

**CHESTERTON COMMUNITY SPORTS COLLEGE, CASTLE STREET,
CHESTERTON**

CHESTERTON COMMUNITY COLLEGE

18/00949/FUL

Full planning permission is sought for the erection of a new mobile classroom unit at Chesterton Community Sports College which would provide an additional 8 classrooms.

The site is located within the urban area of the Borough as well as within an area of Landscape Regeneration, as indicated in the Local Development Framework Proposals Map.

The statutory 8 week determination period for this application expired on the 22nd January but the applicant has agreed a further extension of time to the statutory determination period to the 29th March.

RECOMMENDATION

A. Subject to the applicant first entering into a Section 106 agreement by 26th April 2019 to secure a financial contribution of £5,000 for the preparation and monitoring of a Mode Shift Stars scheme to promote and encourage sustainable access to the school

PERMIT the application subject to conditions relating to the following matters:-

- 1. Standard time limit for commencement of development**
- 2. Approved plans**
- 3. 10 year temporary permission**
- 4. Construction Management Plan**
- 5. Parking and turning areas prior to occupation**
- 6. Weatherproof cycle storage**
- 7. Travel Plan**
- 8. Construction Hours**

B. Failing completion by the date referred to in the above resolution (1) of the above planning obligation, the Head of Planning be given delegated authority to either refuse the application on the grounds that in the absence of a secured planning obligation the development would fail to secure an appropriate travel plan and so the development would fail to ensure it achieves sustainable development outcomes; or if he considers it appropriate, to extend the period of time within which the obligation can be secure.

Reason for recommendation

The development will contribute towards improvement of on-site educational facilities. Subject to a temporary permission, the scale and design of the new building would not result in any long term implications for the character or appearance of the area. There are no highway safety concerns subject to conditions and a financial obligation for a Mode Star Shift travel plan to promote and encourage sustainable access to the school.

Statement as to how the Local Planning Authority has worked in a positive and proactive manner in dealing with this application

Following the submission of additional details in relation to parking provision, the proposal is considered to represent a sustainable form of development and complies with the provisions of the National Planning Policy Framework.

KEY ISSUES

Full planning permission is sought for the erection of a new mobile classroom at Chesterton Community Sports College. The site is located within the urban area of the Borough as well as

within an area of Landscape Regeneration, as indicated in the Local Development Framework Proposals Map.

There are no objections to the principle of providing additional classroom accommodation at this school and as such the main issues for consideration in the determination of this application are therefore as follows:-

- The design and impact on the character and appearance of the area,
- The implications for parking and highway safety
- What financial contributions, if any, are required?

Design and Impact upon Character of the Area

Paragraph 124 of the National Planning Policy Framework states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 of the revised framework lists 6 criterion, a) – f) with which planning policies and decisions should accord and details, amongst other things, that developments should be visually attractive and sympathetic to local character and history, including the surrounding built environment and landscape setting while not preventing or discouraging appropriate innovation or change.

Policy CSP1 of the adopted Newcastle under Lyme and Stoke on Trent Core Spatial Strategy (CSS) details that new development should be well designed to respect the character, identity and context of the area.

The development comprises a two storey modular portacabin building to be used as additional classroom space in association with the main school. It would create a further 680m² of floor area and would have the maximum dimensions 26m width X 12m depth X 6.8m height. The building would be sited to the north west of the main school on part of the existing staff/visitor car park.

It is acknowledged that the scale of the development together with the modular/portacabin structure results in the proposal appearing as a visually dominating addition to the site that is not in keeping with the design or appearance of the main school buildings. Whilst the majority of the structure would be screened from public vantage points as a result of the site layout, it is not considered that this design solution is something that should be encouraged as a permanent addition to the site.

In addition to the inappropriate appearance, the lifespan on these units is much shorter than a traditional extension or new building and due to its likely exposure to the elements it is likely that its exterior appearance will deteriorate which will have a further detrimental impact on the visual amenity of the area. In this particular case the building is much larger than average, with a floor space of 680 square meters, two storeys and external staircases, the design and scale of the building is a visually dominating feature that is out of character with the appearance of the surrounding area.

The site is also located within an area of Landscape Regeneration. In such areas Policy N22 of the Local Plan states that the Council will support proposals that would regenerate the landscape appropriate to its urban location. Where development can be permitted, developers will be expected to use the opportunity provided by the development to make a positive contribution towards landscape regeneration.

As acknowledged above, the design and scale of the development is not considered to be wholly appropriate for the appearance of the wider area, and so would not make a positive contribution towards landscape regeneration. However, on the grounds that planning permission would be subject to a temporary time period, the development would not have a permanent detrimental impact on the landscape.

Therefore a temporary permission would address the initial requirements of the applicant to increase classroom provision whilst also ensuring that the character of the area would be preserved in the long term. On this occasion a 10 year period is considered sufficient, after which point the building should be removed from site and the land made good.

Car parking and any highway safety implications

The siting of the proposed building would result in the loss of 28 of the existing parking spaces on the staff/visitor car park as well as a requirement for the flow of vehicles to be adjusted in order to accommodate the proposal. The application documents also stipulate that there would be a further 200 pupils accommodated at the school as a result of the proposed development.

Despite the encroachment of the proposed building into the existing car park, provision has been made to relocate the lost car parking spaces to an area of land to the south and south west of the development site. Therefore there would be no net loss of parking spaces as a result of the development.

Whilst the Highway Authority initially objected to the proposal, following the submission of a revised parking plan the authority no longer raises any objections subject to conditions and the securing of a financial contribution. The latter request shall be discussed in detail in the next section of this report.

The conditions requested include the provision of the parking and turning areas in accordance with the approved plans together with the provision of cycle parking and a revised travel plan prior to the occupation of the development. A pre-commencement condition is also requested in the form of the provision of a Construction Management Plan.

Therefore on balance it is not considered that the proposed development would have an adverse impact on highway safety and parking subject to appropriately worded conditions.

What financial contributions, if any, are required?

Paragraph 34 of the Framework states that plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.

Any developer contribution to be sought must be both lawful, having regard to the statutory tests set out in Regulation 122 and 123 of the CIL Regulations, and take into account guidance. It must be:-

- Necessary to make the development acceptable in planning terms
- Directly related to the development, and
- Fairly and reasonably related in scale and kind to the development.

The Highway Authority's request for a financial contribution towards a Mode Star Shift travel plan is considered to meet the statutory tests outlined above. The development would facilitate the creation of a further 200 pupil places at the school, and so the travel plan would seek to address the additional demands that the development would place on the surrounding transport network by encouraging and promoting sustainable access to the school. Therefore it is necessary to make the development acceptable in planning terms, it is directly related to this development and is fairly and reasonably related in its scale

For the avoidance of doubt it can be confirmed that the obligation would not be contrary to Regulation 123 either.

APPENDIX

Policies and proposals in the Development Plan relevant to this decision:

[Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy \(CSS\) 2006 - 2026](#)

Policy SP3:	Spatial Principles of Movement and Access
Policy ASP5:	Newcastle and Kidsgrove Urban Neighbourhoods Area Spatial Policy
Policy CSP1:	Design Quality
Policy CSP3:	Sustainability and Climate Change
Policy CSP10:	Planning Obligations

[Newcastle-under-Lyme Local Plan \(NLP\) 2011](#)

Policy T16:	Development – General Parking Requirements
Policy N22:	Areas of Landscape Regeneration
Policy IM1:	Provision of Essential Supporting Infrastructure and Community Facilities

Other material considerations

[National Planning Policy Framework](#) (July 2018)

[Planning Practice Guidance](#) (March 2014, as updated)

[Community Infrastructure Levy Regulations](#) (2010) as amended and related statutory guidance

[Supplementary Planning Guidance/Documents](#)

[Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance Supplementary Planning Document](#) (2010)

[Developer contributions SPD](#) (September 2007)

[Relevant Planning History](#)

96/00784/FUL - Community sports hall, changing facilities, astroturf pitch and associated car parking – Approved

99/00464/FUL - Community sports hall extension – Approved

07/01076/FUL - Extensions, alterations and refurbishment to sports centre – approved

10/00407/CPO - Proposed 3G synthetic pitch with floodlighting and grass pitch renovations – approved

[Views of Consultees](#)

The **Environmental Health Division** had no comments to make regarding the application

The **Highways Authority**, following the submission of additional information, have no objections to the proposal subject to conditions relating to the following:

- provision of the parking and turning areas, cycle parking and the implementation of the travel plan before the development is brought into use
- construction management plan is also requested.

In addition they have also requested that the developer enters into a Section 106 agreement to secure a sum of £5,000 for the preparation and monitoring of a Mode Shift Stars scheme for Chesterton Community College to promote and encourage sustainable access to the school.

Representations

None received

Applicant/agent's submission

The application is accompanied by the requisite application forms and indicative plan, along with the following supporting documents;

- Design and Access Statement

These documents can be viewed online searching under the application reference number 18/00949/FUL on the website page that can be accessed by following this link; <https://publicaccess.newcastle-staffs.gov.uk/online-applications/PLAN/18/00949/FUL>

Background Papers

Planning files referred to
Planning Documents referred to

Date report prepared

18th February 2019