

Application No: 21/02389/FUL

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Target decision date: 1 February 2022

Ward: Monkseaton North

Application type: full planning application

Location: Whitley Bay High School, Deneholm, Whitley Bay, Tyne And Wear, NE25 9AS

Proposal: Demolition of existing school buildings and development of a replacement school building and sports hall, along with car parking, hard and soft landscaping and access arrangements

Applicant: Department For Education, C/o Agent

Agent: Lichfields, Mr Andrew Darby Saint Nicholas Building Saint Nicholas Street Newcastle Upon Tyne NE1 1RF

RECOMMENDATION:

The Committee is recommended to:

- a) indicate that it is minded to approve the application subject to the consultation period expiring on 24th February, and the conditions set out below and the addition or omission of any other considered necessary, subject to the receipt of any additional comments received following expiry of the consultation period; and**
- b) authorise the Director of Environment, Housing and Leisure to determine the application providing no further matters arise which in the opinion of the Director raise issues not previously considered which justify reconsideration by the Committee.**

INFORMATION

1.0 Summary Of Key Issues & Conclusions

1.0 Main Issues

The main issues in this case are;

- The principle of the proposed development;
- The impact on the character and appearance of the site and the surrounding area;
- The impact upon residential amenity;
- The impact on the highway; and
- The impact on biodiversity.

1.2 Consultation responses and representations received as result of the publicity given to this application are set out in the appendix to this report.

2.0 Description of the Site

2.1 The site to which the application relates is Whitley Bay High School, which is located within a predominantly residential area of Whitley Bay. The main vehicular and pedestrian access into the site is via the public highway of Deneholm to the south. Pedestrian and cycle access is also available from the north via the Public Right of Way located to the west of the school building, which runs north to south from Monkseaton Drive to Deneholm.

2.2 The school car park is located within in the south western corner of the site. The playing fields and sporting facilities are predominantly located in the northern part of the site. The main public highway of Monkseaton Drive runs parallel to the northern boundary of the site, beyond which are residential dwellings located in the Beaumont Park area, specifically The Chesters and Clifton Grove. Allotments are located beyond the southern boundary of the application site, along with residential bungalows located on Alder Grove, and two storey dwellings on Deneholm and Valley Gardens. Valley Gardens Middle School is located to the south west of the application site.

2.3 The application site is located within an area of designated Open Space and a Wildlife Corridor (Local Plan 2017).

2.0 Description of the Proposed Development

2.1 The proposal relates to the demolition of several of the existing school buildings and the development of a replacement school building and sports hall, along with car parking, hard and soft landscaping and access arrangements.

3.0 Relevant Planning History

3.1 The application site has an extensive planning history, including the following:

01/01352/LAREG3 - Erection of two storey extension for science,art,music,drama and library. Removal of two existing mobile/temp classrooms (Revised design) – Approved 20.09.2001

01/02521/LAREG3 - Extension/modifications to existing car parking areas to create additional car parking spaces – Approved 25.02.2002

04/00476/LAREG3 - New shower and changing rooms, toilets, offices and sports stores, fencing, new and resurfaced multi-games court, floodlighting, access roads, footpaths and soft landscaping – Approved 30.04.2004

04/03425/LAREG3 - Four areas of existing school building are to have areas of glazing removed and new curtain walling and doors installed. Design and colour to match existing cladding – Approved 19.11.2004

04/04121/LAREG3 - Construction of new two storey adult centre for learning building. The new extension to be constructed next to an existing first floor bridge linking two blocks of school accommodation near the main entrance to the school – Approved 15.02.2005

12/00556/LAREG3 - Extension to form new science laboratory – Approved
28.05.2012

19/00344/FUL - Proposed lighting to sports pitch – Approved 08.05.2019

20/01021/FUL - Proposed security fence – Approved 25.09.2020

4.0 Development Plan

4.1 North Tyneside Local Plan (2017)

5.0 Government Policy

5.1 National Planning Policy Framework (NPPF) (July 2021)

5.2 National Planning Practice Guidance (NPPG) (As amended)

5.3 Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in the determination of all applications. It requires LPAs to apply a presumption in favour of sustainable development in determining development proposals. Due weight should still be attached to Development Plan policies according to the degree to which any policy is consistent with the NPPF.

PLANNING OFFICERS REPORT

6.0 Main Issues

6.1 The main issues in this case are;

- The principle of the proposed development;
- The impact on the character and appearance of the site and the surrounding area;
- The impact upon residential amenity;
- The impact on the highway; and
- The impact on biodiversity.

7.0 Principle

7.1 The Local Plan (LP) was adopted in July 2017 to guide development in the period up to 2032. The council acknowledges that the policies contained within the LP predate the publication of the revised NPPF however, it is clear from paragraph 219 of the NPPF that "... existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)." The Council considers that the LP policies set out in this report are consistent with the NPPF and can be afforded significant weight.

7.2 Paragraph 11 of NPPF introduces a presumption in favour of sustainable development, which amongst other matters states that decision takers should approve development proposals that accord with an up-to-date development plan without delay.

7.3 Paragraph 95 of NPPF states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local authorities should give great weight to the need to create, expand or alter schools.

7.4 Paragraph 98 of NPPF states 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 and can deliver wider benefits for nature and support efforts to address climate change.

7.5 Paragraph 99 of NPPF states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on 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.

7.6 Sport England's 'Playing Fields Policy and Guidance' states that Sport England will oppose the granting of planning permission for any development which would lead to

the loss of, or would prejudice the use of:

- all or any part of a playing field, or
- land which has been used as a playing field and remains undeveloped, or
- land allocated for use as a playing field unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.

These exceptions are:

- 1) A robust and up-to-date assessment has demonstrated, to the satisfaction of Sport England, that there is an excess of playing field provision in the catchment, which will remain the case should the development be permitted, and the site has no special significance to the interests of sport.
- 2) The proposed development is for ancillary facilities supporting the principal use of the site as a playing field and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.
- 3) The proposed development affects only land incapable of forming part of a playing pitch and does not reduce the size of any playing pitch, result in an inability to use the pitch, reduce the sporting capacity of the playing fields, result in the loss

of other sporting provision, or prejudice the use of any part of a playing fields and pitches.

4) The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field of equal or better quality, of equal or greater quantity, in a suitable location and subject to equal or better accessibility and management.

5) The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field

7.7 Strategic Policy S1.4 states that proposals for development will be considered favourably where it can be demonstrated that they would accord with the strategic, development management or area specific policies of this Plan. Should the overall evidence-based needs for development already be met additional proposals will be considered positively in accordance with the principles for sustainable development.

7.8 Policy DM1.3 of the Local Plan states that the Council will work pro-actively with applicants to jointly find solutions that mean proposals can be approved wherever possible that improve the economic, social and environmental conditions in the area through the Development Management process and application of the policies of the Local Plan. Where there are no policies relevant to the application, or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise.

7.9 Policy DM5.2 states that the loss of any part of the green infrastructure network will only be considered in the following exceptional circumstances:

- a. Where it has been demonstrated that the site no longer has any value to the community in terms of access and function; or,
- b. If it is not a designated wildlife site or providing important biodiversity value; or,
- c. If it is not required to meet a shortfall in the provision of that green space type or another green space type; or,
- d. The proposed development would be ancillary to use of the green infrastructure and the benefits to green infrastructure would outweigh any loss of open space.

7.10 Where development proposals are considered to meet the exceptional circumstances above, permission will only be granted where alternative provision, equivalent to or better than in terms of its quantity and quality, can be provided in equally accessible locations that maintain or create new green infrastructure connections. Proposals for new green infrastructure, or improvements to existing, should seek net gains for biodiversity, improve accessibility and multi-functionality of the green infrastructure network and not cause adverse impacts to biodiversity.

7.11 Policy DM5.3 states that accessible green space will be protected and enhanced to be of the highest quality and value. New development should sustain the current standards of provision, quality and value as recorded in the most up-to-date Green Space Strategy. Opportunities should be sought to improve provision for new and existing residents.

7.12 Policy S7.10 states that the Council will ensure that local provision and resources for cultural and community activities are accessible to the neighbourhoods that they serve. Specifically, it advises that access to education will be enhanced and where necessary improved throughout the Borough. Existing provision will be enhanced, and multi-purpose use encouraged, providing a range of services and resources for the community, at one accessible location. Opportunities to widen the cultural, sport and recreation offer will be supported, and the quantity and quality of open space, sport and recreation provision throughout the Borough will be maintained and enhanced.

7.13 The applicant has advised that Whitley Bay High School has been identified within the DfE School Rebuilding Programme as one of a group of North Eastern schools most in need of urgent repair. The proposed new school building is to be located within the northern part of the school site, on an area of open space. Once the new school has been constructed the majority of the existing buildings will be demolished (three blocks will be retained) creating new open space in the southern part of the site. This will include the retention of the existing MUGA, 7-side pitch and the creation of a new football pitch with spectator areas. A Sensory and ARP garden are included to the north of the site alongside Monkseaton Drive. The applicant has stated that the proposed development will therefore provide betterment in terms of the level of open space available across the site, whilst consolidating the existing buildings into a smaller footprint.

7.14 Sport England has been consulted and their comments will be reported to the planning committee via an addendum.

7.15 The application site is an existing secondary school located on an area of designated educational open space. Therefore, the principle of the redevelopment of the site for educational purposes is in accordance with the site's allocation in the Local Plan and it is considered that it will improve educational facilities within this part of the borough to meet the needs of the local community, in accordance with the objectives of the NPPF.

7.16 Members are advised that the principle of building a new school on this site is acceptable, and accords with the NPPF and aforementioned Local Plan policies.

8.0 Character and Appearance

8.1 NPPF states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Development should be visually attractive as a result of good architecture, layout and appropriate and effective landscaping; be sympathetic to the local character and history, including the surrounding built environment and landscape setting; and establish or maintain a strong sense of place.

8.2 Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes (NPPF para. 134).

8.3 Para.199 of NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

8.3 Policy DM6.1 of the Local Plan states that applications will only be permitted where they demonstrate high and consistent design standards. Designs should be specific to the place, based on a clear analysis the characteristics of the site, its wider context and the surrounding area.

8.4 The Council's Design Quality SPD states that innovative design and layout will be encouraged, provided that the existing quality and character of the immediate and wider environment are respected and enhanced and local distinctiveness is generated. It also states that all new buildings should be proportioned to have a well-balanced and attractive external appearance.

8.5 Concerns have been raised by local residents with regard to the impact of the proposed development on the visual amenity of Monkseaton Drive and the loss of the open view/green space. These concerns are noted.

8.6 The applicant has advised that the proposed development will provide a high quality, student environment, which is calm and welcoming whilst retaining and enhancing the public right of way which runs through the site. The applicant considers that the proposal will sensitively respond to the neighbouring Monkseaton Conservation Area. It will retain existing tree lines and be as sustainable as possible to meet the DfE's new sustainability specification. It will create an efficient building footprint, which is flexible and adaptable to meet future needs respond to the constraints of the site and the retained buildings.

8.7 The applicant engaged in pre-applications discussions with the Local Planning Authority. At that stage, the Design Officer noted the location of the proposed building to the north of the site in a setting adjacent to the designated Monkseaton Conservation Area (to the east). It was advised that the proposed development could impact on the street scene and that high quality design would be expected with careful consideration given to the scale and mass. It was also noted that the proposed building is three stories high, which is higher than the existing school buildings, and that justification should be provided with regard to the height. Advice was provided that opportunities should be taken reduce the massing of the three-storey building by creating step backs and features.

8.8 The applicant has advised that the form and mass of the new buildings are driven by the functional and environmental demands of the brief and lifecycle. However, noting the comments provided by the Design Officer, they have created opportunities to break the rhythm of the façade. Examples of this include the

introduction of glazed breaks in the façade; the treatment of the western façade with the inclusion of double height glazed slots and infill metal panels; a two-storey recessed entrance; the creation of the undercroft in the inner courtyard for external dining (creating a visual break), and; articulation of the façades with a blue brick and metallic gold window, louvres and pressed metal insulated panels. A similar approach has been taken to the sports block where there is more emphasis on the verticality of the large format anthracite metal cladding sitting over a robust buff brick base with the same colourways for doors as the main façade.

8.9 Furthermore, the applicant has advised that the building has been designed to respond sympathetically to Monkseaton Drive and its existing tree cover (additional planting will be located adjacent to the northern boundary where trees have recently been removed), as well as the site's wider setting which includes Monkseaton Conservation Area to the east. This includes the use of appropriate materials such as two high quality brick types which deliver the life cycle requirements as well as a fitting expression for the building and robustness in use, and; aluminium windows, curtain walling and integrated louvres, with a metallic powder coating finish; aluminium (non-combustible rock wool core) composite cladding panels for infills.

8.10 The impact of the proposed development on the setting of the Conservation Area has been considered within the submitted Historic Environment assessment. This notes that the application site is some distance from the historic core of Monkseaton. Most of the conservation areas lies to the south of the school and is separated from it by housing, such that it will have no interaction with the development. The conservation area to the east of the park incorporates 20th-century housing. Many of the views out from the area are channelled along roadways and are often not long-ranging due to topography and the development pattern. The views across to the site from the conservation area are from within Churchill Playing Fields and from the rear of properties to the east of the park. These are screened by trees. The school buildings are apparent from the conservation area when the vegetation is low in the winter months. The assessment states that these views are not significant and do not impact on nor detract from the setting of the conservation area. Additional buildings at the site would similarly be largely screened from view of this part of the conservation area and it is considered that there would be no significant impact on the setting of the conservation area from the development.

8.11. Members need to consider whether the proposed design is acceptable and whether it would harm the character and appearance of the surrounding area, including the setting of the Conservation Area. It is officer advice that, on balance, the proposal is acceptable in terms of design, scale and massing; and the relationship with the surrounding area.

9.0 Residential Amenity

9.1 Paragraph 185 of NPPF states that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution. In doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise

from new development, and avoid noise giving rise to significant adverse impacts on health and quality of life.

9.2 The NPPF states that planning should always seek to ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

9.3 Policy S1.4 of the Local Plan states that development proposals should be acceptable in terms of their impact upon local amenity for new or existing residents and businesses, adjoining premises and land uses.

9.4 DM5.19 states that development proposals that may cause pollution either individually or cumulatively of water, air or soil through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, and other pollutants will be required to incorporate measures to prevent or reduce their pollution so as not to cause nuisance or unacceptable impacts on the environment, to people and to biodiversity. Development that may be sensitive (such as housing, schools and hospitals) to existing or potentially polluting sources will not be sited in proximity to such sources. Potentially polluting development will not be sited near to sensitive areas unless satisfactory mitigation measures can be demonstrated.

9.5 Policy DM6.1 of the Local Plan states that proposals are expected to demonstrate a positive relationship to neighbouring buildings and spaces; a safe environment that reduces opportunities for crime and antisocial behaviour; and a good standard of amenity for existing and future residents and users of buildings and spaces.

9.6 The nearest residential properties are located to the north beyond Monkseaton Drive and to the south on Denholm and Valley Gardens. Objections have been received from local residents to the north with regard to the impact of the proposed development on their residential amenity, in terms of loss of privacy, outlook and light pollution, and these are noted. However, at its closest point the new school (the sports hall) will be located approximately 7.5m within the northern boundary of the site and almost 53m from the side elevation of No.14 Clifton Grove. The main three storey school building will be set back within the northern boundary of the site by approximately 14.5m - 19.5m and at least 74.5m from the main front elevations of No's 9, 11, 13 and 15 Clifton Grove. Due to this significant distance, the existing screening provided by the tree coverage between Clifton Grove and Monkseaton Drive and the new planting, which will soften the impact of the proposal and provide increased screening within the northern perimeter of the school site, it is not considered that the proposed school will result in such harm to the existing standard of outlook, daylight, sunlight or privacy currently enjoyed by the occupiers of these dwellings that refusal of the application could be justified on these grounds.

9.7 The impact of the new school buildings on the residents of Valley Gardens, Denholm and Alder Grove to the south will be minimal given that the new school buildings will be located further away from these properties than the existing school.

9.8 The Environmental Health Officer has reviewed the application and raised concerns with regard to the impact on potential noise arising from the site from the use of the proposed new sport pitch and new plant and equipment installed at the redeveloped site. She has also raised concerns about potential light pollution, potential dust nuisance from the demolition and construction phase and potential noise from the use of the site during the evening as it is noted the sports facilities will be available for community use thereby extending their use beyond the normal school day. These concerns are noted.

9.9 In order to address the above the concerns, the Environmental Health Officer has suggested several conditions. These are set out at the end of this report and it is considered they will adequately address the impact of the proposed development on residential amenity.

9.10 Concern has also been raised by local residents with regard to the impact of the construction phase of the development in terms of noise and pollution. These concerns are also noted. Some disruption is inevitable during the construction phase. However, the applicant has submitted a Construction Method Statement which identifies measures to control these issues and minimise the impact. Conditions will also control the hours during which demolition and construction can take place and dust suppression measures. Construction traffic will enter the site via Monkseaton Drive, rather than Deneholm.

9.11 Members need to consider whether the impact on the amenity of the occupiers of nearby residential dwellings is acceptable. It is officer advice that the impact on amenity is acceptable subject to the suggested conditions.

10. Highway Impact

10.1 NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals. It states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

10.2 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

10.3 Paragraph 111 of NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

10.4 Local Plan Policy DM7.4 New Development and Transport states that the Council and its partners will ensure that the transport requirements of new development, commensurate to the scale and type of development, are taken into account and seek to promote sustainable travel to minimise environmental impacts and support residents health and well-being.

10.5 The Transport and Highways SPD set out the parking standards for new development.

10.6 Objections have been received with regard to the proposed access to the site with many residents viewing the planning application as a good opportunity to address existing traffic congestion and highway safety problems by creating vehicular access from Monkseaton Drive, rather than continuing to use the existing vehicular access from Deneholm. This is noted. However, the applicant, the Department for Education, has advised that the proposed scheme is funded from their School Rebuilding Programme. This programme prioritises new school facilities based on existing building condition. At Whitley Bay High School, funding has been provided to replace the 1960s system-built facilities that are now coming to end of design life. As the development is on an existing school site with no increase in pupil capacity, funding is only provided for the replacement buildings. In this context, there is therefore no scope to alter the school access arrangements as part of the current planning application.

10.7 Parking provision will largely be retained as existing, with additional parking created as a result of removing the existing portable classroom. This will result in the site providing 144 parking spaces for cars, two minibuses and two motorcycle bays. Seven accessible bays, seven electric charging points, including one accessible bay and one designated visitor bay. In addition, there will be a drop-off facility for taxis/parents with the capacity to accommodate four cars. 158 cycle parking spaces are also proposed with room available to provide more if required. This is broken down as 138 under-cover spaces for students, utilising some of the existing cycle racks. 10 visitor spaces will be provided adjacent to the main entrance and 20 spaces dedicated for staff behind the secure line. 10 visitor spaces are also proposed in the form of cycle hoops adjacent to the main entrance.

10.8 The Council's Public Rights of Way (PROW) Officer asked a number of questions regarding the existing PROW. In response the applicant has confirmed that the existing PROW is to be retained on its current line and at the same level. In some areas the path width will be increased slightly. The PROW will be kept open during construction and there is no intention to resurface it. Overall, the DFE's funding typically relates to the provision of new school buildings, and not for wider enhancements to the wider site's infrastructure. At this stage, therefore, the focus has been upon ensuring the legibility of the site and the integration of the new development.

10.9 The Highway Network Manager has commented and recommends conditional approval.

10.10 The Sustainable Transport Team have also commented and raised no objection to the proposed development subject to the attachment of a condition requiring the submission of a Travel Plan and a Travel Plan Monitoring Fee to be secured via a S106 Agreement. However, the contribution is not considered necessary. Travel Plan Monitoring can be secured by a condition and does not require a legal agreement with a financial contribution.

10.11 Members need to determine whether the proposed development is acceptable in terms of parking provision and the impact on highway safety. It is officer advice that it is.

11.0 Impact on Biodiversity

11.1 An environmental role is one of the three dimensions of sustainable development according to NPPF, which seeks to protect and enhance our natural, built and historic environment by amongst other matters improving biodiversity.

11.2 Paragraph 174 of NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

11.3 Paragraph 180 of NPPF states that when determining planning application that if significant harm to biodiversity cannot be avoided, or as a last resort compensated for, then planning permission should be refused.

11.4 Policy DM5.5 of the Local Plan states that all development proposals should amongst other matters protect biodiversity and minimise the fragmentation of habitats and wildlife links.

11.5 Local Plan Policy DM5.6 states that proposals that are likely to have significant effects on features of internationally designated sites, either alone or in-combination with other plans or projects, will require an appropriate assessment. Proposals that adversely affect a site's integrity can only proceed where there are no alternatives, imperative reasons of overriding interest are proven and the effects are compensated.

11.6 Policy DM5.7 states that development proposals within a wildlife corridor must protect and enhance the quality and connectivity of the wildlife corridor. All new developments are required to take account of and incorporate existing wildlife links into their plans at the design stage. Developments should seek to create new links and habitats to reconnect isolated sites and facilitate species movement.

11.7 The site is designated as Open Space by the Local Plan and lies within a Wildlife Corridor. The applicant has submitted an Ecological Impact Assessment, Biodiversity Net Gain Assessment, Arboricultural Impact Assessment and detailed landscape/planting plans.

11.8 The applicant has advised that the proposed external landscaping creates a suitable school environment and maximises the provision of open space, biodiversity and urban greening as well as new sports facilities. Existing trees, including flowering ornamental cherry trees, flank the boundary running adjacent to Monkseaton Drive with small groups and individual trees located elsewhere across the site. The existing trees will be retained where possible, with additional trees proposed as mitigation and as part of the requirement to increase biodiversity across the site. The AIA has recommended that a number of trees

should be removed due to their health, including the evergreen multi-stem trees adjacent to Monkseaton Drive. These trees have been removed and will be replaced with flowering Cherry trees to strengthen this boundary.

11.9 Mitigation planting will be provided largely to the site boundaries and new green spaces in the heart of the site. Low maintenance ornamental and wildflower planting is proposed throughout the site using native species of local provenance where possible. All planting around the buildings will be low maintenance and include evergreen plants to provide structure to ensure that newly planted areas look good all year round. New medium to large shrub planting will be limited to boundaries to ensure natural surveillance across the site is maintained. A number of swale features are proposed which have the potential to create damp meadow habitats.

11.10 The Council's Biodiversity Officer and Landscape Officer have reviewed the proposals and requested additional information. Their final comments will be reported to planning committee via an addendum.

12.0 Other Issues

12.1 Flood Risk and Drainage

12.2 NPPF states that when determining applications, local planning authorities should ensure that flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where informed by a site-specific flood risk assessment following the Sequential Test.

12.2 Policy DM5.12 Development and Flood Risk states that all new development should contribute positively to actively reducing flood risk in line with national policy, through avoidance, reduction, management and mitigation.

12.3 The site falls within Flood Zone 1, which is the lowest risk of flooding, and is not located within a Critical Drainage Area. The applicant has provided a Flood Risk Assessment, which has identified that attenuation will be required.

12.4 The Council's Local Lead Flood Authority have reviewed the application documents and advised that they have no objections subject to a condition requiring the submission of a detailed drainage design to include further details on the proposed attenuation features (cross section / long section of attenuation pond and details of underground storage tank construction).

12.4 Northumbrian Water have provided comments and raise no objections subject to the development being carried out subject to a condition that the development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Flood Risk Assessment & Drainage Strategy".

12.5 Members are advised that the proposed development would have an acceptable impact upon flood risk, subject to the suggested conditions.

12.6 Ground Stability

12.7 Paragraph 184 of NPPF states that where a site is affected by contamination of land stability issues, responsibility for securing safe development rests with the developer and/or landowner.

12.8 Policy DM5.18 'Contaminated and Unstable Land'; states that where the future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must be accompanied by a report.

12.9 The application site is located within a Coal Authority Referral Area. The Coal Authority has raised no objection to the development and have advised that the information submitted within application adequately addresses the potential impact of coal mining legacy.

12.10 The Contaminated Land Officer has been consulted and her comments will be reported to planning committee.

12.11 Members must determine whether the proposed development is acceptable in terms of ground stability. Officer advice is that the proposal is acceptable in this regard.

13.0 Planning Obligations

13.1 Paragraph 55 of NPPF states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

13.12 Paragraph 57 of NPPF states that planning obligations must only be sought where they meet all of the following tests:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and
- c) Fairly and reasonably related in scale and kind to the development.

13.13 Policy S7.1 states that the Council will ensure appropriate infrastructure is delivered so it can support new development and continue to meet existing needs. Where appropriate and through a range of means, the Council will seek to improve any deficiencies in the current level of provision.

13.14 Policy DM7.2 states that the Council is committed to enabling a viable and deliverable sustainable development. If the economic viability of a new development is such that it is not reasonably possible to make payments to fund all or part of the infrastructure required to support it, applicants will need to provide robust evidence of the viability of the proposal to demonstrate this. When determining the contributions required, consideration will be given to the application's overall conformity with the presumption in favour of sustainable development.

13.15 Policy DM7.5 states that the Council will seek applicants of major development proposals to contribute towards the creation of local employment

opportunities and support growth in skills through an increase in the overall proportion of local residents in education or training.

13.16 The Council's adopted SPD on Planning Obligations (2018) states that the Council takes a robust stance in relation to ensuring new development appropriately mitigates its impact on the physical, social and economic infrastructure of North Tyneside. Notwithstanding that, planning obligations should not place unreasonable demands upon developers, particularly in relation to the impact upon the economic viability of development. The Council will consider and engage with the applicants to identify appropriate solutions where matters of viability arise and require negotiation.

13.17 The following contribution has been requested by service areas:

- Travel Plan Monitoring Fee: £2,500 (£500 per annum)

13.18 The above contribution is not considered necessary. Travel Plan Monitoring can be secured by a condition and does not require a legal agreement with a financial contribution.

13.19 A CIL payment will not be required for this development.

13.20 Sustainability

13.21 Section 14 of the NPPF sets out the Government's objectives for the planning system in terms of meeting the challenge of climate change, flooding and coastal change. Para.152 of the NPPF states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure. Paragraphs 153 through to 158 set out measures for the planning system to address the climate change challenge, including the planning of green infrastructure, reduction of greenhouse gas emissions and increasing the use and supply of renewable and low carbon energy and heat. A planning application should be approved if its impact is, or can be made, acceptable.

13.22 Policy DM7.6 of the Local Plan states that proposals for development involving the provision of renewable and/or low carbon technologies, including micro-generation technologies, will be supported and encouraged except where the proposal would have unacceptable adverse effects that are not outweighed by the local and wider environmental, economic, social and other considerations of the development.

13.23 The applicant has submitted a Sustainability Statement which it provides details of the sustainable design philosophy for the new building at Whitley Bay High School. The document outlines the passive design strategy followed in order to ensure the new school operates as efficiently as possible and provides a healthy and productive environment for the school users, and the wider local

community. A Net Zero Carbon roadmap has been provided for the School to develop as part of the journey to Net Zero Carbon in operation by 2050.

13.24 The project funding is reliant on the proposals meeting the DfE Output Specification including their new Sustainability Brief. This places a substantial emphasis on delivering new school buildings that are sustainable and seek to address the challenges of the climate emergency. In order to comply with these specifications, there are a large number of requirements that the building envelope, and in turn its appearance, need to address. These include the following:

- Meeting minimum standards for daylight, assessed through climate-based daylight modelling, to provide a high-quality internal environment and minimise the use of artificial light;
- Mitigating overheating risk in warmer seasons and minimising heat loss during colder seasons through the optimisation of glazing area, shading, glass performance and window layout;
- Maximise airtightness and levels of insulation to minimise heat loss;
- Provide sufficient natural ventilation to mitigate overheating in warmer seasons and allow for sufficient air changes in cool seasons whilst not resulting in excessive heat loss and in turn the need to heat spaces. This has to be achieved through the provision of opening windows and/or louvres and heat recovery ventilation units;
- Mitigate the risk of glare and ensure that natural ventilation systems can operate when shading devices such as blinds are in use
- Provide a roof with integrated photovoltaic cells which requires the roof to be of a flat roof construction rather than pitched.
- Not exceeding the project capital funding which is derived from a national formula based on benchmark cost data. This places limitations on the palette of materials and architectural language that can be utilised within the proposed scheme.

13.25 It is clear from the information submitted that the design of the proposed development fully acknowledges the need to address climate change, and indeed that the DfE's requirements in this respect have heavily influenced the design. It is officer advice that the proposed development is acceptable in this respect.

13.26 Members need to determine whether the proposed development is acceptable in terms of its provision of renewable and/or low carbon technologies, incorporation of green infrastructure and measures to reduce greenhouse gas emissions in accordance with Policy DM7.6 and the NPPF.

14.0 Local Financial Considerations

14.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to local finance considerations as far as it is material. Section 70(4) of the 1990 Act (as amended) defines a local financial consideration as a grant or other financial assistance that has been, that will or could be provided to a relevant authority by a Minister of the Crown (such as New Homes Bonus payments).

14.2 The proposed development will result in additional jobs created during the construction period.

15.4 Members should give appropriate weight to amongst all other material considerations to the benefit of the Council as a result of the monies received from central Government.

15.0 Conclusion

15.1 The proposal complies with the allocation of the site within the North Tyneside Local Plan 2017 and it will improve educational facilities within the borough.

15.2 In officer opinion the principle of the proposed development is therefore acceptable along with its impact on the environment, local amenity and the highway network. It complies with national and local planning policy.

15.3 It is officer advice, that subject to the outstanding comments from Sports England, the Biodiversity, Landscape and Contaminated Land Officers, and the imposition of appropriate conditions, the proposed development is acceptable.

RECOMMENDATION:

The Committee is recommended to:

- a) indicate that it is minded to approve the application subject to the consultation period expiring on 24th February, and the conditions set out below and the addition or omission of any other considered necessary, subject to the receipt of any additional comments received following expiry of the consultation period; and**
- b) authorise the Director of Environment, Housing and Leisure to determine the application providing no further matters arise which in the opinion of the Director raise issues not previously considered which justify reconsideration by the Committee.**

Conditions/Reasons

1. The development to which the permission relates shall be carried out in complete accordance with the following approved plans and specifications:

- Application Form 19.11.21
- 29 00 ZZ DR A 2900 Demolition plan - Sheet 01 P3
- 29 00 01 DR A 2901 Demolition plan - Sheet 02 P3
- 29 00 02 DR A 2902 Demolition plan - Sheet 03 P3
- 29 00 ZZ DR A 2910 Retained Building Scope of Works P3
- 29 00 ZZ DR A 2920 Location Plan at 1:1250 P2
- 30 00 00 DR A 3000 GA Plan Level 00 P16
- 30 00 01 DR A 3001 GA Plan Level 01 P16
- 30 00 02 DR A 3002 GA Plan Level 02 P17
- 30 00 R2 DR A 3003 Roof Plan P8
- 36 00 MB DR A 3600 GA Elevations - Main School P9
- 36 00 MB DR A 3601 GA Elevations - Coutyard P8
- 36 00 SB DR A 3602 GA Elevations - Sports Hall P8

- 36 00 ZZ DR A 3603 Rendered Elevations Context P4
- 36 00 SB DR A 3604 Rendered Elevations Sports Hall P4
- 36 00 MB DR A 3605 Rendered Elevations - Main School P5
- 36 00 ZZ DR A 3606 GA Elevations - Retained Buildings P3
- 36 00 ZZ DR A 3607 GA Plans and Elevations - Substation P1
- 37 00 S DR A 3700 Detailed Elevations P1
- 39 00 ZZ DR A 3900 GA Sections P6
- 92 00 ZZ VS A 9200 Massing and External Appearance - Arrival P4
- 92 00 ZZ VS A 9201 Massing and External Appearance - Courtyard P4
- 92 00 ZZ VS A 9202 Internal View Hall P5
- 92 00 ZZ VS A 9204 Internal View Sixth Form P4
- 92 00 ZZ VS A 9206 Massing and External Appearance - Arrival - Dusk P2
- 92 00 ZZ VS A 9208 Photomontage Visuals from Monkseaton Drive - Visual 1 P2
- 92 00 ZZ VS A 9209 Photomontage Visuals from Monkseaton Drive - Visual 2 P2
- 92 00 ZZ VS A 9210 Photomontage Visuals from Monkseaton Drive - Visual 3 P2
- 1 08638-BMD-ZZ-00-DR-E-40901-P02 External Lighting Strategy
- D44205/RD/B Proposed Lighting Scheme
- 5480-OBE-XX-XX-DR-L-001 GA Overview, Rev.03
- 5480-OBE-XX-XX-DR-L-010 BB103 Areas, Rev.01, August 2021
- 5480-OBE-XX-XX-DR-L-015, Circulation 1, Rev.02, August 2021
- 5480-OBE-XX-XX-DR-L-016(1), Circulation 2, August 2021
- 5480-OBE-XX-XX-DR-L-020, Existing & Proposed Levels inc Tree Retention & Removal
- 5480-OBE-XX-XX-DR-L-051 Planting Strategy. Rev.03
- 5480-OBE-XX-XX-DR-L-030(1), Proposed Security, August 2021
- 5480-OBE-XX-XX-DR-L-050(1), Proposed Landscaping - Urban Greening Factor
- 5480-OBE-XX-XX-DR-L-070 Existing & Proposed Sections, Rev.03
- NCB-RYD-SS-00-DR-A-3607-S2-P1, Proposed Substation Plans and Elevations
- WBH-RYD-00-00-DR-A-2910-S2-P3 Retained Buildings Scope of Works
- Design & Access Statement P2 RYD 00 XX RP A 0001
- Planning and Community Consultation Statement (inc. Open Space and Playing Pitch Assessments), November 2021
- Sustainability Statement, 08638-BMD-ZZ-XX-RP-M-38752, 12.11.21
- Flood Risk Assessment & Drainage Strategy, Ref: 079553-CUR-00-XX-RP-C-001, V02, 18.11.21
- Transport Assessment, Ref: 079553-CUR-00-XX-RP-TP-001, V01, 18.11.21
- Arboricultural Survey, AIA, AMS & TPP, Ref:ARB/AE/2680 December 2021
- Ecological Impact Assessment, project no. 6547, R03, 16.11.21
- Biodiversity Net Gain Assessment, project no. 6547, R02, 25.1.22
- Biodiversity Metric 3.0 W Bay R02 with sports pitch retained
- External Lighting Assessment Statement, 108638-BMD-00-XX-RP-E-48700, 11.11.21
- Historic Environment Desk-Based Assessment, ref.5478, March 2021

- Coal Mining Risk Assessment, doc.ref. CL102, 16.03.21, v1
- Design Statement (incl. Ground Conditions), Ref: 079553-CUR-00-XX-RP-GE-001, V01, 16.11.21
- Construction Methodology Statement, Rev.B, 12.11.21
- Ventilation Noise and Odour Statement, 08638-BMD-ZZ-XX-RP-M-38751, 11.11.21

Reason: To ensure that the development as carried out does not vary from the approved plans.

2. Standard Time Limit 3 Years FUL MAN02 *

3. Notwithstanding the details submitted, the scheme for the means of access shall be laid out in accordance with the approved plans. This access shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

4. Notwithstanding the details submitted, the scheme for service vehicles to turn shall be laid out in accordance with the approved plans. This turning area shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

5. Notwithstanding the details submitted, the scheme for the provision of and storage of refuse shall be laid out in accordance with the approved plans and prior to the occupation. These storage areas shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

6. Notwithstanding the details submitted, the scheme for parking shall be laid out in accordance with the approved plans. These parking areas shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

7. No part of the development shall be occupied until a car park management plan has been submitted to and approved by in writing the Local Planning Authority. This parking management plan implemented upon occupation and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

8. Notwithstanding the details submitted, the scheme for secure and undercover cycle parking provision shall be laid out in accordance with the approved plans and prior to the occupation. This cycle parking provision shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

9. Notwithstanding the details submitted, the construction management plan shall be carried out in accordance with the approved details and retained thereafter for the period of construction.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

10. No part of the development shall be occupied until a Framework Travel Plan has been submitted to and approved in writing by the Local Planning Authority in order to ensure that Travel Plan targets are being met.

Reason: To accord with Central Government and Council Policy concerning sustainable transport and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

11. Prior to construction of the approved development above damp-proof course level, a detailed drainage design must be submitted to and approved in writing by the Local Planning Authority. The scheme should include further details on the proposed attenuation features (cross section/long section of attenuation pond and details of underground storage tank construction). The scheme must be implemented in accordance with the approved details and retained thereafter.

Reason: These details are required to be provided early in the construction process to ensure that the drainage details can be agreed so that they can be incorporated into the development as it proceeds having regard to policy DM5.12 of the North Tyneside Local Plan 2017.

12. Notwithstanding any additional information required via condition no.11, the approved development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Flood Risk Assessment & Drainage Strategy" dated "18 November 2021". The drainage scheme shall ensure that foul flows discharge to the combined sewer at manhole 2905 and ensure that surface water discharges to the surface water sewer at manhole 2904. The surface water discharge rate shall not exceed the available capacity of 16 l/sec that has been identified in this sewer. The final surface water discharge rate shall be agreed by the Lead Local Flood Authority.

Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF and policy DM5.12 of the North Tyneside Local Plan 2017.

13. Prior the first use and occupation of the approved development a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the provisions to be made for the control of noise emanating from the site. Thereafter, the approved scheme shall be carried out in full prior to the use and occupation of the site and of the building(s) hereby permitted.

Reason: To safeguard the amenity of nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

14. The use of the sports pitch shall be restricted between the hours of 08:00 and 21:30 hours during Monday to Thursdays, 08:00-20:00 hours Friday and 08:00-12:30 hours on Saturday and Sundays

Reason: To safeguard the amenity of nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

15. Prior to the operational use of the sports pitch a noise management plan shall be submitted in writing for approval by the planning authority and thereafter implemented and maintained.

Reason: To safeguard the amenity of nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

16. Prior to the substation being brought into use a noise scheme for the plant and equipment installed within the sub-station must be submitted to and agreed in writing by the Local Planning Authority. The scheme shall be carried out in accordance with BS4142:2014 and must ensure the noise levels do not impact on the amenity of the nearby residential properties on The Chesters and Clifton Grove. Thereafter the development must be carried out in accordance with the agreed details.

Reason: To safeguard the amenity of nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

17. Restrict Hours No Construction Sun BH HOU00 *
4

18. Restrict Hours No Demolition Sun BH HOU00 *
5

19. Noise No Tannoys Externally Audible NOI002 *

20. All plant and machinery shall be enclosed with sound insulation materials in accordance with a scheme to be submitted to and agreed by the Local Planning Authority in writing and the plant and machinery shall not be used until the approved soundproofing has been implemented.

Reason: To safeguard the amenity of nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

21. Prior to the installation of any external plant a noise scheme must be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in accordance with BS4142 and must determine the current background noise levels for daytime, evening and night (if the plant or equipment is operating for 24 hours) without the plant operating, at the boundary of the nearest residential premises and include appropriate mitigation measures, where necessary, to ensure the rating level of all external plant and equipment does not exceed the background noise levels. Thereafter the plant must be installed and maintained in accordance with the approved details.

Reason: To safeguard the amenity of nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

22. Within one month of the installation of any external plant and equipment acoustic testing shall be undertaken to verify compliance with condition no.21 of this approval and the results submitted in writing for the approval of the Local Planning Authority. Thereafter, the plant and equipment shall be operated in complete accordance with the approved details and maintained in working order.

Reason: In order to protect the residential amenity of the nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

23. The height, position, design and materials of any chimney or extraction vent to be provided in connection with the development shall be in accordance with the details provided in document reference 108638-BMD-ZZ-XX-RP-M-38751 and retained thereafter.

Reason: In order to protect the residential amenity of the nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

24. All air ventilation systems to be provided in connection with the approved development shall be in accordance with the details provided in document reference 108638-BMD-ZZ-XX-RP-M-38751. The scheme shall be implemented before the development is first occupied in accordance with the approved details and permanently retained.

Reason: In order to protect the residential amenity of the nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

25. Prior to the installation of any external refrigeration equipment at the application site in connection with the approved development, full details must be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be implemented before the development is first occupied in accordance with the approved details and permanently retained.

Reason: In order to protect the residential amenity of the nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

26. The odour suppression system to be provided in connection with the development shall be in accordance with the details provided in document reference 108638-BMD-ZZ-XX-RP-M-38751. The scheme, which shall be implemented before the development is first occupied in accordance with the approved details, shall therefore be maintained in accordance with the details provided by the manufacturer and permanently retained.

Reason: In order to protect the residential amenity of the nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

27. The development shall be carried out in accordance with the submitted scheme which details how mud and other debris will be prevented from depositing onto the highway and how dust arising from construction activities will be suppressed. The scheme includes include details of a) mechanical street cleaning brushes and b) the provision of water bowsers to be made available to

spray working areas due to dry conditions. The development shall not be carried out other than in accordance with the approved details and the approved measures shall be retained on site for the duration of the works and used on all occasions when visible dust emissions are likely to be carried from the site eg during dry, windy conditions.

Reason: In order to protect the residential amenity of the nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

28. Notwithstanding the approved details and prior to the installation of any floodlighting or other form of external lighting, a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. This shall include the following information:

- a statement of frequency of use, and the hours of illumination;
- a site plan showing the area to be lit relative to the surrounding area, indicating parking or access arrangements where appropriate, and highlighting any significant existing or proposed landscape or boundary features;
- details of the number, location and height of the proposed lighting columns or other fixtures;
- the type, number, mounting height and alignment of the luminaires;
- the beam angles and upward waste light ratio for each light;
- an isolux diagram showing the predicted illuminance levels at critical locations on the boundary of the site and where the site abuts residential properties or the public highway to ensure compliance with the institute of lighting engineers Guidance Notes for the reduction of light pollution to prevent light glare and intrusive light for agreed environmental zone ; and
- where necessary, the percentage increase in luminance and the predicted illuminance in the vertical plane (in lux) at key points.

To reduce external lighting that may deter bats using boundary hedges, high intensity security lights should be avoided. Where security lights are required, these should be of minimum practicable brightness, be set on a short timer and be motion sensitive only to larger objects. The lighting shall be installed and maintained in accordance with the approved scheme.

Reason: In the interests of visual amenity and to ensure that local wildlife populations are protected in the interests of ecology, having regard to the NPPF and Policies DM5.19 and DM5.5 of the North Tyneside Local Plan.

29. No deliveries shall be made to the site before 08:00 hrs and after 21:00 hrs Monday - Saturday and no deliveries shall be permitted on Sundays and Bank Holidays.

Reason: To safeguard the occupiers of adjacent properties from undue noise of other associated disturbance having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

Statement under Article 35 of the Town & Country (Development Management Procedure) (England) Order 2015):

Informatives

Building Regulations Required (103)

The applicant is advised that a license must be obtained from the Highways Authority before any works are carried out on the footway, carriageway verge or other land forming part of the highway. Contact Streetworks@northtyneside.gov.uk for further information.

The applicant is advised that it is an offence to obstruct the public highway (footway or carriageway) by depositing materials without obtaining beforehand, and in writing, the permission of the Council as Local Highway Authority. Such obstructions may lead to an accident, certainly cause inconvenience to pedestrians and drivers, and are a source of danger to children, elderly people and those pushing prams or buggies. They are a hazard to those who are disabled, either by lack of mobility or impaired vision. Contact Highways@northtyneside.gov.uk for further information.

The applicant is advised that requests for Street Naming and Numbering must be submitted and approved by the Local Highway Authority. Any complications, confusion or subsequent costs that arise due to non-adherence of this criteria will be directed to applicant. Until a Street Naming and Numbering & scheme been applied for and approved by the Local Highway Authority it will not be officially registered with either the council, Royal Mail, emergency services etc. Contact Streetworks@northtyneside.gov.uk for further information.

The applicant is advised that free and full access to the Public Right of Way network is always to be maintained. Should it be necessary for the protection of route users to temporarily close or divert an existing route during development, this should be agreed with the council's Public Rights of Way Officer. Contact Highways@northtyneside.gov.uk for further information.

The applicant is advised to contact the council's Public Rights of Way Officer prior to construction arrange a joint inspection of the Public Right of Way network on and adjacent to the site. If this inspection is not carried out, the Local Highway Authority may pursue the developer for any costs to repair damage to these routes. Contact Highways@northtyneside.gov.uk for further information.

The applicant is advised that no part of the gates or garage doors may project over the highway at any time. Contact New.Developments@northtyneside.gov.uk for further information.

Coal Mining Standing Advice (FUL,OUT) (144)



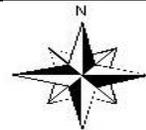
Application reference: 21/02389/FUL

Location: Whitley Bay High School, Deneholm, Whitley Bay, Tyne And Wear
Proposal: Demolition of existing school buildings and development of a replacement school building and sports hall, along with car parking, hard and soft landscaping and access arrangements

Not to scale

Date: 03.02.2022

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**Appendix 1 – 21/02389/FUL
Item 3**

Consultations/representations

1.0 Representations

1.1 There have been 28no. individual responses to the public consultation from local residents. These are broken down into 16no. objections, 6no. support and 6no. representations (the representations, and several objectors, have advised they do not object to the principle of the proposed works but have raised concerns). The support and objections are summarised below:

1.2 Support:

- It is excellent news that funding approval has been given to redevelop the school. WBHS delivers excellent service to students, parents and the community but has been limited by an old, costly and inefficient set of buildings. This new school will enable the school to progress and it is very good news that the design reflects the need to reduce energy-use, provide better facilities and extend the green approach to the building and grounds. It is reassuring that the new design will encourage travel to school by public transport, bicycle and on foot, reducing the amount of car travel.
- It is reassuring that the scheme does not involve adding further road access from Monkseaton Drive which would encourage more traffic and increase congestion.
- Hoping this will help with the traffic congestion and speeding on and around the estate.

1.3 Objections:

1.4 Highways Issues

- Valley Gardens Estate was built before current traffic volumes. The road widths are inadequate for number of extra vehicles generated by both the High School and the Middle School.
- Moving the entrance/access to the school to Monkseaton Drive would reduce some of the existing harmful impacts for all residents of the estate, i.e. it would reduce traffic and congestion, inconsiderate parking, air pollution and increase highway safety. The existing access across a potentially busy and dangerous hump backed bridge with narrow footpaths (forcing pedestrians into the road at times) over the Metro railway line is the only vehicular access to the whole estate.
- Serious consideration must be given to utilise access from the mini roundabout on Monkseaton Drive for construction traffic initially then permanent access with drop-off, and parking arrangements for both schools. The opportunity is here to get it right this time, and not to perpetuate the problem for residents, and school visitors alike.
- Vehicle access to the schools should be provided from the blind spur on Monkseaton Drive/ Beaumont Drive roundabout, thereby reducing the major problems on Valley Gdns estate.

- The access off the end of Deneholm should be re-aligned so that vehicles exiting both schools are on the correct side of the road. Or an island installed to push cars to the left.
- Will there be a permanent barrier between the existing pedestrian walkway and the road to the drop-off, which will see more traffic on it than present.
- The location of the traffic barrier will cause tailbacks, as people using the facilities at weekends blindly follow sat nav and end up driving down that route at the moment.
- Traffic from parents and those who use both WBHS and VGMS sports facilities at weekends has increased and driving speeds are often dangerous along Deneholm.
- The provision of car parking should not be allowed. There is sufficient public transport serving the school. Cycle stores should be provided in place of the car park. There should be no vehicular intrusion onto the existing footpath.
- I am in full support of Councillors Joe Kirwin, Jane Shaw and Paul Richardson in their endeavour to move the vehicle entrance for both Valley Gardens and Whitley high to Monkseaton Drive, using the existing blind spur at the roundabout at the junction of Monkseaton Drive and Beaumont Drive.

1.5 Amenity

- Noise/ pollution of construction will be a major issue to nearby residents, especially ones living near Monkseaton drive as the new building will be built on the perimeter fence on this side.
- Too close to the parameter fence, it will be obtrusive to the estate opposite.
- Renewal of the school should be done using the existing footprint of buildings, proposal will spoil outlook from properties to the west on the opposite side of Monkseaton Drive. It will be visually intrusive, reduce privacy, increase and generate artificial light pollution and reduce the value of properties.
- Granting access from Monkseaton Drive will add to already excessive traffic, create noise and pollution and should be dismissed.
- The siting of the new school building adjacent to a busy road will be detrimental to the school itself in terms of noise disturbance and air pollution.

1.6 Character and Appearance/Design/Layout

- Proposal will result in the loss of the green field view for local residents and visitors to the area.
- Significant detrimental effect on the visual amenity of the area which is a gateway to the coast for visitors (travelling West down Monkseaton Drive).
- There are no other buildings sited so closely to Monkseaton Drive from the top of Valley Gardens field all the way down to Holywell Avenue
- Design moves the open space away from view and encloses it between the school and housing, this is completely out of character for the area and sets a precedent of building line which may lead to complete closing out of open view from Monkseaton Drive.

1.7 Environment/Greenspace/Biodiversity

- There is not enough green space on the planning, e.g. trees etc. A brand new building should include the most up to date eco standards and feature more wildlife areas/trees.
- The removal of the large trees has created a further reduction in barrier between the new school and nearby residents.

- The parameter should have more shrubs planned to help offset the pollution from the road for the students.
- Complete demolition and rebuild is environmentally irresponsible given the amount of currently encapsulated carbon in the existing buildings. No thought for the immediate or wider environment in this design.
- When the earth is hurtling towards a climate catastrophe I think it is a disgrace that Whitley Bay High School should even be considering such a self-centred and thoughtless action as this. The carbon footprint for a new build is just staggering not only fuel to build and transport materials here but also the actual production of the building materials themselves and no amount of carbon offset can change that.
- The applicant should be repairing, reusing and repurposing the buildings that are already there. Please, please reject this unnecessary building program and instead think of the future of this planet.

1.8 Internal Consultees

1.9 Biodiversity & Landscape

1.10 The following information will be required to support the application:

- The current 'Proposed Site Plan' (DWG: 5480-OBE-XX-XX-DR-L-001) is an indicative landscape plan that provides no detail of types of planting and specifications. A detailed landscape plan will be required detailing 'existing' landscaping and 'proposed' landscaping that clearly shows what new habitats will be created within the site in accordance with the Biodiversity Net Gain Assessment and Biodiversity Metric spreadsheet. Distinct colour coding of different habitats should also be used on the landscape key to clarify the different habitats proposed within the site. Further detail is required on habitat/landscape specifications and the extent (in sqm) of each habitat/landscape area proposed which should be in accordance with the BNG Assessment.
- The large sports pitch to the west of the site appears to have been included in the BNG assessment as a 'proposed' habitat (modified grassland used for sports pitches), however, it is assumed that this is an existing area that is being retained?
- The Biodiversity Metric Excel spreadsheet is required to support the findings of the BNG Assessment and enable the LPA to assess the calculations and ensure the Landscape Mitigation Scheme is in accordance with this.

1.11 Local Lead Flood Authority

1.12 I can confirm that following a review of surface water drainage proposals submitted as part of planning application 21/02389/FUL, I have no objections to the proposal. The applicant is proposing to attenuate surface water within the site for a 1in100 year storm event +40% allocation for climate change using a series of SUDS features including underground storage tanks, attenuation pond and conveyance swales.

1.13 I would recommend that a condition is placed on the application requiring a detailed drainage design to be submitted to the LLFA for approval prior to construction. This should include further details on the proposed attenuation features (cross section / long section of attenuation pond & details of underground storage tank construction).

1.14 Public Rights of Way Officer

- Is the prowl through site to be retained on current line?
- Is there scope to resurface and widen it?
- Can it remain open during construction?
- If access is required across internal roads then there need to be 'false zebras' to retain priority over MVT
- Are the 2 links to the bridleway and Churchill to be enhanced (opened) – is this 24/7? I see no reason why not as we already have a 24/7 path through the site.
- Links on both sides of Monkseaton drive underpass need to be improved to encourage usage.
- Cycle Parking must be overlooked and secure – easily reachable – no hidden right angles to avoid conflict - may require signage to show where it is.

1.15 Highway Network Manager

1.16 This application is for the demolition of existing school buildings, development of a replacement school building & sports hall along with car parking, hard & soft landscaping and access arrangements.

1.17 As part of the application, a Transport Assessment (TA) was submitted that looked at sustainable modes of transport to and from the site. Access remains unchanged and parking will be provided to meet the needs of the site as well as the provision of cycle parking for staff, visitors and students. will be provided as well as a Travel Plan (TP) and the site also has reasonable links with public transport. Conditional approval is recommended.

1.18 Conditions:

1.19 Notwithstanding the details submitted, the scheme for the means of access shall be laid out in accordance with the approved plans. This access shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

1.20 Notwithstanding the details submitted, the scheme for service vehicles to turn shall be laid out in accordance with the approved plans. This turning area shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

1.21 Notwithstanding the details submitted, the scheme for the provision of and storage of refuse shall be laid out in accordance with the approved plans and prior to the occupation. These storage areas shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

1.22 Notwithstanding the details submitted, the scheme for parking shall be laid out in accordance with the approved plans. These parking areas shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

1.23 No part of the development shall be occupied until a car park management plan has been submitted to and approved by in writing the Local Planning Authority. This parking management plan implemented upon occupation and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

1.24 Notwithstanding the details submitted, the scheme for secure & undercover cycle parking provision shall be laid out in accordance with the approved plans and prior to the occupation. This cycle parking provision shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

1.25 Notwithstanding the details submitted, the construction management plan shall be carried out in accordance with the approved details and retained thereafter for the period of construction.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

1.26 No part of the development shall be occupied until a Framework Travel Plan has been submitted to and approved by in writing the Local Planning Authority. This will include an undertaking to conduct travel surveys to monitor whether or not the Travel Plan targets are being met.

Reason: To accord with Central Government and Council Policy concerning sustainable transport and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

1.27 Informatives:

1.28 The applicant is advised that a license must be obtained from the Highways Authority before any works are carried out on the footway, carriageway verge or other land forming part of the highway. Contact Streetworks@northtyneside.gov.uk for further information.

1.29 The applicant is advised that it is an offence to obstruct the public highway (footway or carriageway) by depositing materials without obtaining beforehand, and in writing, the permission of the Council as Local Highway Authority. Such obstructions may lead to an accident, certainly cause inconvenience to pedestrians and drivers, and are a source of danger to children, elderly people and those pushing prams or buggies. They are a hazard to those who are disabled, either by lack of mobility or impaired vision. Contact Highways@northtyneside.gov.uk for further information.

1.30 The applicant is advised that requests for Street Naming and Numbering must be submitted and approved by the Local Highway Authority. Any complications, confusion or subsequent costs that arise due to non-adherence of this criteria will be directed to applicant. Until a Street Naming and Numbering & scheme been applied for and approved by the Local Highway Authority it will not be officially registered with either the council, Royal Mail, emergency services etc. Contact Streetworks@northtyneside.gov.uk for further information.

1.31 The applicant is advised that free and full access to the Public Right of Way network is always to be maintained. Should it be necessary for the protection of route users to temporarily close or divert an existing route during development, this should be agreed with the council's Public Rights of Way Officer. Contact Highways@northtyneside.gov.uk for further information.

1.32 The applicant is advised to contact the council's Public Rights of Way Officer prior to construction arrange a joint inspection of the Public Right of Way network on and adjacent to the site. If this inspection is not carried out, the Local Highway Authority may pursue the developer for any costs to repair damage to these routes. Contact Highways@northtyneside.gov.uk for further information.

1.33 The applicant is advised that no part of the gates or garage doors may project over the highway at any time. Contact New.Developments@northtyneside.gov.uk for further information.

1.34 Sustainable Transport

1.35 This application is for the demolition of existing school buildings, development of a replacement school building and sports hall along with car parking, hard and soft landscaping and access arrangements. As part of the application, a Transport Assessment (TA) was submitted that looked at sustainable modes of transport to and from the site. Access remains unchanged and parking will be provided to meet the needs of the site as well as the provision of cycle parking for staff, visitors and students. will be provided as well as a Travel Plan (TP) and the site also has reasonable links with public transport.

1.36 Recommendation - Conditional Approval

1.37 The conditions would be as follows:

1.38 A Travel Plan is required to be submitted as part of the Planning Application. See attached scope for information to be included within the Travel Plan.

1.39 A £2,500 Travel Plan Monitoring Fee (£500 per annum) is required, to be included as a Section 106 Agreement. This is for North Tyneside Council (NTC) Officer time spent monitoring the travel plan delivery, evaluating annual travel plan progress reports and annual survey results as submitted by the Travel Plan Coordinator (TPC).

1.40 Environmental Health (Pollution)

1.41 Thank you for consulting Pollution with regard to this application, I have concerns with regard to potential noise arising from the site from the use of the proposed new sport pitch, and new plant and equipment installed at the redeveloped site. I would also have concerns about potential light pollution and potential dust nuisance from the demolition and construction phase and potential noise from the use of the site during the evening as it is noted the sports facilities will be available for community use thereby extending their use beyond the normal school day. Use of external areas during the evening and at weekend may give rise to concerns over noise from play activities. The premises are located in an area with residential located approximately 50 metres to the north of the site in Clifton Grove and Alder Grove located approximately 7 metres to the

south west of the site adjacent to allotments. The proposed new sports pitch will be located slightly further from the residential properties.

1.42 A noise and ventilation and extraction system report has been provided for the new plant and equipment. The report refers to noise monitoring and background noise levels and the planning statement refers to operational noise break-out from the new school buildings and noise from the new proposed sports pitch not expected to give rise to adverse impacts to the nearest noise sensitive receptors. However, the noise and ventilation and extraction system report does not provide the details of the noise assessment. This information will be required to enable the noise impacts of the development to be considered.

1.43 I note that the proposed sports pitch is to be used until 21:30 hours on Mondays to Thursdays, until 20:00 hours on Fridays and between 08:00 to 12:30 on Saturdays and Sundays. I would require noise from its use during evenings and at weekends to be assessed, including noise arising from spectators attending the matches to determine whether noise mitigation measures are required. The noise assessment needs to include for background noise monitoring for representative times for the use of the pitch and include for impact noises from whistles, loud voice including noise arising from crowd participation and players. Given that there is no specific guidance for sports facilities it will be required to ensure there is no increase of noise of more than 5 dB above background as this is considered to be the onset of adverse impact in accordance to the NPPF. The noise scheme should be to address noise impacts from whistle blowing, impact noise from balls and from spectators. I consider that a good noise scheme should aid in addressing noise from the site.

1.44 Noise, which is not anonymous such as shouting, whistle blowing and impact noise of ball against fence will lead to annoyance. The noise assessment should consider this and include for appropriate mitigation to minimise noise from the development.

1.45 I would therefore recommend the following conditions.

- NOI10 (scheme which specifies the provisions to be made for the control of noise emanating from the site. The approved scheme shall be carried out in full prior to the use and occupation of the site.)

- The use of the sports pitch shall be restricted between the hours of 08:00 and 21:30 hours during Monday to Thursdays, 08:00-20:00 hours Friday and 08:00-12:30 hours on Saturday and Sundays

Reason: To protect the amenity from noise activities

- Prior to the operational use of the sports pitch a noise management plan shall be submitted in writing for approval by the planning authority and thereafter implemented and maintained.

- HOU04 (construction hours)

- HOU05 (demolition hours)

- NOI02 (No sound reproduction equipment which is audible outside the curtilage of the premises shall be operated on the site.)

- NOI04 (All plant and machinery shall be enclosed with sound insulation materials in accordance with a scheme to be submitted)

- Noise scheme for external plant and equipment:

For all plant and equipment installed at the site, a noise scheme must be submitted in accordance with BS4142 to determine the current background noise levels for daytime, evening and night (if plant or equipment is operating 24 hours). The rating level for all plant must not exceed the current background noise levels. It will be necessary following installation of the plant and equipment that acoustic testing is undertaken to verify compliance with this condition within one month of its installation and submitted for written approval prior to the operation of the plant and thereafter maintained in working order.

1.46 The noise, ventilation and extraction system report has considered the odour risk from the kitchen extraction and determined that it is low to medium risk. Maintenance and cleaning details have not been provided and can be conditioned. It is unclear from the layout plans if any external chiller units or air condition units are to be installed, a condition can be attached to require details to be submitted. The noise assessment would need to include for all external new plant and equipment.

- EPL01 (Ext Plant Details Extractor Chimney) To comply with details provided in document reference 108638-BMD-ZZ-XX-RP-M-38751

- EPL02 (Ext Plant Details Ventilation System) To comply with details provided in document reference 108638-BMD-ZZ-XX-RP-M-38751

- EPL03 (Ext Plant Details Refrigeration Plant)

- EPL04 (Ext Plant Details Odour Suppression) To comply with details provided in document reference 108638-BMD-ZZ-XX-RP-M-38751

- The applicant shall maintain the odour suppression system as approved in accordance with the details provided by the manufacturer and submitted by the applicant for the purposes of demonstrating compliance with Standard Condition EPL04.

1.47 Dust control during demolition and construction:

I have viewed the construction method statement which has included for measures to mitigate against dusts arising during construction. However, the document does not provide details on the demolition plan and I would require further information on the control of dust arising during demolition. Concerns over dust mitigation measures during demolition.

- SIT03: Prior to the development commencing a detailed scheme to prevent the deposit of mud and other debris onto the highway and to suppress dust arising from construction activities shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include details of a) mechanical street cleaning brushes and b) the provision of water bowsers to be made available to spray working areas due to dry conditions. Thereafter development shall not be carried out other than in accordance with the approved details and the approved measures shall be retained on site for the duration of the works and

used on all occasions when visible dust emissions are likely to be carried from the site eg during dry, windy conditions.

1.48 External Lighting:

A lighting assessment has been provided and this has considered lighting levels based on environmental zone E3. The report suggests a pass for light trespass into windows for the threshold levels for pre- and post-curfew. However, the report then provides a note to advise that this could not be calculated as no housing was shown on the drawing and that for post curfew an assumption all lighting will be switched off. I would therefore require verification via the provision of an isolux drawing that confirms that the lighting levels for E3 will be achieved for pre-curfew and post curfew if the lighting will operate after 23:00 hours.

- LIG01 (Flood Lighting Scheme Details – prior to installation)

- Non standard condition: Deliveries to School Site

No deliveries shall be made to the site before 08:00 hours and after 21:00 hours Monday to Saturday and no deliveries shall be permitted to the site on Sundays and Bank Holidays

Reason: To protection neighbouring residential premises from noise disturbance.

1.49 External Consultees

1.50 Sport England

1.51 Holding Response Received.

1.52 The Coal Authority

1.53 The Coal Authority's Planning and Development Team considers that the content and professional opinions expressed in the Coal Mining Risk Assessment report and subsequent Phase 2: Site Investigation report are sufficient for the purposes of the planning system and meet the requirements of the NPPF in demonstrating that the application site is safe and stable for the proposed development. The Coal Authority therefore has no objection to the proposed development. However, further more detailed considerations of ground conditions and foundation design may be required as part of any subsequent building regulations application.

1.54 To clarify, in light of additional information submitted, we no longer require the imposition of site investigation/remediation conditions on any permission granted, as requested in our previous consultation response letter.

1.55 Tyne and Wear Archaeology Officer

1.56 The applicant has provided an archaeological desk-based assessment for the site. The report reviewed cartographic and other historical sources, records of previous archaeological interventions, the Historic Environment Record for Tyne and Wear, and the National Monuments Record, within 1km of the proposed development area. It included a site walk-over survey. The report concluded that the site has some potential for archaeological remains dating to the prehistoric or Roman periods. Any archaeological remains may have been impacted by the construction of the school and playing fields in the 1960s.

1.57 The submitted plans indicate that the principal area of new development is immediately to the north of the existing buildings (Zone B in the Design and Access Statement), whilst the area to the west will remain as existing (Zone A in the Design and Access Statement). The area to the north has previously been developed as sports pitches and playing fields. Taking into account the previous development on the site, I consider that the remaining archaeological potential is low, and no further archaeological investigation is required.

1.58 Northumbrian Water Limited

1.59 We have no issues to raise with this application, provided it is approved and carried out within strict accordance with the submitted document entitled "Flood Risk Assessment & Drainage Strategy". This document reflects our pre-planning enquiry advice identifying that foul flows will discharge to the existing public combined sewer at manhole 2905. Surface flows will discharge to the existing public surface water sewer at manhole 2904, at a restricted rate of 16 l/sec. We request that the following approval condition is attached to a planning approval, so that the development is implemented in accordance with the above-named document:

1.60 **CONDITION:** Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Flood Risk Assessment & Drainage Strategy" dated "18 November 2021". The drainage scheme shall ensure that foul flows discharge to the combined sewer at manhole 2905 and ensure that surface water discharges to the surface water sewer at manhole 2904. The surface water discharge rate shall not exceed the available capacity of 16 l/sec that has been identified in this sewer. The final surface water discharge rate shall be agreed by the Lead Local Flood Authority.

REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF. It should be noted that we are not commenting on the quality of the flood risk assessment as a whole or the developer's approach to the hierarchy of preference. The council, as the Lead Local Flood Authority, needs to be satisfied that the hierarchy has been fully explored and that the discharge rate and volume is in accordance with their policy. The required discharge rate and volume may be lower than the Northumbrian Water figures in response to the National and Local Flood Policy requirements and standards.

1.61 Northumbria Police

1.62 No objections to the proposals. However, we would like to take this opportunity to promote the Secured by Design (SBD) Schools (2014) Accreditation. Secured by Design (SBD) is a police initiative and aims to reduce crime in our built environment, the guidance for schools incorporates several new and improved security standards that have been developed to address emerging criminal methods of attack. Details can be found on the Secured by Design website www.securedbydesign.com

1.62 Natural England

1.63 Natural England has no comments to make on this application. Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

1.64 The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

1.65 We recommend referring to our SSSI Impact Risk Zones (available on Magic and as a downloadable dataset) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is