV's associated with the deliveries/servicing of the site;
- iv a plan for monitoring and reviewing the effectiveness of the Deliveries and Servicing Management Strategy; and
- v a scheme providing for a biennial monitoring report to be submitted to the Local Planning Authority.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework and Policy TRA1 of the Northumberland Local Plan.

33. The development shall not be occupied until the scheme for traffic management including waiting restrictions, speed restrictions, delivery vehicle restrictions where appropriate and School Keep Clear carriageway markings have been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework.

34. The development shall not be occupied until cycle parking shown on the approved plans has been implemented. Thereafter, the cycle parking shall be retained in accordance with the approved plans and shall be kept available for the parking of cycles at all times.

Reason: In the interests of highway safety, residential amenity, and sustainable development, in accordance with the National Planning Policy Framework and Policy TRA1 of the Northumberland Local Plan.

35. Prior to occupation details of Electric Vehicle Charging for the car park on Western Avenue shall be submitted to and approved in writing by the Local Planning Authority.

The approved electric vehicle charging points shall be implemented before the development is occupied. Thereafter, the electric vehicle charging points shall be retained in accordance with the approved details and shall be kept available for the parking of electric vehicles at all times.

Reason: In the interests of Sustainable Development, in accordance with the National Planning Policy Framework and Policy TRA1 of the Northumberland Local Plan.

36. Prior to occupation the Electric Vehicle Charging points shown on the approved plans shall be implemented. Thereafter, the Electric Vehicle Charging Points shall be retained in accordance with the approved plans and shall be kept available for the parking of electric vehicles at all times.

Reason: In the interests of Sustainable Development, in accordance with the National Planning Policy Framework and Policy TRA1 of the Northumberland Local Plan.

37. Notwithstanding the details submitted, the development shall not be occupied until details of a Framework School Travel Plan on the application site have been submitted to and approved in writing by the Local Planning Authority. At all times thereafter the approved Framework Travel Plan shall be implemented in accordance with the approved details. This Framework Travel Plan must include:

- i. the contact details of a suitably qualified Travel Plan Co-ordinator; - ie Headteacher or member of senior management team
- ii. an implementation programme;
- iii. an on-site assessment including details of transport links to the site, on-site facilities and any transport issues and problems;
- iv. clearly defined aims and objectives in relation to travel modes; and
- v. clearly defined senior management and staff responsibilities and roles in the implementation of the Framework Travel Plan.

Reason: In the interests of Sustainable Development, in accordance with the National Planning Policy Framework and Policy TRA2 of the Northumberland Local Plan.

38. Within six months of first occupation of the development details of a Full School Travel Plan including action plan shall be submitted to and approved in writing by the Local Planning Authority. At all times thereafter the approved Full School Travel Plan shall be implemented in accordance with the approved details. This Full School Travel Plan must include:

- i. details of and results from an initial travel to school survey;
- ii. clearly specified ongoing targets for pupils and staff travel mode shares
- iii. a plan for monitoring and reviewing the effectiveness of the Full Travel Plan; and
- iv. a scheme providing for a biennial monitoring report to be submitted to the Local Planning Authority regarding the implementation of the Full Travel Plan.

Reason: In the interests of Sustainable Development, in accordance with the National Planning Policy Framework and Policy TRA2 of the Northumberland Local Plan.

39. Notwithstanding any description of the materials in the application, no development shall be commenced above foundation level until precise details of the materials to be used in the construction of the external walls and roofs of the buildings have been submitted and approved in writing by, the Local Planning Authority. All roofing and external facing materials used in the construction of the development shall conform to the materials thereby approved.

Reason: To retain control over the external appearance of the development in the interests of amenity and in accordance with the provisions of NPPF.

Informative:

Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications/>

Guidance on Changing Room Pavilions- <https://footballfoundation.org.uk/changing-pavilion-design-key-considerations>

Agreement and works in adopted highway

You are advised that offsite highway works required in connection with this permission are under the control of the Council's Technical Services Division and will require an agreement under section 278 of the Highway Act 1980. These works should be carried out before first occupation of the development. All such works will be undertaken by the Council at the applicant's expense. You should contact Highway Development Management at highwaysplanning@northumberland.gov.uk to progress this matter.

Highway condition survey

You should note that a highway condition survey should be carried out before the commencement of demolition and construction vehicle movements from this site. To arrange a survey contact Highway Development Management at highwaysplanning@northumberland.gov.uk.

Highway works under Agreement

The following highway works will be agreed under the terms of an Agreement: amended and new site access/egress arrangements, new delivery/servicing-only access/egress, signalised pedestrian crossing point, amendments to, and provision of new, Traffic Regulation Orders and speed limit reviews, and any associated streetlight and street signage schemes.

Contact Traffic Management

You are advised to contact the Council's Traffic Management Section at streetworks@northumberland.gov.uk before and during the construction period in respect of any required temporary traffic management measures to allow access to the site.

Reminder to not store building material or equipment on the highway

Building materials or equipment shall not be stored on the highway unless otherwise agreed. You are advised to contact the Streetworks team on 0345 600 6400 for Skips and Containers licences.

Framework and Full school travel plans - Completion of the plans shall be through the Modeshift STARS scheme. Schools should have achieved bronze level by the end of year 1 of occupation. You can contact the School Travel Plan Advisor on 07989 167522

Reminder to not deposit mud/ debris/rubbish on the highway

In accordance with the Highways Act 1980 mud, debris or rubbish shall not be deposited on the highway.

Road Safety Audits

You should note that Road Safety Audits are required to be undertaken. Northumberland County Council offers this service. You should contact highwaysplanning@northumberland.gov.uk

Date of Report: 22.11.2022

Date:

Background Papers: Planning application file(s) 22/02627/CCD