



30 September 2013

Agenda Item:

**REPORT OF CORPORATE DIRECTOR POLICY, PLANNING AND
CORPORATE SERVICES**

ASHFIELD DISTRICT REF. NO.: 4/V/2013/0360

**PROPOSAL: ERECTION OF 420 PLACE PRIMARY SCHOOL (IN TWO PHASES) AND
26 (FULL TIME) PLACE FOUNDATION 1 (NURSERY) UNIT, WITH
GRASSED, HARD COURT AND INFORMAL PLAY AREAS, SERVICING,
CAR PARKING AND ASSOCIATED LANDSCAPE WORKS INCLUDING
2.4M HIGH SECURITY FENCING.**

LOCATION: LAND OFF KENBROOK ROAD, HUCKNALL

APPLICANT: NCC CHILDREN, FAMILIES AND CULTURAL SERVICES

Purpose of Report

1. To consider a planning application for the erection of a 420 place primary school in two phases on land off Kenbrook Road, Hucknall to serve adjacent new residential estate development and as a replacement for Beardall Street School, Hucknall. The key issues relate to the potential impacts on the highway network during phases of development, the amenity of nearby residents, the design of the proposed school, and the future use of the existing Beardall Street School which would be vacated on occupation of the new school. The recommendation is to grant planning permission, subject to the conditions set out in Appendix 2.

The Site and Surroundings

2. The application site comprises 1.9ha of land, part of a residential estate development on land to the north-east of Wigwam Lane and south-east of Papplewick Lane, Hucknall. Adjoining land to the south-west of the application site is to be retained as a public playing field, while land to the east, bounded by Kenwood Road and Emperors Way is to be developed as a local centre and urban square as part of the wider residential estate. A spine road (Kenbrook Road) runs through the residential estate, accessed either from Wigwam Lane or Papplewick Lane. Emperors Way, formed between 86 and 92 Papplewick Lane will provide an alternative connection between Papplewick Lane and Kenbrook Road, when opened to public use, and runs along the northern boundary of the application site (Plan 1).

3. The spine road has been constructed but is not adopted highway. Residential development has generally taken place in the north of the estate extending in a southerly direction, or from Wigwam Lane extending northwards. Kenbrook Road to the south of the application site is used by house builder construction traffic and is not available to the public as a through-route.
4. The planning application site includes land for a replacement school and the non-adopted highway that would be used to service the school and to meet operational requirements of Phase 1 of the proposed development.
5. Residential properties on Papplewick Lane with rear gardens approximately 70m-75m in length with mature planting/vegetation established along the site boundary, lie to the north-west of the application site. Houses on Leabrook Gardens have rear gardens 15m in length adjoining the application site, while 24 and 26 Copeland Road have rear gardens approximately 11m and 8m in length adjoining the site.
6. The application site has, in part, been used by Hucknall Sports Youth Football Club as playing pitches, with temporary changing facilities and a car parking area accessed from Emperors Way. Some deposit of excavated material has occurred adjacent to the rear gardens of Papplewick Lane properties and the site, awaiting development, has become overgrown. A hawthorn hedge bisects the planning application site (Plan 2). Land to the south-west of the hedge has been maintained as grass playing pitches.
7. The hedge is established on the highest part of the site which generally falls to the north towards Emperors Way with a gentle consistent fall of approximately 3.0m over a distance of 150m (1:50 or 2%). The level on the playing field is generally flat, falling diagonally to the south of the hedge in a southerly direction with a 1:100 gradient (1%).
8. Buried 33kv, 11kv and low voltage power cables, and a water main cross the site, running beneath and parallel to the northern side of hedge.
9. In the wider area, Leen Mills Primary School (approximately 350m) and Holy Cross Catholic Primary School (approximately 500m) lie to the north-west of the application site (Plan 1 insert). The existing Beardall Street School, which was the first Board School in Nottinghamshire and is a non-designated heritage asset, lies approximately 950m to the south-west of the application site. The school has 210 primary school places and a 26 place nursery.
10. Some children living in the residential estate currently under construction attend Leen Mills Primary School. Members may recall that an application for an additional classroom at Leen Mills Primary School, where there are already two modular classrooms, was reported to Committee in February 2013. In support of that application the Team Manager, Place Planning Strategy Support to Schools Service explained that “the pressure on Leen Mills Primary School is expected to subside as the new school [proposed by this application] will provide spaces currently offered to children living at the new residential development. This will offer the opportunity to review the overall place provision at Leen Mills and potentially enable the removal of the temporary accommodation in due course.”

Proposed Development

Background

11. In support of the application, the applicant has advised that the delivery of the full curriculum at the existing Beardall Street School is being compromised by limitations of the current site in terms of adequate toilet provision; accessibility; a suitably sized hall; classrooms of varying sizes and overcrowding; and lack of ancillary teaching spaces. The applicant has identified that extensive alteration and enlargement of spaces would be required to retain the school on its present site, but in doing so would compromise or destroy existing heritage features. The existing school playing fields are remote, located approximately 550m-850m to the north-east of Beardall Street School on land adjacent to and forming part of the planning application site.
12. The application proposes to replace the existing Beardall Street School (Plan 1 insert) with an enlarged school. The new school would accommodate an increase in child places from 210 to 315 in a first phase of development, whilst Phase 2 involving the erection of three additional classrooms would further increase capacity to 420 places. The existing 26 place nursery would relocate to the new school site. The school would accommodate children from the existing Beardall Street School catchment and also provide places for the recent residential development adjoining the application site (Plan 3), using funding secured through Section 106 developer contributions.
13. Based on past arrival rates, children of reception age in each of the next four school years, including a proportion of new children expected to be generated by the Papplewick Lane housing development, NCC Place Planning Team has projected that the following child places will be required (excluding in-year admissions). This demonstrates that the existing school will not be able to meet demand for school places from September 2014 onwards:

2013/14	2014/15	2015/16	2016/17	2017/18
209	234	257	274	286

14. The applicant has explained that the projected demand for school places needs to be considered in the context of the new school's relationship with Leen Mills Primary School and wider school place provision in Hucknall. Whilst children living on the Papplewick Lane housing development already attend Leen Mills Primary School, some may transfer to the proposed new school when places become available.
15. Furthermore, the demand for primary school places in Hucknall is such that the new school would need to expand by an additional 105 places, to an overall school of 420 places, which would need to open in September 2016 in order to match wider demand.

16. As part of the new residential estate development, funding was provided to create additional school capacity at Leen Mills Primary School which has been delivered through the provision of places in modular classrooms. Notwithstanding the comments of the Team Manager, Place Planning Strategy Support to Schools Service (Paragraph 10) current projections identify that there will be a continuing demand for school places at Leen Mills Primary School until 2018.

The Existing Beardall Street School Site

17. Following occupation of the new school (Phase 1) the existing Beardall Street School would be vacated and declared surplus to education requirements. The applicant has stated that following internal process, the site would firstly be offered to other NCC departments, but if a suitable occupier is not identified, having regard to the Localism Act 2011, NCC would consider consulting with other public sector organisations, charities or local groups to identify a suitable occupier in order to safeguard the future of the building. In the event that a suitable occupier is not identified, in consultation with Ashfield District Council Planning Officers and relevant stakeholders, NCC would identify potential uses that would allow the buildings, as far as possible, to be retained in their current form. A strategy for marketing and bringing the property to the market for disposal would be developed, including the preparation of a planning brief for the site in consultation with Ashfield District Council.
18. The applicant has considered whether in the short-term the school could in part continue to be used with a view to managing initial traffic impacts of the proposed development (Paragraph 65) and also providing a continued use for a non-designated heritage asset. However, this option has been discounted due to the limitations of the site (Paragraph 11) in addition to logistical issues related to the running of two relatively remote school sites simultaneously. These include the additional costs (running costs and staff costs) of operating two sites arising from otherwise unnecessary duplication of provision in terms of curriculum resources, catering and cleaning. The applicant also comments that the operation of a split site would conflict with established County Council policy of creating 'through primary' schools which generally achieve better educational outcomes as well as creating difficulties for those parents having children at separate sites.

Relevant Planning Applications

19. Planning application reference V/2004/0356 was granted in December 2005 for *Residential Development, Construction of Means of Access, Land for new Primary School & Community Facilities, Provision of Public Open Space & Sports Pitches, Footpaths, Landscaping, Balancing Pond & Associated Works* and included a S106 developer contribution towards education.
20. Members may recall that in considering a planning application for the erection of an additional classroom at Leen Mills Primary School, reported to Committee in February 2013 (application reference 4/V/2013/0008), a position statement was provided by Children, Families and Cultural Services explaining that a new school was planned to be built on the current application site. It was anticipated

that a new school would address pressure for school places from children living on the new residential estate presently met at Leen Mills Primary School.

21. There are two additional modular classrooms at Leen Mills Primary School which have time-limited planning permissions expiring in December 2013 (application reference 4/2010/0684) and January 2014 (application reference 4/2010/0613). Planning applications (application references T/2284 and T/2285) have been received for their retention, following a review of continuing demand for school places locally and in part related to the need to provide places in advance of the anticipated opening in September 2014 of the replacement Beardall Street School subject of this application.

Proposal

22. Planning permission is sought to erect a single storey primary school in two phases to provide 420 child places (2-form entry) across Key Stage (KS) 1 and KS2, with an additional 26 place nursery unit. The building would have a principal frontage of 36.6m to Kenbrook Road, at its closest sited 5m from the highway, but generally set back 9m from the highway (Plan 4).

Layout and Design

23. The Phase 1 design would make provision for 315 child places (1.5-form entry) and a 26 place day nursery. The building would have a 'V' plan-form, with a nursery and KS1 wing and a separate KS2 wing extending generally westward to the rear of the entrance, school hall with adjoining kitchen and plant room, staff rooms, administration and meeting rooms. Each wing would be accessed from a common central area.
24. The KS1 wing would comprise Foundation 1 and 2 classrooms on the northern side of the northern wing, separated from three KS1 classrooms (in Phase 1) by a central corridor. Overall the northern elevation would be 60m in length (Plan 5) and the KS1/Foundation wing would be 18.6m in width. Two canopies, each with a footprint 11m x 5m and 2.7m in height, would be formed outside the Foundation 1 and Foundation 2 classrooms.
25. The KS2 wing would be set at an angle to the KS1 wing, creating an informal outdoor hard play area between the two wings (Plan 4). Six KS2 classrooms (Phase 1) would be provided in the southern wing, separated by a central corridor. The southern elevation would 47.4m in length and the KS2 wing would be 19.7m in width (Plan 6).
26. In Phase 2, an additional KS1 classroom, group room and additional toilets, 10m x 9.8m, would be added to the western end of the northern wing. Two KS2 classrooms and a shared group room 19.7m x 8.8m would be added to the western end of the southern wing. In combination with internal alterations to create an additional KS1 class, 105 additional child places would be provided.
27. The school entrance fronting Kenbrook Drive would be finished in a light cream coloured render, adjoining a light mahogany coloured wood effect *Trespa* panel applied to the front elevation of the school hall. The entrance and hall, which

would be the focal point of the elevation, would be flanked to either side by red-brick elevations returned along the staff/administration and kitchen/plant room of the school. The elevations to classrooms would be finished in render above a brick plinth (Plan 6).

28. The Phase 1 teaching block end elevations would be finished with a pre-coloured cement board which could be dismantled to accommodate the Phase 2 extension. The applicant has indicated that the Phase 2 classroom elevations would be faced in *Trespa* to make a visual statement in contrast to the remainder of the classroom elevations, but has requested that the choice of finish is reserved by planning condition following further assessment on site during construction.
29. The elevations throughout would generally be 3.0m measured to the underside of the eaves, 3.5m to top of the fascia and 4.5m at the ridge, with the exception of the school hall which would have a mono-pitch roof varying between 6.0m and 6.8m in height. Three boiler flues would project through the roof of the plant room and would be 1.0m higher than the highest part of the roof of the adjoining school hall.
30. The school would have a 5° roof pitch finished with a grey coloured single-ply membrane, punctuated by roof lights providing natural lighting and ventilation to corridors and classrooms. Occupying an elevated site relative to nearby development, the shallow roof finish would not generally be visible other than from the south-east. A standing seam finish would be applied to the south-east facing roof elevation.

Outdoor Play, External Works and Landscape

31. Deposited excavated material on the site (Plan 2) has been identified to be contaminated and would be removed prior to development taking place in that part of the site. A formal hard play court 45.5 x 24.5m would be sited 5m from the rear boundary of properties on Papplewick Lane and, at closest, 28m from the boundary with houses on Leabrook Gardens. An earth mound generally 0.6m in height, with trees to be planted on top, would be formed along the north-western side of the play area, beyond which an acoustic fence 2.0m in height would be erected on the site boundary. The acoustic fence, 91m in length, would be erected on the site boundary with 68-84 (evens) Papplewick Lane, turning south-east to run 29m to rear of 13-17 (odds) Leabrook Gardens.
32. The hawthorn hedge would be removed and the playing field would be marginally extended to the north, allowing the provision of 59m x 39m and 41m x 29.5m grass pitches, each with a 3m surrounding run-off area. The pitches would be levelled and would have a cross-fall to the south-west. The finished level of the run-off area in the south-west corner of the larger playing field would be 0.6m below the level of the adjoining property boundary, 24 Copeland Road. The south-east corner of the larger playing field would be approximately 0.6m above the level of Kenbrook Road.

33. Informal hard play areas would be provided to the west and between the KS1 and KS2 wings, with a rubber-surfaced play area with play equipment formed to the north of the Foundation Unit.
34. An orchard would be planted and an allotment area would be provided to the south-west of the formal hard play area, with a trim-trail with activity equipment sited to the north-east.
35. A galvanised sprinkler tank, 3.1m in height with an enclosed valve housing (0.5m in height) and 1.1m high safety access ladder projecting above, would be located to the north of KS1 wing and enclosed by a timber hit-and-miss vertical board enclosure 3.0m in height. An adjoining bin store, sited forward of the sprinkler tank enclosure towards Kenbrook Road in the service yard adjacent to the kitchen and plant room, would be enclosed by a 1.8m high timber palisade enclosure. The precise design and dimensions of the sprinkler tank may vary depending on tenders received. Access to the service area would be gained from Kenbrook Road.
36. A hedge would be planted along the boundary of the school field, between the two pedestrian access points proposed on Kenbrook Road, and on the frontage to Emperors Way to screen views of the car park, and would be allowed to attain a height of 1.8m-2.0m.
37. All security fencing proposed at the school would be coloured black.

Pedestrian and Vehicular Access

38. The principal pedestrian access to the school, with a parent assembly area within the gate, would be formed on Kenbrook Road mid-way along the site frontage to the south of the school building. The pedestrian access would emerge at a point where the highway narrows and a raised platform would be created, providing a safer point at which to cross the road. A pedestrian footpath/cycle path would be formed to the south-east of the crossing-point as part of the residential estate development.
39. Although the school would generally be level with Kenbrook Road, the principal pedestrian access would be formed at the highest point of the Kenbrook Road frontage. On entering the school site pedestrians would have the option either to take a level access route to the rear of the school, adjacent to a retaining stone gabion wall, or to turn right to access the front of the school 1.5m below the entrance level, via steps. A level pedestrian entrance to the school from Kenwood Road would be formed 50m to the north-east.
40. Vehicular access to the school service area would be formed to the north-east of the level pedestrian entrance on Kenbrook Road. An additional pedestrian access route, leading to the school nursery entrance would be formed adjacent to the north-east site boundary at a level approximately 0.9m below the level of the school and retained by a stone gabion wall.
41. A 47 space staff car park, including two disability parking spaces, would be accessed from Emperors Way. A pedestrian access would be formed to the east

of the staff car park giving access to the school either via a sloping path or steps. The access from Emperors Way would be closest to KS1 and would serve as the principal entrance to the Foundation/Nursery.

Phased Access

42. The Section 106 Agreement forming part of planning permission reference V/2004/0356 requires access to be given to the school site from the nearest public highway, in this case from Papplewick Lane. The highway network on the residential estate is not adopted highway and any access over Kenbrook Road and Emperors Way, except for that specified in the Agreement, needs to be with the agreement of the land owners (the housing estate developers).
43. The applicant has negotiated access through the house builder construction site for school operational service traffic, which would use the service yard fronting Kenbrook Road.
44. In the initial phase of operational use (Phase 1), Emperors Way would be a cul-de-sac terminating at the eastern end of the school frontage, with a vehicle turning area provided partly on land immediately adjacent to the Foundation/Nursery entrance proposed in the completed development.
45. Analysis of the Transport Assessment submitted in support of the application suggests that in the initial operational phase of the school, an estimated 138 parent cars would need to be accommodated. 14 parent car parking spaces would be made available on the site (Paragraph 48), Emperors Way would have capacity for approximately 15 cars, and approximately 100 cars, in a worst case, would park on Papplewick Lane and nearby highways during the peak drop-off and pick-up periods. A Traffic Regulation Order and other traffic management measures to discourage indiscriminate car parking would be required (itemised at Paragraph 69), the cost of which would be met by the applicant department.
46. During the Phase 1 occupation of the new school, any children walking to the new school would need to pass along Papplewick Lane. A school crossing patrol would be provided on Papplewick Lane to the north of Buckingham Avenue (Plan 1), which would also assist children that live on the Papplewick Lane estate attending Leen Mills Primary School in crossing the road.
47. Vehicular and pedestrian access to the school needs to be managed in conjunction with the activities of house builders carrying out construction nearby. Until such time as Kenbrook Road or Emperors Way are opened up to through traffic, or otherwise made accessible and suitable to serve a school to the satisfaction of NCC Road Safety Team, only the development proposed in Phase 1 would be brought into use.
48. Until the carriageway connecting Emperors Way to Kenbrook Road is open to the public, 13 parking spaces and one disability parking space of the proposed Phase 2 staff car park would be made available for parent parking. During Phase 1, only 32 spaces and one disability parking space within the car park would be required for staff.

49. To avoid the need for children to cross the entrance to the car park or circulate close to the turning area on Emperors Way, a temporary level pedestrian access would be provided to the north-west of the car park adjacent to the rear boundary of properties fronting Papplewick Lane.
50. Once Emperors Way is open to through traffic, the temporary path to the north-west of the car park would be closed-up and landscaped, the temporary parent parking provided in the staff car park would be removed (and made available for staff and visitor use only), and the temporary turning area provided on Emperors Way would be modified to become a parent assembly area in accordance with details to be agreed with NCC Highways, all before the Foundation/Nursery pedestrian access of the completed development is brought into use.
51. Once Kenbrook Road is opened as a through route, children attending the school approaching from the south-west (the area of the existing school site) would be likely to take a shorter walking route via Wigwam Lane after crossing the railway line on Station Road. In order to address potential highway safety issues on Wigwam Lane, which is used to access an industrial area to the south-east, a *Toucan* crossing (for both pedestrians and cyclists) would be provided (Plan 1). The applicant department has confirmed that the *Toucan* crossing would be funded as part of the school development. Given a choice, it is anticipated that most pedestrians arriving at the school would do so via Kenbrook Road, and the continuing need for the school crossing patrol on Papplewick Lane would be reviewed when Kenbrook Road is opened to public access.
52. The applicant has explored opportunities to reduce the impacts of traffic during Phase 1 occupation of the proposed school. The applicant is enquiring whether the land adjoining the school, to be developed for community facilities, could be made available for parent parking in the short-term (subject to planning permission). Barratt Homes has also been approached to see if access for house construction for later build phases could be revised to allow earlier use of Kenbrook Road as an access to the school. Both proposals rely on the agreement of third parties. The continued part use of the existing Beardall Street School until satisfactory access to the school can be provided, potentially reducing traffic impacts on Papplewick Lane has also been considered, but would be detrimental to the delivery of education in addition to logistical problems in running the school, staff movements between the sites that would be required during the school day, a need to significantly stagger school start and finish times to accommodate parents having regard to the distance between the two school sites, and the associated likely increase in parent traffic movements between the two school sites.

Sustainability

53. Although it is not intended to gain Building Research Establishment Environmental Assessment Method (BREAAM) certification, the design anticipates achieving a standard equivalent to BREAAM 'Very Good'.
54. Photovoltaic cells would be mounted on the mono-pitch roof of the school hall.

55. A covered shelter with 10 cycle parking spaces would be provided within the site, in proximity to the grass playing field and areas of formal and informal hard play (Plan 4).

Consultations

56. **Ashfield District Council (ADC)** – Objection. *The revised proposal remains of inappropriate design for the location. Due to the low level of the building, in particular it's virtually flat roof and predominant use of render, together with its' mass and scale, the building will appear bulky yet innocuous and not of sufficient quality. The lantern rooflights would appear incongruous, emphasised by the low level of the roof. Some improvement could be made by the use of flush rooflights rather than lanterns, but this in itself would not overcome the overall concern regarding the mass, scale and quality of the building. The interest created by the marginally higher hall section is not sufficient to offset the mass and scale of the remainder of the building. The only changes made following concerns raised to the previous design are to the materials. Although the greater use of brick to the front elevation is welcomed, together with the attractive contrast created by the differing materials to be used, this is not sufficient to overcome the overriding concerns.*
57. *The proposal will replace an attractive, historic building and the design proposed is bland and innocuous. This is a good opportunity to provide a landmark building, incorporating sustainable features such as a green roof. Subsequently, refusal is again recommended on design grounds.*
58. If permission is to be granted ADC recommend that conditions are included to require the removal of identified contaminants from the site prior to the commencement of construction works, that stock-piled material should be tested for lead prior to re-use on the site, and that design details and the installation of the acoustic fence should be submitted for approval and implemented prior to the site being brought into use.
59. ADC has advised, in consultation with their Environmental Health Officer, that subject to the provision of the 2.0m high acoustic fence, the proposed boundary treatment should acceptably reduce noise impact at adjoining properties.
60. **NCC Highways Development Control** - *The proposal site for the new school is located within a residential development. The residential development is currently being constructed. There is a spine road which will ultimately serve the site, however this arrangement is not envisaged to be complete when Phase 1 of the school is to be occupied (September 14). In view of this, the non-completion of the spine road means that the vehicle and pedestrian access for parents, staff and visitors will be via a ghost island priority junction from Papplewick Lane.*
61. *The proposal will result in greater travelling distances for a large proportion of pupils which attend the current school. The National Planning Policy Framework (NPPF) advises that decisions should take account of whether the opportunities for sustainable transport modes have been taken up to reduce the need for*

major transport infrastructure and whether improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. To achieve this, sustainable transport measures must be introduced to reduce existing journeys that are dependent on the car and promote other travel modes such as walking, cycling, and improved public transport provision.

62. *The County Council's Road Safety officers have assessed the pedestrian links between the current school and the new school. These links were found to be satisfactory in terms of the first phase of the school, however when Phase 2 is served by the new spine road from Wigwam Lane, it was recommended that a 'toucan' crossing will need to be provided across Wigwam Lane. The Highway Authority considers that the provision of a 'toucan' crossing to improve pedestrian links to the school are reasonable and necessary to make the development acceptable in planning terms and can be conditioned.*
63. *Section 6.6.3 of the Transport Assessment gives a worst case scenario of 54% of the existing 210 pupils travelling to school by car, which equates to 113 vehicles. In addition to this, as the school will initially have capacity to accommodate 315 pupils, and 26 nursery spaces, there will be additional vehicles to the 113 which has been indicated. During Phase 1, access to the school will only be via the Papplewick Lane junction. Based on the data provided 14 parent vehicles could be accommodated in part of the Phase 2 staff car park, with a further 15 vehicles estimated to be able to park on Emperors Way. It is estimated that approximately 100 vehicles would be likely to park on Papplewick Lane and the surrounding highway network during peak periods at the beginning and end of the school day.*
64. *When the spine road to the front of the site comes into use, the Highway Authority considers that the majority of the vehicle related implications will no longer be an issue, as there will be multiple locations from which pedestrians and vehicles can access the school. This will dissipate the congregation of where vehicles will pick-up and drop-off pupils. Notwithstanding this, there is a cycleway which is proposed as part of the spine road which if not satisfactorily protected, may encourage car drivers to use it as a waiting area at pick-up and drop-off times.*
65. *The main concerns of the Highway Authority are more likely to occur during Phase 1 of the development when access to the school is temporarily restricted to one access road off Papplewick Lane and Emperors Way. There are two predominant concerns:*
 - a) *Resultant on-street parking in the vicinity of the school during peak drop - off and pick-up hours.*
 - b) *The potential queuing/delays that will occur on Papplewick Lane around the right turn lane, when vehicles are unable to access/exit Emperors Way during peak congestion times*
66. *The Highway Authority has been informed that the location of the site and the available layout options of the school preclude any significant physical mitigation*

measures that can be taken to minimise the potential problems which have been identified. However the Highway Authority recommended that part of the staff car park should be provided for picking-up and dropping-off of pupils during Phase 1 of the development. This was due to the school not having the full accompaniment of staff in place until after the implementation of Phase 2. The provision of part of the staff car park for picking-up and dropping-off has been incorporated into the scheme. Albeit, the area provided for off road parking/drop off/pick up is below the level the Highway Authority would have expected for a new school of this scale. The Highway Authority has recommended that the applicant exhausts all potential options regarding the possibility of securing use of third party land for parking or temporary parking of staff on alternative land in the school during Phase 1 of the development.

67. *Other options available to reduce the number of vehicles converging on the area at peak times would be to provide 'safer routes to school' initiatives such as school buses/walking buses/shared parking facilities/school crossing patrols/pelican/puffin/toucan crossings to encourage walking and cycling to the school. A comprehensive Travel Plan should identify what measures will be taken to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and should focus particularly on car parking. The Travel Plan should then go on to promote the sustainable transport initiatives throughout the lifetime of the development. The Highway Authority will require the school to appoint a Travel Plan Coordinator, (this can be an existing member of staff), who will be responsible for promoting sustainable Travel Plan initiatives, monitoring its effectiveness and agreeing new/revised initiatives where its targets are not being met.*
68. *On-street parking is a widespread problem at schools nation-wide because of its economic convenience to achieve a work-life balance and the reluctance for parents to allow children to walk or cycle to school due to the traffic congestion, perceived traffic danger, lack of alternative transport, poor weather conditions and 'stranger danger'. Notwithstanding this, the Highway Authority recognises this problem only occurs over a short duration and generally results from indiscriminate parking by parents in positions on the highway that are likely to cause highway safety problems or irritation to nearby residents. On-street parking on the public highway is acceptable if carried out appropriately.*
69. *In order to attempt to control on-street parking to locations that are less likely to result in highway safety problems, discourage the use of the private car, provide safe pedestrian access and protect nearby vehicular accesses, a Traffic Regulation Order should be implemented in strategic areas. The Highway Authority recommends that double yellow lines are introduced along with an appropriate 20 mph safety zone outside the school at the following locations:*
 - a) *Papplewick Lane junction, and Emperors Way;*
 - b) *At the entrance to the school car park (Plan 4);*
 - c) *At the access to Senator Close, opposite the school car park;*

- d) *Around the proposed pedestrian crossing point access point on Kenbrook Road (Phase 2); and*
 - e) *On the speed attenuation bend outside the proposed Pavilion entrance on Kenbrook Road (Phase 2).*
70. Comment: A pavilion and car park is proposed to be provided on the playing field to the south of the application site which would be controlled by Ashfield District Council.
71. *This is expected to adequately control on-street parking and minimise access difficulties that result from inappropriate/indiscriminate parking. However, the levels of on-street parking should be regularly reviewed as part of the Travel Plan monitoring process and where necessary, future initiatives should be proposed to reduce/remove any developing problems including a review of the Traffic Regulation Order. Any Traffic Regulation Order will be subject to a separate public consultation exercise before extent and affected positions are finally implemented and will require the agreement of the Highway Division.*
72. *The County Council's Traffic Systems Network Manager is satisfied that vehicles associated with the development would not create capacity issues for the mini-roundabout at the junction of Station Road/Papplewick Lane/Wigwam Lane.*
73. *In view of the above, the Highway Authority considers that although there may be issues related to parking and congestion in the vicinity of the school, assurances have been given that these will be managed by NCC Education, Road Safety and the school itself through its Travel Plan. Therefore, the Highway Authority has no objections to the proposal.*
74. Highways related conditions to minimise the impact that the proposal will have on the highway network, residents in the vicinity of the site, and to minimise indiscriminate parking associated with the school, are recommended for the phasing of development, provision of school safety zones, the provision of staff/visitor parking. Conditions are also recommended for the submission and on-going review of a School Travel Plan in the interests of highway and pedestrian safety.
75. **NCC Road Safety Team** - *The majority of the recommended highways measures are endorsed and a project brief has been prepared for required highway works, should planning permission be granted. The brief for works which would be funded by the project includes:*
- a) *installation of a Toucan crossing on Wigwam Lane at the site of the pedestrian refuge adjacent to the roundabout at Station Rd/Wigwam Lane/Papplewick Lane;*
 - b) *installation of School Crossing Patrol signs on high-visibility backing boards on the approaches to the two proposed temporary sites at Station Road/Linby Road pedestrian refuge; and Papplewick Lane, on the central refuge adjacent to the start of the right turn lane to the residential spine road (Emperors Way).*

- c) *a Traffic Regulation Order for no stopping/waiting areas at the pedestrian entrance to the school on Kenbrook Road, the school car park entrance, the junction of Papplewick Lane/Emperor's Way, the two junctions of Kenbrook Road/Senator Close and in the proximity of the proposed pavilion entrance on Kenbrook Road (none of these Traffic Regulation Orders will be able to be fully implemented until the roads are adopted). Installation of a 20mph school zone with appropriate signs with flashing amber warning lights on Emperors Way and Kenbrook Road.*
76. *There will be issues around traffic congestion on Papplewick Lane during Phase 1 of the scheme until such time as the spine road, Kenbrook Road, is fully opened. However, school congestion is predominantly for 20 minutes at the start and end of the school day. In the morning, drop off is spread over this period. In the afternoon, when parents/carers arrive prior to school closing time, congestion/parking will be worse but will subside within 10 minutes of the school closing. The Head Teacher has given assurances that she will liaise with parents in an effort to get them to walk to school rather than drive and she is willing to investigate setting up a walking bus from the town centre to the new school. There will also be two temporary school crossing patrol sites set up to help encourage walking, along with the light controlled Toucan crossing on Wigwam Lane. It is not anticipated that the patrols will be needed once Phase 2 of the school is built (or if the spine road is open prior to that) as the majority of the pedestrian traffic will access the school from Wigwam Lane and when the Hucknall Town Centre Improvement Scheme is completed there will be a green man crossing facility within the light controlled crossing at Station Road/Linby Road.*
77. *Comment: The Hucknall Town Centre Scheme is a new highway proposal that would provide a new highway linking Annesley Road and Station Road, Hucknall, allowing the implementation of a separate proposal to partially pedestrianise High Street. It is anticipated that the application will be reported to Planning and Licensing Committee for determination in October 2013.*
78. **Design Review** – *A design review has been undertaken by an independent panel of architects, considering the need for the development, the proposal, the operation of the building and its setting:*
79. *Need for the facility – The existing school cannot accommodate further development and would be uneconomic. The site chosen is suitable providing existing sports pitches and green space. The location fulfils the growing need for school places in Hucknall.*
80. *Site development - The siting of the building is set by the need to retain the green space to the south west, a water easement across the site and access points for construction, servicing and parking whilst respecting existing housing. The development also has to be phased in line with demand for school places. Car parking is carefully placed to least interrupt flow of traffic and avoid dominating the school or housing whilst providing a preferred separate nursery access. Some parent parking is included to help alleviate potential local parking issues in the short term.*

81. *Building operation - The building is well designed in the form of three zones (Foundation/KS1, KS2 and staff/admin/community) that come together in an open flexible space in the heart of the building. The teaching areas all have their own outdoor space whilst the remainder addresses the urban setting along Kenbrook Road to form an easily accessed and recognisable community facility.*
82. *Setting - The massing on Kenbrook Road is neatly broken down to an appropriate urban grain with sufficient modulation achievable within a tight budget. The construction level appears to have been carefully managed to reduce the impact of the building and reduce waste in a sustainable manner. Views from Kenbrook Road are limited by fences and hedges so are not significant.*
83. *Materials, finishes and details - Materials seem to have been sensitively chosen to break down the edifice along Kenbrook Road while maintaining a familiar palate consistent with the surrounding housing. A good overhang to the roof provides definition generally and the entrance is well defined with a change of geometry and material. The hall is clad in timber veneered panels as a warmer finish that also helps identify the building as being non-residential. This element may benefit from further design development to form a crisper foil to the other elements. Phase 2 will not have render finish so will form a visual stop to these elevations.*
84. *Comment: The applicant has modified the design of the front elevation (the timber veneer panels) in responding to this consultation.*
85. **Sport England** – No objection subject to an Informative advising that the hard court area should be constructed in accordance with *Sport England Technical Guidance Notes -artificial surfaces for outdoor sports.*
86. *The application proposes the replacement of the existing Beardall Street School. The existing school has limited sports provision on site and there is access to playing fields but on a detached site. The proposal involves the relocation of the school to a site adjacent to the existing detached playing field area. The proposed school would have the benefit of a new hall which is capable of being used for sport and a hard court area. The proposal would result in the relocation of the existing community football club to a new site which is provided as part of the residential development and which provides funding towards the school relocation. The football club would be relocated to an improved site as part of the agreement attached to the original housing development. It is understood that there would be no net loss of playing field area.*
87. **NCC Project Engineer (Noise)** - *Playground noise levels are not predicted to cause an adverse reaction at nearby receptors subject to the erection of the proposed acoustic barrier.*
88. *Fixed plant at the school such as heating/ventilation systems, have the potential to cause a noise nuisance to nearby receptors. No information has been provided about proposed plant and will need to be the subject of a planning condition.*

89. *Road traffic associated with the new school is not expected to cause adverse noise impact and has been assessed as Negligible.*
90. *Construction noise, whilst short term and temporary in nature has the potential to cause significant annoyance. The Noise Assessment indicates that a Noise Limit of 65dB $L_{Aeq, 1hour}$ during hours of construction should apply. A noise condition should be included requiring the contractor to submit a Noise Management Plan to include information on the proposed plant along with predicted noise levels at receptors and if necessary proposed mitigation to comply with 65dB noise limit value, prior to construction.*
91. No objection subject to a condition requiring the provision of details and control of noise generated by external fixed plant; a construction phase noise management plan with an assessment of the predicted noise levels at the nearest receptors proposing where necessary noise mitigation measures; and a restriction on hours of working. A condition will also be required to ensure the provision of the proposed acoustic barrier; and to limit noise generated by operational use of the site.
92. **NCC Land Reclamation Team** - *There does not appear to be any issues of major significance associated with this development, with the exception of elevated lead levels within discrete material stockpiles to the north-west of the site. Provided this material is properly characterised and quantified, and the impacted materials removed, this should not prove to be a significant issue in redevelopment of the site.*
93. *The impacted materials will need to be removed and the area re-tested to validate that all impacted material has been removed. This is of particular relevance in that the area, presently occupied by impacted spoil mounds, which is proposed to be used as an allotment and orchard area for the school.*
94. *The soil screening values used so far to assess the on-site analysis, has been based on the category 'Residential Without Plant Up-Take'. However if produce is to be grown on-site and potentially consumed by the staff/pupils then the more stringent soil screening values for 'Residential With Plant Up-Take' would be more appropriate when assessing the results.*
95. *The development should take into consideration the protection of adjacent and underlying controlled waters and the potential for Radon impact in this area.*
96. **NCC Ecology Team** – No objection subject to conditions to require no site vegetation clearance to take place during the bird nesting season, the application of a suitable meadow seed mixture (as confirmed in email correspondence on behalf of the applicant dated 30 August 2013), species mix for the planting of a native hawthorn hedge, and the installation of bat/bird boxes in accordance with details submitted in support of the application.
97. **Police Force Architectural Liaison Officer** – No response received.
98. **Environment Agency** - No objection subject to a condition requiring the submission of a drainage scheme based on sustainable drainage principles and

an assessment of the hydrological and hydrogeological context of the development.

99. **Severn Trent Water Limited** – No objection subject to a condition to require the submission of details of foul and surface water drainage.
100. **Western Power Distribution** – Attention is drawn to a 33kv, 11kv and a low voltage power cable passing through the development site. Trial holes will need to be dug to determine the depth of the cables and whether anything needs to be done to safeguard the assets.
101. **National Grid (Gas)** – National Grid has apparatus in the vicinity of the site which may be affected.
102. **NCC Built Heritage Team** - *The existing Beardall Street School is a site of very considerable heritage and architectural interest, being the first 'Board School' built in the county after the momentous passing of the first Education Act in 1870. The Bulwell Linby stone and architectural style of the original buildings is also of considerable significance.*
103. *The application includes a recognition that the 'existing primary school buildings have significant historical architectural interest and make a contribution to the character of the local area' and the document sets out the proposed procedure for disposing of the redundant school buildings with an aim towards retaining the heritage value. The applicant states that the option of reusing the existing school site is 'impractical due to the confines of the existing building and site and the lack of playing fields'.*
104. *The heritage significance of the existing school, as required by NPPF Paragraph 128 is acknowledged and an outline of the disposal process that will focus on finding a suitable solution to the retention of key buildings that contribute to the heritage significance of the site is included in the submission.*
105. *NPPF Paragraph 131 requires that applications are determined with regard to the desirability of sustaining and enhancing heritage significance through the recognition of the positive contribution this makes to sustainable communities, economic vitality, local character and distinctiveness.*
106. The detailed explanation provided by the applicant highlights the over-riding local and national educational and council policy requirements regarding split school sites. The comments provide valuable additional evidence for the case that the continued use of the existing Beardall Street School is not the best option for primary level education provision.
107. It has been important to the considerations set out in the NPPF to understand the reasoning why separate Infant school and Junior school sites is not the favoured approach. It is clear why the opportunity to move the school to a more suitable site with better green space and architecture better fitted to 21st century teaching is desirable.
108. The redundancy of Beardall Street School will be the end of a very significant chapter in the site's history, but it is hoped that the stated mechanism of disposal

will provide the best chance of a suitable future re-use for the site that retains the heritage significance going forward. A suitable condition to ensure the production of a planning brief prior to any marketing of the site on the open market has been discussed.

- 109. With suitable mitigation to ensure that the heritage significance of the existing Beardall Street School site is preserved during redundancy and disposal, the application has no other impacts to any known built heritage.
- 110. The proposals will have less than substantial harm on an undesignated heritage asset and this harm can be adequately mitigated. In accordance with paragraph 134 of the NPPF the proposals demonstrate clear public benefits, in the form of improved educational facilities, that balances the less than substantial harm to the heritage significance.

Publicity

- 111. The application has been publicised by means of site notices, press notice and neighbour notification letters sent to the nearest occupiers in accordance with the County Council's adopted Statement of Community Involvement.
- 112. One letter has been received from a resident of Copeland Road expressing concern following a school exhibition that despite an access not being proposed from Copeland Road/Leabrook Gardens, a house builder is lobbying to allow access to the new school site.
- 113. *Comment: An access to the school site from Copeland Road/Leabrook Gardens would be over land not included in the application site. Although not proposed in this application a new access would require the benefit of a separate planning permission.*
- 114. Councillor John Wilmott, Councillor John Wilkinson and Councillor Alice Grice have been notified of the application.
- 115. No representations have been received.

Observations

- 116. Members are advised that NPPF Paragraph 215 came into force in April 2013, stating that due weight should be given to relevant policies in existing Development Plans according to their degree of consistency with the Framework. The closer policies are to policies in the Framework, the greater the weight that may be given.

Policy and Strategic Education Provision

117. Great importance is attached to ensuring that a sufficient choice of school places is available to meet the needs of new and existing communities in NPPF *Promoting healthy communities* (Paragraph 72). Great weight should be given to the need to create, expand or alter schools. In a letter to Chief Planning Officers the Secretary of State for Communities and Local Government has stated that there should be presumption in favour of the development of state-funded schools and the delivery of development that has a positive impact on the community (Appendix 1). In determining this application, consideration needs to be given to whether the proposed development would give rise to significant harm that could not be mitigated through the imposition of conditions.
118. The proposed school site forms part of a 22.1ha allocated housing site identified in the Ashfield Local Plan Review 2002 (ALPR) (site HG1 Ho *South of Papplewick Lane*) and part of an area of formal open space (site RC3 Hy *Wigwam Lane Playing Fields*) (Plan 3). Development which would lead to the loss of formal open space will only be permitted where, amongst other criteria, adequate replacement provision of new formal open space is made in the locality; and, in the case of school playing fields, the development is required for educational purposes. As part of wider proposals related to residential estate development, part of the Wigwam Lane Playing Field would be retained as public playing field, with additional new formal open space provision made to the east of the residential development, as required by ALPR Policy RC4 Ha *Papplewick Lane*.

Traffic and Parking

119. NPPF *Promoting Sustainable Transport* Paragraph 32 advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
120. In the shorter term when the only point of vehicular and pedestrian access would be from Emperors Way via Papplewick Lane, the development has the potential to cause traffic issues on the highway in proximity to the school. Accessing a school via a cul-de-sac (which would be the case on Emperors Way until it is opened to through traffic) is far from ideal. In Phase 1 occupation, although to be discouraged, children brought to school by car may lead to parking difficulties on the highway.
121. The provision of a temporary turning facility on Emperors Way, making spaces temporarily available for parent drop-off/pick-up on part of the Phase 2 car park, and opportunity to park approximately 15 cars on Emperors Way carriageway would lessen the likely impact of parked traffic on Papplewick Lane. Although Papplewick Lane is relatively wide and straight and should accommodate traffic without giving rise to unacceptable highway safety issues, the consultation response from NCC Highways Development Control has identified the possibility of approximately 100 vehicles being attracted to Papplewick Lane. However, parking is likely to be spread over a 20 minute window during morning drop-off, while in the afternoon, the number of parked vehicles is likely to steadily increase over a 45 minute period up to the end of the school day. An extended school day, offering a Breakfast Club and After-School Club would be likely to

reduce the number of vehicles being parked on Papplewick Lane at peak times. The school intends to offer such clubs.

122. During Phase 1 operation of the school, on-street parking may become an inconvenience to residents at the beginning and end of the school day, but it is considered that the parking of cars on the highway for relatively short periods on weekdays during school term-times would not cause significant detriment to residential amenity such that permission should be refused. Highway safety implications of the proposal have been considered by NCC Highways Development Control, and whilst concerns have been raised, assurance has been received that these will be managed by NCC Education, Road Safety and the school through the proposed School Travel Plan. It is considered that the applicant has suitably explored alternatives that could potentially reduce traffic impact associated with Phase 1 occupation, but that the development presented to Committee is the best that can be offered within the scope of planning control. External factors, largely dictated by the housing market and good-will of the adjoining house builders to bring forward the date at which the highway network is brought into use, or through negotiation alternative access and parking arrangements may be made, may mean that the anticipated highway issues are short-lived. Members will need to consider whether the short-term change in character of the local area would give rise to such harm as to outweigh the presumption that school development should be supported, as expressed in the NPPF and the letter from the Secretary of State for Communities and Local Government (Appendix 1).
123. Once the highway network within the residential estate is completed and the alternative access points are made accessible to children and parents, the impact of traffic would be spread across the wider highway network. Furthermore, the proposed community facilities on adjoining land to the east of the school, when developed, may offer opportunities for parents to park off the public highway.
124. A condition is recommended, in the interest of safety, that the pedestrian access point to the east of the car park is not to be brought into use before Emperors Way is opened as a through route for vehicular traffic, joining Papplewick Lane and Kenbrook Road, and the adjoining footway has been constructed to an acceptable standard to the satisfaction of the County Planning Authority (CPA) (Condition 20).
125. It is also recommended that the pedestrian access points to the school from Kenbrook Road are not to be brought into use until Kenbrook Road is opened to through traffic or an acceptable turning facility is first made available to the satisfaction of the CPA, and the appropriate footway has been constructed to an acceptable standard (Condition 21). The provision of an acceptable alternative to the opening of Kenbrook Road to through traffic would rely on the adjoining house builder/land owner making an acceptable turning area available and would be the subject of separate negotiation, but may allow the earlier opening of additional access points to the school, relieving pressure on the otherwise single point of pedestrian access from Emperors Way. In the context of this planning application, opportunities which would relieve traffic and parking issues

sooner would be welcome, but are not considered to be essential to the acceptability of the proposal.

126. The use of the access points on the Kenbrook Road frontage is also likely to change the flow of pedestrian movement, and would be the trigger for the provision of the *Toucan* crossing point of Wigwam Lane. As the availability of Kenwood Road as an access to the site will be dictated by build-rates and completion of the highway network by the house builder, the date of opening is uncertain. There may be a lengthy lead-in time for the commissioning of the signalised crossing and alternative provision for safe crossing of Wigwam Lane, and the applicant's intention to commission the work soon after Phase 1 development commences, is welcome. Condition 21a) requires the provision of the *Toucan* crossing point on Wigwam Lane prior to Kenbrook Road being brought into use as a means of access to the school.
127. Furthermore, in the interest of highway safety and the highway pressures that would otherwise be placed on Emperors Way and Papplewick Lane, it is recommended that Phase 2 of the development is not brought into use until such time as the school can be satisfactorily accessed by pedestrians from Kenbrook Road (Condition 22).
128. The recommendations of NCC Road Safety would be secured for Phase 1 and Phase 2 through recommended Conditions 16-18.
129. Although the existing school has a School Travel Plan the relocation of the school to the new site will make that plan obsolete. A Framework Travel Plan submitted in support of the application has identified measures and initiatives to encourage cycling and walking to school. The school will need to develop sustainable initiatives through the development of a School Travel Plan specific to the new school site and is the subject of recommended conditions (Conditions 24-26).

Design, Site Layout and Construction

130. The proposed portal frame building, taking account of changes in site level and the need to provide level access suitable for wheelchair and pushchair users, would sit low in the site. Ashfield District Council has raised concern about the proposed design (Paragraph 56). However, the palette of materials on the frontage to Kenbrook Road, including brick and render to define the building entrance and *Trespa* panels to the school hall is considered to be acceptable. Whilst there is concern that the shallow pitch roof would form a prominent design element when viewed from Kenbrook Road, views of the school from outside of the fence would be screened by the existing hedge on the road frontage that would be maintained at a height of 1.8-2.0m.
131. The use of render above a brick plinth on the Foundation/KS1 and the KS2 wings of the school, punctuated by the use of contrasting material in the construction of the Phase 2 classrooms is considered to be acceptable. The design has been the subject of a design review (Paragraphs 78-83), as advised in NPPF Paragraph 62, and is considered to be acceptable.

132. The proposed siting of the sprinkler tank, bin store is largely determined by the location of the service yard, providing access and proximity to the plant room and kitchens. The proposed boiler flues would be viewed against the side wall of the school hall, set back approximately 22m from the Kenbrook Road frontage and are considered to be acceptable. Although sited in an elevated position relative to the adjoining land to be developed for community facilities, both the sprinkler tank and bin store would be screened by timber fencing, with only a valve housing and access ladder visible above. The proposed timber screening is considered to be acceptable, offering acceptable elevations to Kenbrook Road, the Foundation play area and the adjoining site to be developed for community facilities.
133. Although the site is not of ecological value, the development offers the opportunity to make provision for bats and nesting birds. The sprinkler tank timber enclosure will offer nesting opportunities for house sparrow on the internal face and general opportunities for bird nesting on the external facing elevations, satisfying recommendations made by NCC Ecology Team in the course of the application. In addition, it is considered that the development makes adequate provision for ecology through provision of an orchard, meadow planting, and a thicket for insects as part of the proposed landscaping of the site.
134. The proposed hard play area would be sited in close proximity to the boundary and has the potential to give rise to noise impacts to neighbouring residential properties. The adjoining properties fronting Papplewick Lane have long gardens and use of the play area should not give rise to significant noise impact immediately to the rear of the dwellings. In order to minimise noise impact and enjoyment of gardens closer to the school boundary, the proposed mound and acoustic fence on the boundary is considered to provide an effective treatment that should not give rise to unacceptable harm. In order to minimise noise nuisance during construction of the school it is recommended that the acoustic fence is erected as part of the initial site set up (Condition 12). Standard hours of construction are recommended (Condition 7).
135. The proposal makes appropriate provision for outdoor sport which is acceptable to Sport England. The Sport England recommendation that hard play area should be constructed in accordance with Sport England recommendations and is the subject of a recommended Informative (Note 3).
136. Proposed landscape planting, a tree pit detail, and a schedule of proposed planting maintenance have been submitted in support of the application and are considered to be acceptable.
137. Details of proposed lighting have not been submitted with the application and is the subject of a recommended condition (Condition 14).

Contamination

138. Notwithstanding the recommendation from Ashfield District Council that stock-piled material on the site is tested before re-use, NCC Contaminated Land Officer, has advised that all identified contaminated material deposited on the site is removed. It is recommended that the material is removed from site in

accordance with an approved methodology, and that further testing to validate that the contamination has been removed is undertaken prior to the commencement of main site works, particularly as part of the site where contaminated material is present would be used for growing vegetables or fruit that may be eaten by the school children (Condition 8).

139. An additional condition is recommended that any unexpected contamination encountered during construction is dealt with appropriately (Conditions 9).

Utilities and Drainage

140. New development should incorporate measures to reduce surface water run-off, and Sustainable Drainage Systems (SuDS) should be sought in all new development unless it can be demonstrated that such measures are not viable or technically feasible.
141. The proposed surface water drainage proposals would result in a reduced rate of run-off from the site which is welcome. The applicant has agreed in principle to incorporate filtration of surface water that would improve the quality of surface water discharging from the site. Detailed surface water drainage proposals are the subject of a recommended planning condition (Condition 11).
142. Western Power Distribution has identified below-ground high voltage cables passing through the site, and a water main runs in parallel close by. The applicant has demonstrated that the depth of cover of the services would not be reduced, and consequently should not be adversely affected by the proposed development, although final consideration on this point would be determined by the statutory undertaker. The relevant utilities require easements to safeguard their assets and have been suitably taken into account in the proposed site layout (Note 4).
143. National Grid has apparatus in proximity to the site, to be drawn to the attention of the applicant through a recommended Informative (Note 5).

Heritage

144. The existing Beardall Street School premises would be vacated as a consequence of the development. It is considered that the applicant has adequately described the significance of heritage assets affected as required by NPPF Paragraph 128. Consideration needs to be given to the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation. It is considered that the applicant has provided suitable evidence to demonstrate why the existing school would be inappropriate for the current school and there is a risk that the vacated school may become redundant. NPPF Paragraph 135 advises that in weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale and harm or loss and the significance of the heritage asset. NCC's Built Heritage Team are satisfied that the application demonstrates clear public benefits that balance the less than significant harm to the heritage significance. Nevertheless a robust mechanism needs to be put in place to safeguard the future of the heritage

asset. If an alternative NCC user cannot be identified, the applicant has proposed a satisfactory disposal strategy for the existing school site which would include the preparation of a planning brief in consultation with Ashfield District Council. A suitably worded condition is recommended (Condition 29). The applicant's comment that the continued part use of the Beardall Street School would be contrary to established County Council policy is accepted and it is noted that the Government does not support the rebuilding of separate infant and junior schools through its Priority Schools Building Programme.

Other Options Considered

145. The report relates to the determination of a planning application. The County Council is under a duty to consider the planning application as submitted. Accordingly no other options have been considered. The applicant has provided evidence to demonstrate why continuing to deliver education from the existing school site would be inappropriate.

Statutory and Policy Implications

146. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment, and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Implications for Service Users

147. None

Financial Implications

148. The proposal would require off-site works, in the form of a *Toucan* crossing on Wigwam Lane and possibly the making of a Traffic Regulation Order to ensure that parking on Papplewick Lane is effectively controlled in the interest of highway safety. A school safety zone, in the form of advance warning signage, pedestrian guardrail and highway markings will be required on Emperors Way (and may extend on to Papplewick Lane) and Kenbrook Road. The applicant has confirmed that required off-site works would be funded from the project budget.

Equalities Implications

149. None

Crime and Disorder Implications

150. The proposed school would be enclosed by Heras fencing in areas fronting public land, or 2.0m high acoustic fencing where adjoining the boundary with residential properties, providing suitable security for the site.

Human Rights Implications

151. The relevant issues arising out of consideration of the Human Rights Act have been assessed in accordance with the Council's adopted protocol. Rights under Article 8 and Article 1 of the First Protocol may be affected. The proposals have the potential to introduce impacts of noise disturbance through operational use of the school and loss of amenity to existing and future nearby residents as a consequence of likely short-term on-street parking near the school at the beginning and end of the school day. However, these considerations need to be balanced against the wider benefits the proposals would provide in meeting the educational needs of the school locally and in the wider Hucknall area. Members will need to consider whether these benefits would outweigh the potential impacts.

Safeguarding of Children Implications

152. Proposed site boundary security proposed in the application would make adequate provision for safeguarding of children.

Human Resources Implications

153. None

Implications for Sustainability and the Environment

154. NPPF (Paragraph 11 et seq.) states a presumption in favour of sustainable development. For decision taking this means approving development that accords with the development plan without delay and, where policies are out of date, grant planning permission unless adverse impacts would significantly and demonstrably outweigh the benefits when assessed against policies in the NPPF as a whole or policies indicate that development should be restricted.
155. In considering sustainability, regard should be given to the development as a whole. The location, within the residential development that it would primarily serve and adjacent to other community facilities is considered to be sustainable.
156. Although the development would not be certificated, the applicant proposes to design to a standard equivalent to BREEAM 'Very Good'. BREEAM assessment uses recognised measures of performance, which are set against established benchmarks, to evaluate a building's specification, design, construction and use. The measures used represent a broad range of categories and criteria and include aspects related to energy and water use, the internal environment (health and well-being), pollution, transport, materials, waste, ecology and management processes.

157. The applicant department has undertaken a BREEAM pre-assessment estimate which gives an indicative score that the building would achieve a BREEAM rating of 'Very Good' and the development is considered to be sustainable in compliance with the NPPF.

Statement of Positive and Proactive Engagement

158. In determining this application the County Planning Authority has worked positively and proactively with the applicant by entering into pre-application discussions; scoping of the application; assessing the proposals against relevant Development Plan policies; the National Planning Policy Framework, including the accompanying technical guidance and European Regulations. The County Planning Authority has identified all material considerations; forwarding consultation responses that may have been received in a timely manner; considering any valid representations received; liaising with consultees to resolve issues and progressing towards a timely determination of the application. Issues of concern have been raised with the applicant, such as the impact and management of traffic arising from a phased development whilst adjoining infrastructure is completed, highway concerns and the acceptability of the design have been addressed through negotiation and acceptable amendments to the proposals. The applicant has been given advance sight of the draft planning conditions. This approach has been in accordance with the requirement set out in the National Planning Policy Framework.

RECOMMENDATIONS

159. It is RECOMMENDED that planning permission be granted for the purposes of Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the conditions set out in Appendix 1. Members need to consider the issues, including the Human Rights Act issues, set out in the report and resolve accordingly.

JAYNE FRANCIS-WARD

Corporate Director Policy, Planning and Corporate Services

Constitutional Comments

Committee have power to decide the Recommendation.

[10.09.13.SHB]

Comments of the Service Director - Finance

There are no financial implications arising directly from the report.

[19.09.13 NR]

Background Papers Available for Inspection

The application file available for public inspection by virtue of the Local Government (Access to Information) Act 1985.

Electoral Division(s) and Member(s) Affected

Hucknall	Councillor John Wilmott
	Councillor John Wilkinson
	Councillor Alice Grice

Report Author/Case Officer

David Marsh

0115 9696514

For any enquiries about this report, please contact the report author.

W001155.doc – F/2842 - 4100/CCD

PSP.DM/PAB/EP5377

19 September 2013

APPENDIX 1



Policy statement – planning for schools development

The Secretary of State for Communities and Local Government (Mr Eric Pickles) and the Secretary of State for Education (Mr Michael Gove) wish to set out the Government's commitment to support the development of state-funded schools and their delivery through the planning system. This statement supersedes the Statement of 26 July 2010.

The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. State-funded schools - which include Academies and free schools, as well as local authority maintained schools

planning decisions. The Secretary of State will attach significant weight to the need to establish and develop state-funded schools when determining applications and appeals that come before him for decision.

- **Local authorities should make full use of their planning powers to support state-funded schools applications.** This should include engaging in pre-application discussions with promoters to foster a collaborative approach to applications and, where necessary, the use of planning obligations to help to mitigate adverse impacts and help deliver development that has a positive impact on the community.
- **Local authorities should only impose conditions that clearly and demonstrably meet the tests set out in Circular 11/95.** Planning conditions should only be those absolutely necessary to making the development acceptable in planning terms.
- **Local authorities should ensure that the process for submitting and determining state-funded schools' applications is as streamlined as possible,** and in particular be proportionate in the information sought from applicants. For instance, in the case of free schools, authorities may choose to use the information already contained in the free school provider's application to the Department for

APPENDIX 2

RECOMMENDED PLANNING CONDITIONS

1. The development hereby permitted shall be begun within 3 years from the date of this permission.

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

2. The County Planning Authority (CPA) shall be notified in writing of the date of commencement at least 7 days, but not more than 14 days, prior to the commencement of the development.

Reason: To enable the CPA to monitor compliance with the conditions of the planning permission.

3. Unless where required pursuant to conditions of this permission, the development hereby permitted shall be carried out in accordance with the documents supporting the application as amended, including the recommendations of submitted reports, and the following plans:
 - a) Location Plan (Drawing A01 Rev a) received by the CPA on 12 August 2013.
 - b) Foul Drainage (Drawing A25) received by the CPA on 22 August 2013.
 - c) Surface Water Drainage (Drawing 26 Rev B) received by the CPA on 22 August 2013.
 - d) Proposed Site Plan Phase 1 (Drawing LR/P.Y.AB.29297/12 Rev A) received by the CPA on 12 August 2013.
 - e) Proposed Floor Plan Phase 1 (Drawing a2) received by the CPA on 19 June 2013.
 - f) Proposed Elevations Phase 1 (Drawing A10b) received by the CPA on 22 August 2013.
 - g) Proposed Elevations Phase 1 (Drawing A11b) received by the CPA on 22 August 2013.
 - h) Proposed Site Plan Phase 2 (Drawing LR/P.Y.AB.29297/13 Rev A) received by the CPA on 12 August 2013.
 - i) Proposed Floor Plan Phase 2 (Drawing a3) received by the CPA on 19 June 2013.
 - j) Proposed Elevations Phase 2 (Drawing A8b) received by the CPA on 28 August 2013.
 - k) Proposed Elevations Phase 2 (Drawing A9a) received by the CPA on 12 August 2013.
 - l) Roof Plans Phases 1 and 2 (Drawing A12A) received by the CPA on 22 August 2013.
 - m) Rooflights (Drawing A31 planning) received by the CPA on 12 August 2013.

- n) General Sections (Drawing A4) received by the CPA on 19 June 2013.
- o) Sprinkler Tank/Bin Store Enclosure (Drawing A24 Rev a) received by the CPA on 12 August 2013.
- p) Boundary Treatment and Fencing (Drawing LR/P.Y.AB.29297/08) received by the CPA on 21 June 2013.
- q) Fencing Elevations (Drawing LR/P.Y.AB.29297/04) received by the CPA on 19 July 2013.
- r) Gabion Retaining Walls, Earth Mound and Raised Planting Bed (Drawing LR/P.Y.AB.29297/05) received by the CPA on 19 June 2013.
- s) Planting Plan (Drawing LR/P.Y.AB.29297/07 Rev C), Planting Specification with the addition of Naturescape NLM Landscape Meadow Mixture, and Tree Pit detail received by the CPA on 30 August 2013.
- t) Location of Bat and Bird Boxes (Drawing A37) and specified bird box detail (or equivalent as may first be agreed in writing by the CPA) received by the CPA on 22 August 2013.
- u) Littleborough Cycle Shelter details received by the CPA on 28 August 2013.

Reason: For the avoidance of doubt as to the development that is permitted.

4. Notwithstanding details shown on the approved plans, details of any external fixed plant or machinery shall be submitted to and approved in writing by the CPA prior to being erected or installed. Development shall be carried out in accordance with the approved details.

Reason: For the avoidance of doubt as to the development permitted.

5. Unless otherwise agreed by the CPA in writing, no tree, shrub, scrub or other vegetation clearance works shall be carried out between the months of March to August inclusive.

Reason: To avoid disturbance to birds during the breeding season.

6. Prior to the commencement of development, details of the method of working during the construction phase, in the form of an environmental management plan, to include:

- a) measures for the control of noise, vibration and dust emissions; and
- b) a scheme for the recycling/disposal of surplus soils and waste resulting from construction

shall be submitted to and approved in writing by the CPA. All construction shall be undertaken in accordance with the approved details unless otherwise agreed in writing by the CPA.

Reason: In the interest of highway safety and to protect the amenities at present enjoyed by the occupiers of nearby residential properties.

7. Unless in the event of an emergency, or as otherwise may be previously agreed in writing with the CPA;
- a) no construction work shall take place on Sundays, Public or Bank Holidays;
 - b) no construction work shall be carried out or plant operated except between 07:30 hrs – 18:00 hrs Mondays to Fridays and 07:30 hrs – 13:00 hrs on Saturdays;
 - c) no earth moving operations shall be carried out except between 08:00 hrs – 18:00 hrs Mondays to Fridays and 08:00 hrs – 13:00 hrs on Saturdays; and
 - d) noise generated by construction activities on the site shall not exceed 65dB ($L_{Aeq, 15mins}$) measured at a distance of 3.5m from the nearest façade of a property.

Reason: To safeguard the amenity of nearby residents.

8. Prior to the commencement of main site works within the area subject to contamination identified in the report accompanying the application, following the removal of the identified contaminated material, a validation report confirming that the site has been remediated to a standard appropriate for the proposed use shall be submitted to and approved in writing by the CPA.

Reason: To ensure that the site is remediated to an acceptable standard.

9. If during development, contamination not previously identified is found to be present, no further development shall be carried out, unless first agreed in writing by the CPA, until a remediation strategy dealing with how the unsuspected contamination shall be dealt with has been submitted to and approved in writing by the CPA. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the site is remediated to an appropriate standard.

10. Prior to the commencement of main site works a scheme for the provision of foul water drainage works shall be submitted to and approved by the CPA in writing. The foul drainage works shall be completed prior to the development hereby approved first being brought in to use, in accordance with the approved details.

Reason: To prevent the increased risk of flooding and minimise pollution by ensuring the provision of a satisfactory means of foul water disposal.

11. Prior to the commencement of main site works a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, shall be submitted to and approved in writing by the County Planning Authority. The scheme to be submitted shall demonstrate:
- a) the utilisation of holding sustainable drainage techniques;
 - b) the limitation of surface water run-off to a discharge rate of 3.25 litres/second;
 - c) the ability to accommodate surface water run-off on-site up to the critical 1 in 100 year event plus an appropriate allowance for climate change, based upon the submission of drainage calculations; and
 - d) responsibility for the future maintenance of drainage features.

The scheme shall be implemented in accordance with the approved details prior to the development first being brought into use.

Reason: To prevent the increased risk of flooding, improve and protect water quality, and to ensure the future maintenance of sustainable drainage structures.

12. Prior to the commencement of main site works, or in accordance with a timescale as may first be agreed with the CPA in writing and subject to construction taking place in accordance with Condition 7d), the acoustic fence (in accordance with the approved detail shown on Drawing – ESD 2/4 or an alternative design of an equivalent specification which shall first be approved in writing by the CPA) shall be erected along the boundary with 68-84 Papplewick Lane and 13-17 Leabrook Gardens in the position indicated on Drawing LR/P.Y.AB.29297/12 Rev A, to the written satisfaction of the CPA.

Reason: To reduced the impact of noise on nearby residents during the period of construction.

13. Prior to their use on site, samples of all proposed facing materials and finishes, including gabions and paving, shall be submitted to and approved by the CPA in writing. The development shall be carried out in accordance with the approved details, other than with the prior written consent of the CPA.

Reason: In the interest of visual amenity. .

14. Details of external light fittings and columns to be installed on the building and within the grounds of the site shall be submitted to and approved in writing by the CPA. Prior to being installed a lux plot of proposed lighting shall be submitted to and approved in writing by the CPA. Development shall be carried

out in accordance with the approved details and shall be installed prior to the development first being brought into use, unless otherwise first agreed in writing with the CPA. All light fittings shall be shielded as appropriate to minimise the level of light spillage outside the application site.

Reason: To protect the privacy of nearby residents.

15. Notwithstanding the details shown on the Planting Plan (Drawing LR/P.Y.AB.29297/07 Rev C) details of an appropriate species mix for the native hedgerow shall be submitted to and approved in writing by the CPA prior to being planted. The approved landscaping and planting scheme shall be completed in accordance with the approved details not later than the first planting season following the development first being brought into use. Any tree, plant or shrub that fails to become established within 5 years of the completion of the approved planting and landscaping scheme shall be replaced to the satisfaction of the CPA.

Reason: In the interest of visual amenity and the ecology of the site.

16. Within six months of the commencement of development details of a school safety zone, and any required traffic management proposals related to the development as appropriate, for:
- a) Phase 1 use of the site (related to the site layout and pedestrian access point shown on Drawing LR/P.Y.AB29297/12 Rev A) which may include the making of a Traffic Regulation Order and provision to discourage indiscriminate parking; and
 - b) Phase 2 use of the site (related to the site layout and pedestrian access points shown on Drawing LR/P.Y.AB29297/13 Rev A) which may include the making of a Traffic Regulation Order and provision to discourage indiscriminate parking;

shall be submitted to and approved in writing by the CPA.

Reason: In the interest of highway and pedestrian safety.

17. The Phase 1 school shall not be brought into use until the school safety zone approved in compliance with Condition 16a) has been provided to the written satisfaction of the CPA.

Reason: In the interest of highway and pedestrian safety.

18. Pedestrian access points as shown on Drawing LR/P.Y.AB29297/13 Rev A shall not be brought into use until the school safety zone approved in compliance with Condition 16b) has been provided to the written satisfaction of the CPA.

Reason: In the interest of highway and pedestrian safety.

19. Prior to Phase 1 of the development first being brought into use, car parking spaces indicated on Drawing LR/P.Y.AB29297/12 Rev A shall be constructed, surfaced, drained and marked out to the satisfaction of the CPA and retained for their intended use. For the avoidance of doubt, the development shall make provision for parent drop-off and pick-up as proposed in the application and indicated on Drawing LR/P.Y.AB29297/12 Rev A until such time as alternative means of vehicular and pedestrian access to the site has been provided in compliance with Conditions 20 or 21 of this permission.

Reason: For avoidance of doubt as to the development permitted and to ensure the provision of adequate operational car parking on the site for Phase 1 of the development.

20. The pedestrian access to the site from Emperors Way shown on Drawing LR/P.Y.AB29297/13 Rev A (Phase 2) shall not be brought into use before:

- a) Emperors Way has been opened to through traffic connecting Papplewick Lane with Kenbrook Road;
- b) prior to the adoption of the highway, any affected land owner gives written confirmation of their consent that the route may be used as a means of access to the school;
- c) both the carriageway and footways in the vicinity have been constructed and surfaced to a standard acceptable to the CPA such that they provide safe and suitable access to the school;
- d) details of the surface treatment of the Phase 1 Emperors Way turning area (red coloured oval on Drawing LR/P.Y.AB29297/13 Rev A) has been submitted to, approved by, and completed to the written satisfaction of the CPA.

Reason: To ensure the provision of safe and suitable access to the development in the interest of highway and pedestrian safety.

21. The pedestrian access to the site from Kenbrook Road shown on Drawing LR/P.Y.AB29297/13 Rev A shall not be brought into use before:

- a) the *Toucan* crossing to be provided on Wigwam Lane has been provided and brought into use to the satisfaction of the CPA; and either
- b) Kenbrook Road has been opened to through-traffic passing the school, connecting Wigwam Lane with Papplewick Lane; or
- c) Kenbrook Road is provided with a suitable turning area in proximity to the school to the satisfaction of the CPA; and
- d) prior to the adoption of the highway, any affected land owner gives written confirmation of their consent that the route may be used as a means of pedestrian and cycle access to the school; and

- e) both the carriageway and footways in the vicinity have been constructed and surfaced to a standard acceptable to the CPA such that they provide safe and suitable access to the school.

Reason: To ensure the provision of safe and suitable access to the development in the interest of highway and pedestrian safety.

22. The classrooms approved in Phase 2 of the development shall not be brought into use before the school has been first provided with suitable means of vehicular, pedestrian and cycle access in compliance with Condition 21 of this permission.

Reason: To ensure that the development is served by safe and suitable access in the interest of highway and pedestrian safety.

23. Prior to the Phase 2 classrooms approved by this permission first being brought into use, the car parking spaces identified in the application as suitable for parent drop-off and pick-up (Drawing LR/P.Y.AB29297/12 Rev A) during Phase 1 use of the site, shall cease to be used for that purpose and shall be incorporated within the car park and used for staff and visitor parking only, as indicated on Drawing LR/P.Y.AB29297/13 Rev A. For the avoidance of doubt, this permission shall make no permanent provision for on-site car parking for parent drop-off and pick-up.

Reason: To ensure the provision of adequate operational car parking on the site.

24. Within three months of the development hereby permitted first being brought into use, a School Travel Plan in accordance with the School Travel Plan Framework shall be submitted to and approved in writing by the CPA. The School Travel Plan shall set out proposals (including targets, a timetable, monitoring and enforcement mechanism) to promote travel by sustainable modes, including on-site provision for cycling, which are acceptable to the CPA and shall include arrangements for the monitoring of progress of the proposals. The School Travel Plan shall be implemented in accordance with the timetable set out in that plan unless otherwise agreed in writing by the local planning authority.

Reason: To promote sustainable modes of travel and in the interest of highway safety.

25. The Head Teacher of the school, or other suitably authorised person, shall appoint and thereafter continue to employ or engage a Travel Plan Coordinator who shall be responsible for the implementation, delivery, monitoring and promotion of the sustainable transport initiatives set out in the School Travel Plan approved in compliance with Condition 24 of this permission.

Reason: To promote sustainable travel.

26. The Travel Plan Coordinator shall first submit a report to the CPA within 6 months following the development approved by this permission first being brought into use, and thereafter submit annual reports for a minimum period of 5 years and until Travel Plan targets have been met. The monitoring reports shall summarise the data collected over the monitoring period and propose revised initiatives and measures where Travel Plan targets are not being met, including implementation dates, to be approved in writing by the CPA, and including the *extension/addition of on-street parking restrictions and associated Traffic Regulation Orders where necessary*.

Reason: To promote sustainable travel.

27. Following the completion of the development, noise levels generated by operational use of the site shall not exceed 55dB ($L_{Aeq, 15mins}$) measured at a distance of 3.5m from the nearest façade of a property. Where the specified noise level is exceeded, a scheme of noise mitigation shall be submitted to the CPA for approval and shall be implemented within a timescale agreed by the CPA.

Reason: To protect the amenities enjoyed by the occupiers of nearby residential properties.

28. Notwithstanding the requirement of Condition 27, following the completion of the development, noise levels from any fixed plant shall not exceed the existing background noise level of $L_{90}+10dB$ during the daytime (07:00-23:00 hours) and $L_{90}+5dB$ during the night-time (23:00-07:00 hours) including a 5dB tonal penalty, measured in the garden of any property adjoining the site boundary.

Reason: To protect the amenities at present enjoyed by the occupiers of nearby residential properties.

29. A planning brief that reflects the desirability of sustaining and enhancing the significance of the heritage asset, shall be developed in consultation with Nottinghamshire County Council Historic Buildings Officers and Planning Officers of Ashfield District Council, and submitted to the CPA not later than 1 June 2014. The planning brief shall be approved prior to the disposal of the existing Beardall Street School by Nottinghamshire County Council, and subject to the provisions of the approved planning brief, or in accordance with amendments or variations that may first be approved in writing by the CPA.

Reason: In recognition to the significance of the heritage asset and in accordance with National Planning Policy Framework Paragraph 131.

Informatives

1. With reference to Condition 6a), the applicant should submit a construction phase noise management plan detailing the proposed plant to be used on site, along with an assessment of the predicted noise levels at the nearest receptors proposing where necessary noise mitigation measures to comply with the noise

limit of 65dB(A) in BS5228-1:2009 *Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1:Noise*.

2. With reference to Condition 11, the Environment Agency advises that it does not consider oversized pipes as providing sustainable drainage. Should infiltration not be feasible at the site, alternative above ground sustainable drainage should be used. Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management. Sustainable Drainage Systems (SuDS) are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on-site as opposed to traditional drainage approaches which involve piping water off-site as quickly as possible.
3. Sport England advises that the hard court area is constructed in accordance Sport England Technical Design Guidance Notes *Artificial Surfaces for Outdoor Sports*.
<http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/artificial-sports-surfaces/>
4. Western Power Distribution has identified 33kv, 11kv, and low voltage cables crossing the application site. A copy the consultation response dated 2 July 2013 is enclosed.
5. National Grid has identified apparatus in proximity of the application site. A copy the consultation response dated 28 August 2013 is enclosed.