



19 July 2016

Agenda Item:

REPORT OF CORPORATE DIRECTOR – PLACE

MANSFIELD DISTRICT REF. NO.:

2/2016/0206/ST

PROPOSAL: CONSTRUCTION OF NEW 8-CLASS SINGLE STOREY FREESTANDING BUILDING INCLUDING HALL AND ANCILLARY SPACES. CONSTRUCTION OF SPRINKLER TANK COMPOUND; NEW 3.2M HIGH TIMBER ENCLOSURE AND 2.4M HIGH SECURITY FENCE TO BOUNDARY; 2 NEW 5-A-SIDE GRASS PITCHES; ENLARGE STAFF CAR PARK, RETAINING WALLS, NEW FOOTPATHS, STEPS, RAMP AND MACADAM HARD PLAY AREAS. DEMOLITION OF SECTION OF EXISTING MASONRY WALL AND RAMP. CONSTRUCTION OF NEW TIMBER SCREEN TO STAFF CAR PARK AND ASSOCIATED RE-GRADING AND EXTERNAL WORKS. CHANGE OF USE OF FORMER RAILWAY LAND TO SCHOOL USE (CLASS D1) AND CROSSING WORKS AND UPGRADES TO HIGHWAY.

LOCATION: KING EDWARD PRIMARY SCHOOL, ST ANDREW STREET, MANSFIELD

APPLICANT: NCC CHILDREN, FAMILIES AND CULTURAL SERVICES

Purpose of Report

1. To consider a planning application for an eight-classroom building, sprinkler tank, provision of grass pitches, associated works and fencing at King Edward Primary School, Littleworth, Mansfield. The key issue relates to the highway effects of the proposed development. The recommendation is to grant planning permission subject to the conditions set out in Appendix 2.

The Site and Surroundings

2. King Edward Primary and Nursery School, a 420 place Primary School, is located 600m to the south-east of Mansfield town centre in an area of late 19th century terrace housing. Few houses locally have off-street car parking. The school occupies an elevated site on the frontage to St Andrew Street and St Catherine Street. The school playing fields, in an elevated position, extend to the south-east and have an extensive frontage to Littleworth (Plan 1).
3. Key Stage (KS) 1 is located in a Victorian building at the junction of St Catherine Street and St Margaret Street, with nursery education provided in an adjacent

detached hipped roof building erected in 2001 (application reference 2/2001/217/ET). The school buildings occupy an elevated site enclosed by a brick wall. The St Andrew Street frontage is enclosed by a wall and railings approximately 3.4m in height with a hard play area elevated by approximately 1.5m on the school side of the wall. A pitch roof two-classroom KS1 building was erected adjacent to the St Andrew Street frontage in 2013.

4. KS2 is located in a Victorian building to the south of the school main outdoor hard play area, to the north of properties on Meadow Avenue. A single KS2 classroom was erected to the south-east of the Victorian school building on a former school garden on the edge of the playing field in 2013.
5. Pedestrian access to the school is gained either from St Catherine Street, St Andrew Street or Littleworth at the beginning and end of the school day. During the school day, pedestrian access can be gained from St Andrew Street only.
6. Vehicular access to a 42 space staff and visitor car park, including one disability parking space is gained at a 90⁰ bend in St Andrew Street.
7. Traffic Regulation Orders control on-street parking in the vicinity of the school (Plans 2 and 3). On-street parking is permitted on both sides of Littleworth adjacent to the school playing field.
8. A triangle of land to the south-west of the school playing field is poorly managed but is part of the school site. The land has historically been fenced to reduce the secured area of the site area required for the current operational needs of the school, making the site easier to manage. The land is accessed through a gate in the school fence enclosing the current playing field. There is no access to the land from Meadow Avenue although Meadow Avenue was used as a temporary construction access for the KS2 extension built in 2013.
9. The application site comprises the existing school site and playing field, the triangle of poorly managed school land to the south-west of the existing school playing field and a linear strip of former railway land between Blackthorn Drive/Forest Avenue and Littleworth.
10. The existing school site including the playing field is the subject of Mansfield District Local Plan 1998 (MDLP) Policy LT7 *Playing Fields at Education Establishments* which seeks to safeguard school playing fields from development unless only a small part of the area is lost and, amongst other criteria, would be for educational use essential for the continued operation of the establishment (Plan 4).
11. The route of the former railway line at the southern end of the site is the subject of MDLP Policy M12(c) *Footpaths, Bridleways and Byways* although the route is not a definitive right of way. The land is identified as a strategic route to be safeguarded from development unless acceptable alternative provision is made. However the land is no longer identified as a strategic route in the Mansfield District Local Plan Consultation Draft (Jan 2016), but is identified as an area of Green Infrastructure. Consultation Draft Policy NE2 *Green Infrastructure* allows development within or adjacent to areas of strategic green infrastructure where it

enhances its role in providing an accessible, functional, healthy and robust natural environment.

12. A shared pedestrian/cycle path has been constructed on Blackthorn Drive, at the western end of the former railway line leading up to the boundary with the application site. A timber fence at the site boundary prevents public access beyond that point. It is understood that there is a ransom strip between the end of the cycle path and the boundary of land in the control of the applicant.
13. There is informal pedestrian access to the former railway land from Littleworth, although the area is not managed and is largely overgrown by vegetation.
14. The school currently employs 31 full-time and six part-time staff (34 FTE). Core teaching hours are from 08:55 – 15:15 hours although a Breakfast Club and After-School Club extend the operational hours from 07:30 to 18:00 hours, with occasional later opening for school events.

Proposed Development

Background and Relevant Planning History

15. King Edward Primary School is in the Mansfield East pupil place planning area. The school was expanded in 2013 along with other schools in the Mansfield area. The 2013 expansion allowed an increase in the Published Admission Number (PAN) from 50 to 60. The school has had three years of an enlarged intake at first admission and at January 2016 had 404 children on roll. Pressure for school places continues to increase and schools in the area continue to be oversubscribed, with particular pressure at first admissions. The addition of the proposed additional classrooms would allow the school to accommodate a PAN of 90, and increase accommodation across all cohorts by 210 places. The school roll at first admission would increase by 30 (over current PAN), with the school reaching its 630 capacity after seven years.
16. 2/2012/0574/ST (Feb 2013) – permission granted for the erection of a stand-alone two-classroom building (adjacent to St Andrew Street), single classroom extension to the south-east of the main school building, and extension of the school car park to provide a total of 42 car parking spaces.

Proposed Development

17. Planning permission is sought for the erection of a detached single storey eight-classroom building on the existing hard court and grassed area at the northern edge of the playing field, with a new hard court proposed to the east of the new building (Plan 5). This element of the development would require the removal of three trees.
18. The 925m² classroom block would have a generally rectangular footprint with maximum dimensions of 46.2m x 23.2m and would provide eight KS2 classrooms, school hall and ancillary spaces (Plan 6). Four classrooms would be provided to either side of a central corridor. Internal school reorganisation would allow existing KS2 classrooms to be used by KS1. The building would have an eaves height of 3.35m above finished floor level and maximum ridge

height of 4.65m with the exception of the centrally positioned school hall. The hall would be of mono-pitch design with an eaves height of 5.4m rising to 7.1m (Plan 7).

19. The building would be faced principally in white coloured render with wood effect laminate Trespa accent panels above a red brick plinth. The profiled metal roof, verge and guttering would be coloured dark grey (RAL 7039). Window frames and doors would be of white coloured aluminium construction. Bulkhead lighting not exceeding 20lux would be installed, but no additional details are provided.
20. The existing car park would be enlarged from its existing capacity of 43 spaces including one disabled space to provide 57 parking spaces, including two disability parking spaces, and would require the removal of four trees forward of the existing car park towards Littleworth. The car parking spaces adjacent to Littleworth would be elevated above road level and a 1.2m high woven fence would be erected within the school security fence. A sprinkler tank and storage area for bins and containers, to be provided between the new building and car park, would be enclosed by fencing between 2.4m-3.2m in height (Plan 8).
21. Cycle parking spaces would be provided to the south of the car park, although the proposed number of cycle spaces has not been specified.
22. An existing ramped access to the main school building would be removed and a part of a retaining wall would be removed to create a new opening. A 1.5m high retaining wall would be erected adjacent to the existing main school building entrance and steps and an access ramp would be constructed to provide suitable access between the existing school and proposed classroom block. The proposed classroom block would be sited at a level 0.9m above the level of the hard play area outside the original school building.
23. The new classroom block would be sited 2.4m above the retained hard court and pedestrian access route from Littleworth. The ground to the north of the new classroom block would be graded down, but would require the erection of a 1.4m high log retaining structure adjacent to the play area.
24. The proposed development would require the removal of nine trees in total which would be mitigated by the planting of six trees. Three lime trees would be planted in a gap in a row of trees along the Littleworth frontage, while three replacement hawthorn would be planted at the end of Meadow Avenue. No additional details of proposed tree planting or seeding have been provided.
25. The siting of the new classroom building would impact on the school playing field. The grass margin adjacent to a new footpath around the building would be re-seeded. A U-11 football playing pitch would be provided to the south-east of the new classroom block. The poorly managed area of land to the south west of the fence subdividing the school playing field would be brought back into active school use, although the present security fence would remain. Two new 5-a-side grass pitches would be provided on the triangle of land.
26. Permission is also sought for the change of use to bring the area of former railway along the southern boundary of the site into school use, enlarging the

site from 2.6ha to 3.3ha. The land is needed to fulfil the requirements for playing field at the enlarged school although there are no specific proposals in the application for development of the land. The land is separated on its northern side by a hedge which would remain. The triangle of land being brought back into active school use and the former railway land would be enclosed by 2.4m high green coloured Heras security fencing.

27. An additional six full-time additional teachers and six teaching assistants would be employed over the period 2016-2023. 15 additional parking spaces, including one additional disability parking space, would be provided. Core school hours would remain as at present, with the extended school day continuing to operate between 07:30-18:00 hours.
28. The Transport Statement Addendum supporting the application recommends that a *Puffin* light controlled crossing is provided on Littleworth close to the school pedestrian entrance (Plan 5), which would require the relocation of a nearby bus stop. The applicant has confirmed that the proposed off-site highway works would be fully funded by the project. The *Puffin* crossing, to be provided under the provisions of S23 of the Road Traffic Regulation Act 1984, would be advertised, and any comments received would be considered by the Highway Authority.
29. A temporary construction access to be formed at the end of Meadow Avenue, requiring the removal of two trees, would be closed and the boundary reinstated once the works have been completed.

Consultations

30. **Mansfield District Council** – No objection subject to conditions to control hours of working during construction; management plan for the method of working including access; and a detailed scheme of landscaping and tree planting.
31. **NCC Planning Policy** – No objection. *Mansfield District Local Plan (1998) Policy M12(c) skirts the edge of the site and refers to a former mineral railway line that provides a link between the centre of Mansfield to Rainworth. Policy M12 seeks to prevent the loss of such sites. The new emerging Mansfield Local Plan intends to divert this route.*
32. *The proposal would positively contribute to the wider community and provide school places to meet the needs of the local community in line with national planning policy.*
33. **NCC Highways Development Control** – No objection subject to conditions to control hours of deliveries; highway impacts related to construction; provision of cycle parking spaces; timely provision of parking and service areas; development and implementation of a School Travel Plan (including a review of parent parking around the school) with regular review; review of the School Zone; and provision of a *Puffin* crossing on Littleworth.
34. *Fifteen additional car parking spaces would be provided. The expansion of the on-site car parking facility is considered to be appropriate to accommodate*

future staff and visitor demand. It is also worth noting that during a recent visit to the school, the County Planning Authority has advised that there were several empty spaces during a normal working day.

- 35. The main area of concern is increased parking demand to the surrounding streets for additional drop-off and pick-up vehicle activity. The report indicates that 55% of current pupils live outside the catchment so are more likely to arrive by car. A parking beat survey indicates a spare capacity of 73 car parking spaces in the pm peak, (worse traffic generation period). The Highway Authority considers that this is enough to accommodate traffic increases for the first four years without a fully implemented School Travel Plan designed to reduce reliance on car trips to school or free up spaces immediately adjacent the school on Littleworth.*
- 36. As far as the Highway Authority is aware, there are no reported incidents that current traffic associated with the school causes unsafe operation of the highway. Although it is acknowledged that school traffic and indiscriminate parking can cause irritation to nearby residents, this rarely results in a proliferation of accidents. There are no specific safety concerns that can be attributed to the existing road layout or design. Perceived safety concerns are frequently raised by nearby residents or road users, but the reality is that the impolite practises of parents attending a school at peak drop-off and pick-up times rarely result in significant injury collision problems outside the facility. Ordinarily, the increased vehicle/pedestrian activity outside a school during peak hours reduces average vehicle speeds. This is further enhanced by the frequent stopping of traffic by the School Crossing Patrol. Slower vehicle speeds reduce both occurrence of incidents and potential severity of road traffic accidents.*
- 37. The proposed Puffin crossing on Littleworth outside the main entrance to the school is welcomed by the Highway Authority and would assist safe pedestrian movement from the south-east catchment and promote environmental sustainability.*
- 38. The provision of well-located sheltered cycle parking on site would help to encourage cycling as a means of transport for staff and pupils. This would also assist with reducing demand for on-street parking by parents if more children cycled to school.*
- 39. Increased traffic levels are not a unique problem and are prevalent at most schools throughout the country in local neighbourhoods. However, this only occurs over a short duration and soon after the highway network returns to normal operation. To assist with the issue of inconsiderate parking outside schools and parents blatantly ignoring Traffic Regulation Orders, the County Council has recently activated a dedicated CCTV car to monitor and issue Penalty Charge Notices for motorist contraventions in restricted areas subject to Traffic Regulation Orders.*
- 40. Current ministerial guidance and the National Planning Policy Framework – Promoting Sustainable Development identifies that to refuse development on highway grounds, the impact must be ‘severe’ (Paragraph 32). The Highway Authority considers that the measure of ‘severe’ cannot be made in relation to*

the impact of any additional traffic associated with the school. The applicant has proposed different measures of mitigation to reduce school traffic congestion. There are also several features restricting on street parking and vacant areas available for considerate parent parking. The provision of a Puffin crossing, cycle facilities and the successful implementation of a School Travel Plan should have a positive impact in reducing the use of cars by those going to and from the school. It is widely accepted that robust management of the School Travel Plan initiatives by a school can significantly reduce the number of single car occupancy trips generated by the facility.

41. *Implementation of a revised School Travel Plan would help to encourage active travel behaviour and improve the environment around the school, as well as children's health and well-being. The School Travel Plan should include measures, targets, and practical steps to reduce congestion and encourage walking, cycling or use of public transport as an alternative to travelling by car. The School Travel Plan should contain a series of requirements for the school to constantly monitor travel pattern behaviour and periodically review on-street parking arrangements and/or implement improvement schemes as necessary.*
42. *A nominated Travel Plan Coordinator should hold frequent community liaison meetings with Civil Enforcement Officers, who manage parking enforcement, to achieve best utilisation of resources to tackle any issues raised by surrounding residents. It should be noted that Mansfield District Council has additional powers under the Anti-Social Behaviour, Crime and Policing Act 2014 to implement Public Space Protection Orders to deal with issues that have a detrimental effect on the quality of life of the local community. The school should manage peak demands through a combination of rigorous parking enforcement and the School Travel Plan initiatives prompting use of other modes of travel, instead of single occupancy vehicles.*
43. *The feasibility of providing additional pedestrian access points which could potentially assist in reducing parent parking congestion during peak times has been considered. At the point where the former railway land meets Forest Avenue (south-west) there is a double fence with intervening land which is likely to be a ransom strip. A separate pedestrian access on Littleworth opposite Fisher Lane has also been considered, but is undesirable from a highways viewpoint due to the close proximity of the busy Forest Road junction and bus stop. It is likely that the wide footway/cycleway would attract pavement parking at peak drop-off/pick-up times and vehicle manoeuvres could conflict with pedestrians. The current footway/cycleway on Littleworth is more favourable as it is accessible to people with restricted mobility and is well lit.*
44. **NCC Road Safety Team** – No response received. [Comment: Road Safety issues are considered in the NCC Highways Development Control consultation response].
45. **Sport England** – No objection subject to a condition to require the proposed 5-a-side pitches to be available for use prior to the classroom block being brought in to use. *It is suggested that the loss of existing playing fields would be mitigated by the provision of replacement playing fields. It therefore needs to*

be considered against Sport England policy to protect playing fields 'A Sporting Future for the Playing Fields of England' exception Policy E4 which states:

E4 – The playing field or playing fields which would be lost as a result of the proposed development would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development.

46. *The proposal involves the reuse of an area of land, previously used as playing field, to provide/create two new 5 a-side pitches. The area of land appears to have been separated from the school between 2007 and 2010, the last use of the separated site was as playing field but it appears not to have been used for formal sport for a period in excess of 5 years. Given the growth of the school, Sport England supports the reuse of this playing field area. The area cannot, however, be considered as replacement playing field as it is not new playing field. On closer inspection, however, it appears that the area which would be restored to the 5-a-side pitch area had limited capability to be used as sport pitches before it was separated, given the site undulations and the presence of trees. It is accepted therefore that the area which would be provided as 5-a-side pitches, whilst not being replacement playing field does, however, involve the creation of new usable playing field on the majority of an area which in the past, based on the evidence available, was not capable of being marked out as a pitch.*

47. The proposal broadly meets exception Policy E3:

E3 - The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing areas of any playing pitch or the loss of any other sporting/ancillary facilities on the site.

48. If the recommended condition to require 5-a-side pitches to be available for use prior to the classroom block being brought into use is not included, Sport England would object and require the application to be referred to the Secretary of State under The Town and Country Planning (Consultation) (England) Direction 2009.
49. **NCC Landscape Team** – No objection subject to conditions to require submission of a landscaping scheme to include Extra Heavy Standard tree specimens; sports pitch construction, drainage and seeding; management plan for the former railway land; retaining walls and provision of the woven fence screen. *Following the removal of trees, without the proposed woven screening, the extended car park would be clearly visible. The woven fence screen detail is of satisfactory height and construction to screen car headlights from Littleworth. The woven fence is likely to degrade more rapidly than a standard fence and will need to be retained and maintained.*
50. **NCC Nature Conservation Team** - No objection subject to conditions to require the control of vegetation during the bird nesting season, replacement planting

through a landscaping scheme, and a methodology to deal with a fox earth during construction.

51. **NCC Land Reclamation Team** - No objection subject to conditions to require pre-demolition asbestos survey related to demolition of a wall and ramp, and a watching brief related to unexpected contamination that may be encountered. *Recommendations in the two site investigation reports should be followed, especially where the use of soakaways are proposed.*
52. **NCC Project Engineer (Noise)** – No objection subject to a condition to control times of deliveries to site, construction hours, and control of noise arising from construction.
53. *It is rare for noise from children playing outdoors to cause a strong adverse reaction. To put the proposed increase in pupil numbers into context; a doubling of pupil numbers would give rise to a theoretical increase in external activity noise level of approximately 3dB, an increase which is widely accepted as the minimum perceptible increase of an existing noise source by the human ear. The proposed increase from 420 to 630 pupils would lead to a theoretical activity noise increase of less than 2dB when all 630 pupils are playing outdoors, which is considered negligible.*
54. *Properties on Littleworth would continue to be dominated by road traffic noise. Properties on Meadow Avenue closest to the new school development lie at the end of the cul-de-sac. While these properties are likely to be more sensitive to noise increase due to lower existing background noise levels, the proposed new school building would screen the existing hard play area immediately to the north of the new school building and partially screen the new hard play area to the north-east of the new school building. Any marginal increase in noise level as a result of the additional pupil numbers would be likely to be offset by the additional screening of the proposed building and distance of hard play areas from the nearest residential property.*
55. *While the two proposed 5-a-side pitches are close to the Meadow Avenue properties, the fence-line would remain and would help regulate times when the pitches are used. While formalising the grassed playing areas with marked out pitches may lead to increased activity in these areas when compared to existing levels of use, it is not expected that this would lead to noise complaints given that the pitches would be used exclusively by the school during normal school hours in term time. There are no known proposals for any part of the school to be used by outside groups/organisations outside of normal school hours, with the exception of before/after school clubs as at present.*
56. *Proposed external plant is not expected to give rise to any noticeable noise impact at nearby properties. An acoustic specification report should be commissioned to inform the acoustic design standards of the new school building.*
57. *There is potential for noise disturbance from construction plant/activities and from delivery vehicles. The contractor should employ appropriate controls, following recommended guidance in BS5228-1:2009 (Code of practice for*

noise and vibration control on construction and open sites) to ensure that any noise impacts are kept to a minimum.

58. **NCC Countryside Access Team, NCC Design Services, Police Force Architectural Liaison Officer, NCC Flood Risk Management Team, Severn Trent Water Limited, Western Power Distribution, and National Grid (Gas)** - No response received.

Publicity

59. The application has been advertised as a Departure from the Development Plan (see Paragraph 69) by press notice, site notices and neighbour notification in accordance with the County Council's Adopted Statement of Community Involvement Review.
60. Councillor Stephen Garner and Councillor Andy Sissons have been notified of the application.
61. Six letters of representation have been received from residents of St Margaret Street (2), St Catherine Street, Littleworth, Meadow Avenue and Birch Grove making the following objections:
- a) The school requires improvement following its last inspection. How are leaders to manage this going forward with more children, staff and parents?

Highways/Traffic

- b) Parking is already problematic (3). Inappropriate /inconsiderate parent parking (2). Damage to vehicles.
- c) Safety risks from traffic (2).
- d) Lack of proposed parent parking (2).
- e) Abusive behaviour by parents.
- f) All-day commuter parking by staff at Meadow House – cannot park near home during the day (2).
- g) Resident-only parking should be provided.
- h) Parking restrictions on Littleworth would impact on residents. A one-way system on St Margaret Street/St Andrew Street would be an inconvenience to local residents. Parking restrictions would need to be enforced.
- i) Facilitating car parking is not sustainable.
- j) A crossing on Baum's Lane is a good idea as the road is difficult to cross and might increase use of parking spaces at Water Meadows car park.

Construction

- k) Trees have been removed and need to be replaced.
- l) Residents should be informed how/when works will commence.

Other Matters

- m) Traffic has an impact on sale of property.
62. The resident of Birch Grove (south-east Mansfield) objects that no provision is made for cycle parking. Mansfield District Local Plan and NCC Transport Plan state that proposals for sustainable transport should be included and encouraged.
63. The issues raised are considered in the Observations Section of this report.

Observations

Strategic Education Provision

64. Mansfield District Local Plan 1998 (MLP) Policy ECH1 *Community Facilities* will allow the development of community facilities within the urban boundary, which integrate with surrounding land uses, will not have a detrimental effect on the character, quality and amenity of the surrounding area, are located with easy access to public transport, and have regard to security and crime prevention.
65. The proposal would expand the existing school, increasing the school Published Admission Number (PAN) by 30 to meet demand for identified school places in the Mansfield East pupil place planning area. Great importance is attached to ensuring that sufficient choice of school places is available to meet the needs of new and existing communities in NPPF *Promoting Healthy Communities* (Paragraph 72). The school has historically been oversubscribed and the PAN increased from 45 to 60 in 2013. There is continuing pressure for school places in the local area and by bringing part of the existing school site back into active use and the addition of former railway land as part of the school green space, the school is considered to be suitable for expansion. Issues related to the change of use of the former railway land are discussed at Paragraphs 68-70.
66. 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 a 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).
67. In determining this application, consideration needs to be given to whether the impact of the proposed development would give rise to significant harm that could not be addressed through modifications to the site layout, design, or otherwise mitigated through the imposition of conditions.

Change of Use of Former Railway Lane

68. The provision of adequate green outdoor space for the enlarged school would require the linear strip of former railway land to be incorporated in the school site
69. MLP – Policy M12(C) *Footpaths, Bridleways and Byways* will not allow development that would prevent implementation or lead to the loss of strategic routes for walkers, horse riders and cyclists unless acceptable alternatives are provided. The proposed use of the former railway land as part of the school would not comply with the adopted policy. However, Mansfield District Local Plan Consultation Draft 2016 proposes to re-route the strategic trail along Littleworth. The former railway land and currently used areas of school playing field are identified as *strategic green infrastructure* (Plan 4). Draft Mansfield District Local Plan Consultation Draft 2016 Policy NE2 *Green Infrastructure* will permit development where it enhances its role in providing an accessible, functional, healthy and robust natural environment. Although the application has been advertised as a Departure from the 1998 Development Plan, the proposed change of use would be consistent with policies in the Mansfield District Local Plan Consultation Draft 2016 and is considered to be acceptable. Mansfield District Council has not objected to the proposed change of use.
70. The triangle of land at the end of Meadow Avenue is identified as a site for housing development in the Mansfield District Local Plan Consultation Draft 2016 (Plan 4). However, NCC Property has advised Mansfield District Council that the site is required to meet the operational needs of the school.

Highway Impact, Traffic and Movement

71. MLP – Policy M16 *Development Requirements* will allow development that has regard to the needs of all modes of travel including public transport, walking and cycling, does not have a detrimental impact on the highway network, and provides the minimal operational level of car parking (amongst other criteria).
72. The proposed development is easily accessible by public transport with bus stops on Littleworth adjacent to the school pedestrian entrance and opposite the junction with St Andrew Street. The footway on Littleworth outside the school is shared by both pedestrians and cyclists and is considered to be satisfactory. The school currently has three pedestrian access points situated on St Catherine Street, St Andrew Street and Littleworth, these provide the school with satisfactory pedestrian access. The feasibility of providing an additional pedestrian entrance to improve the accessibility of the school has been assessed but is not considered to be suitable for the reasons set out in the consultation response from NCC Highways Development Control (Paragraph 43).
73. The Highway Authority consider the expansion of the on-site car park would be appropriate to accommodate future increased staff and additional visitor parking demand. On inspection of the site it has been noted that there were 12 car parking spaces available during a normal working day.
74. 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. The Highway Authority considers that the measure of 'severe' cannot be made in relation to the impact of any additional traffic associated with this school. The main area of potential highways concern relates to increased parking demand on streets surrounding the school. Existing traffic issues have been identified in representations from residents of St Margaret Street and St Catherine Street (Paragraph 61b)). Enforceable parking restrictions are already in place outside and close to the school (Plans 2 and 3).

75. It is estimated that an additional 30 pupils at first admission would attract an additional 16 parent vehicles each year over the seven year period as the school fills. The arrivals are likely to be spread over a 15-30 minute interval, with a relatively short parking duration of 1-15 minutes, while the peaks would be further attenuated by the school Breakfast and After School Clubs that operate over a different time period. There are no facilities for parental parking within the school site and therefore these cars would be required to park on-street on the roads surrounding the school. Survey data supporting the application has identified 116 vacant spaces in the morning and 73 spaces in the afternoon peak. The highway network in the vicinity of the school has a finite capacity for on-street parking. Having regard to the proximity to the school it is considered unlikely that the impacts of traffic would worsen on St Margaret Street, St Catherine Street and St Andrew Street. However, it is expected that the impacts of traffic would be spread further afield on the highway network.
76. The Highway Authority considers there is adequate capacity in the wider area to accommodate traffic increases for the first four years without a fully implemented School Travel Plan designed to reduce reliance on car trips to school or free up spaces immediately adjacent the school. The need to annually review parking and traffic impacts are the subject of recommended Condition 22 and Condition 23.
77. The proposed installation of a *Puffin* pedestrian crossing on Littleworth would assist with safe pedestrian movement and is welcomed. Proposed cycle parking would offer a sustainable travel alternative for staff and pupils which may encourage a change in the mode of travel to school. The provision of the *Puffin* crossing, cycle parking facilities and the successful implementation of a school travel plan should have a positive impact in reducing the use of cars by those going to and from the school. It is widely accepted that robust management of the School travel plan initiatives by a school can significantly reduce the number of single car occupancy trips generated by the facility and NPPF paragraph 36 supports this approach.
78. MLP – Policy M16 *Development Requirements* will permit development that does not have a detrimental effect on the surrounding highway network. In considering the amenity impacts of traffic it is considered that an increase in on-street parking would not unacceptably alter the character of the area although may extend further afield than at present. On-street parking may become an inconvenience to residents but it is considered that the parking of cars on the public highway for relatively short periods on weekdays during school terms would not cause significant detriment to residential amenity. However, inconsiderate parking by parents, parking on pavements, or in breach of a

Traffic Regulation Order can be a source of irritation and is a matter that can be best addressed through parental education through the School Travel Plan. Visible presence of the County Council CCTV car which can monitor and issue Penalty Charge Notices may also be effective in influencing parent behaviour.

79. Whilst respondents have identified that there are existing parking issues (Paragraph 61h)), imposing traffic management measures would apply equally to neighbouring occupiers and may adversely impact on local residents. Given the initial increase of 30 pupils the making of a Traffic Regulation Order is not considered to be essential when the expanded school first opens, but should be regularly reviewed through the School Travel Plan. The making of a Traffic Regulation Order would be the subject of separate procedure including public consultation.
80. With reference to the representation reported at Paragraph 62, the application has been amended to include the proposed provision of cycle spaces within the secured fence-line within the school which would offer an alternative to travel by car for both staff and pupils. Although the number of proposed cycle spaces has not been specified, following discussion with NCC Highways Development Control it is recommended that 20 covered cycle spaces are provided. Whilst the proposed number of cycle spaces is relatively small for a 630 place school, there is currently no cycle parking provision on the site and the demand and future provision of additional covered cycle spaces is a matter to be considered in the annual review of the School Travel Plan. (Condition20i)).
81. It has been suggested in representations that no provision is made for parent parking (Paragraph 61d)). However, the provision of car parking for parents would be likely to encourage travel to school by car and is not considered to be sustainable.
82. It is recommended that a review of the School Zone is carried out to ensure that any necessary guardrail, signage and highway markings are correctly in place and appropriate for the expanded school (Condition 21).

Built Development, Trees and Amenity Impact

83. MLP – Policy BE1 *New Development* will allow development of a high standard of design where the scale, density, massing, height, layout and access relate well to neighbouring buildings and the local area, materials are in keeping, hard and soft landscaping is consistent with the type and design of the development, and the proposal integrates existing landscape and nature conservation features.
84. The proposed classroom building would be sited positioned centrally on the site. Although the structure would be up to 7.1m in height, the building would be sited at closest 55m from the nearest residential property on Littleworth. There would be no material impact on properties on Meadow Avenue. The scale and massing of the classroom block is considered to be acceptable, and whilst elevated in relation to Littleworth the development would sit well in the landscape, and the design and proposed facing materials are considered to be acceptable in compliance with MLP – Policy BE1 *New Development*. Proposed

facing materials specified in the application are considered to be satisfactory and samples do not need to be submitted for approval.

85. Although bulkhead lighting is proposed on the building, no additional details have been submitted. A lighting scheme designed to comply with Institute of Lighting Professionals *Guidance Notes for the Reduction of Obtrusive Light: 2011 – Table 2 Environmental Zone E2* would be acceptable and is specified in recommended Condition 14.
86. The proposed sprinkler tank, pump housing and bin storage area, sited forward of the classroom block towards Littleworth, would be suitably screened and the visual impact of the enclosure is considered to be satisfactory. Satisfactory details of proposed log retaining walls have been provided (Condition 3t)).
87. Parking spaces in the enlarged car park would be provided in an elevated position closer to the frontage of Littleworth. There is the potential for car headlights to shine towards facing properties which could detract from residential amenity. However, the proposed 1.2m high woven screen fencing to be provided between the car parking spaces and boundary Heras security fencing would satisfactorily mitigate potential impacts. A condition is recommended to require the provision of the woven fencing and its subsequent retention (Condition 15).
88. The extension of the car park would require the removal of trees on the frontage to Littleworth which would be acceptably mitigated by replacement planting on the frontage to the south-east. The provision of replacement tree planting adjacent to the construction access on the completion of works is also considered to be acceptable. The submission of a detailed landscaping scheme of proposed works, to include the planting of Extra Heavy Standard trees, is the subject of recommended Condition 20.
89. No proposals have been submitted for how the former railway land would be used by the school and no development proposals affecting that area are specified in the application. The area would need to be managed by the school as part of a wider maintenance regime but is not a matter than needs to be controlled through the planning system.
90. NCC Project Engineer (Noise) has advised that noise from school sites is generally of short duration and it is rare for this type of transient noise to cause a strong adverse reaction. To put the proposed increase in pupil numbers into context; a doubling of pupil numbers would give rise to a theoretical increase in external activity noise level of approximately 3dB, an increase which is widely accepted as the minimum perceptible increase of an existing noise source by the human ear. The proposed increase from 420 to 630 pupils would lead to a theoretical activity noise increase of less than 2dB when all 630 pupils are playing outdoors, which is considered to be negligible. Although the areas for outdoor play would be elevated relative to Littleworth, the dominant noise factor at the front of properties would be from passing traffic. The relationship of outdoor hard play areas to properties on Meadow Avenue is such that the proposed classroom building would partially screen noise impact. Although the background noise level at Meadow Avenue would be lower, the increase in outdoor noise from additional pupil numbers would

be offset by the screening of the building and distance from the nearest residential property.

91. While the two 5-a-side pitches are proposed closer to the Meadow Avenue properties, the existing internal fence-line would remain which would help regulate activity on the pitches. While formalising the grassed playing areas with marked out pitches may lead to increased activity in these areas when compared to existing levels of use, it is not expected that this would lead to noise complaints.

Impact on Playing Field

92. The current playing field and triangle of school land at the end of Meadow Avenue is subject to MLP – Policy LT7 *Playing Fields at Educational Establishments* which seeks to safeguard playing fields from development unless only a small part of the recreational area would be lost and, amongst other criteria would be for educational use essential for the continued use of the establishment. The development would be in compliance with MLP – Policy LT7 *Playing Fields at Educational Establishments*. The siting of the classroom block would impact on playing field but would be acceptably mitigated by the creation of new 5-a-side pitches on an area not currently capable of being marked out as a pitch. Sport England does not object to the proposed development subject to the timely provision of the 5-a-side pitches. The applicant has confirmed that the pitches would be made available before the eight classroom building is brought into use. The submission of a specification for sports pitch construction, drainage and seeding, is the subject of recommended Condition 19.

Sustainability

93. The proposed classroom building would incorporate sustainable design features, including low maintenance materials, high levels of natural daylight, water management through the low flush toilets, high efficiency mechanical equipment, and the use of over-sized guttering to accommodate increased storm load through climate change, which satisfactorily demonstrates the sustainable character of the development.

Ecology

94. The site is not one of ecological significance. Conditions are recommended to control vegetation clearance during the bird nesting season (Condition 4). The methodology for the removal/abandonment of the fox earth identified on the site in the submitted ecology survey is considered to be acceptable and development to proceed following the methodology is specified in recommended Condition 5.

Contamination

95. No significant issues related to site contamination have been identified. A precautionary approach to potential asbestos related to the removal of the existing ramp and wall is the subject of recommended Condition 13. A condition to require the submission of a watching brief for contamination which may be encountered during site excavations is recommended (Condition 12).

Construction

96. Although construction traffic has the potential to give rise to conflict with pedestrian movements at the beginning and end of the school day, the proposed use of Meadow Avenue for construction is considered to be suitably remote from the school entrances and is unlikely to give rise to concern.
97. Deliveries to site and construction activities should not give rise to significant impacts. The submission of an Environment Management Plan providing details of construction management and impacts is recommended (Condition 9). Restrictions on the timing of deliveries to site, permissible hours of construction, and noise generated by construction activities are the subject of recommended Condition 8.
98. With reference to the representation reported at Paragraph 61 I) the engaged contractor would be from the Considerate Constructor's Scheme and there is an expectation that the developer will carry out appropriate liaison with local residents.

Other Options Considered

99. 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.

Statutory and Policy Implications

100. 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.

Crime and Disorder Implications

101. The development would benefit from existing perimeter security fencing and additional security fencing enclosing the enlarged school site.

Safeguarding of Children Implications

102. Security fencing within the wider secured school boundary would segregate operational school areas, making activities on the site easier to manage.
103. Implications for Sustainability and the Environment are considered in the report.

Human Rights Implications

104. Relevant issues arising out of consideration of the Human Rights Act have been assessed. Rights under Article 8 (Right to Respect for Private and Family Life), Article 1 of the First Protocol (Protection of Property) and Article 6.1 (Right to a

Fair Trial) are those to be considered and may be affected due to expansion of the school. The proposals have the potential to introduce impact on amenity from comings and goings associated with a more intensive use of the site. However, these potential impacts need to be balanced against the wider benefits the proposals would provide through the provision of additional school places. Members need to consider whether the benefits outweigh the potential impacts and reference should be made to the Observations section above in this consideration.

105. There are no Implications for Service Users, Financial Implications, Equalities Implications or Human Resources Implications arising from the development.

Statement of Positive and Proactive Engagement

106. In determining this application the County Planning Authority has worked positively and proactively with the applicant by assessing the proposals against relevant Development Plan policies, all material considerations, consultation responses and any valid representations that may have been received. Issues of concern have been raised with the applicant and addressed through negotiation and acceptable amendments to the proposals. This approach has been in accordance with the requirement set out in the National Planning Policy Framework.

RECOMMENDATIONS

107. 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 2. Members need to consider the issues, including the Human Rights Act issues, set out in the report and resolve accordingly.

TIM GREGORY

Corporate Director – Place

Constitutional Comments

The subject of the attached report falls within the scope of Planning and Licensing Committee and this is the appropriate body to consider the report.

[RHC 08.07.2016]

Comments of the Service Director - Finance

There are no specific financial implications arising directly from this report.

[SES 08.07.2016]

Background Papers Available for Inspection

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

Electoral Divisions and Members Affected

Mansfield South Councillor Stephen Garner

Councillor Andy Sissons

Report Author/Case Officer

David Marsh

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

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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 (community, foundation and voluntary aided and controlled schools) - educate the vast majority of children in England. The Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state-funded school sector to meet both demographic needs and the drive for increased choice and higher standards. For instance, creating free schools remains one of the Government's flagship policies, enabling parents, teachers, charities and faith organisations to use their new freedoms to establish state-funded schools and make a real difference in their communities. By increasing both the number of school places and the choice of state-funded schools, we can raise educational standards and so transform children's lives by helping them to reach their full potential.

It is the Government's view that the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations. We expect all parties to work together proactively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible, "yes".

The Government believes that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools, and that the following principles should apply with immediate effect:

- **There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework.**
- **Local authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their**

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 Education to help limit additional information requirements.
- **A refusal of any application for a state-funded school, or the imposition of conditions, will have to be clearly justified by the local planning authority.** Given the strong policy support for improving state education, the Secretary of State will be minded to consider such a refusal or imposition of conditions to be unreasonable conduct, unless it is supported by clear and cogent evidence.
- **Appeals against any refusals of planning permission for state-funded schools should be treated as a priority.** Where permission is refused and an appeal made, the Secretary of State will prioritise the resolution of such appeals as a matter of urgency in line with the priority the Government places on state education.
- **Where a local planning authority refuses planning permission for a state-funded school, the Secretary of State will consider carefully whether to recover for his own determination appeals against the refusal of planning permission.**

This statement applies to both change of use development and operational development necessary to the operational needs of the school.

The Government is today publishing a summary of the responses to its consultation, *Planning for Schools Development*, and will continue to explore whether there is further scope and need for the planning system to do more to support state-funded schools, and in particular, free schools in the future.

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 hereby permitted.

Reason: To assist with the monitoring of the conditions attached to the planning permission and for the avoidance of doubt.

3. Unless otherwise required pursuant to conditions of this permission, the development hereby permitted shall be carried out in accordance with the submitted application (as amended), including documents and recommendations of reports, and the following plans:

- (a) Location Plan (Drawing AL(0) 300) received by the CPA on 5 April 2016;
- (b) Area of Change of Use (Drawing AL(0) 314) received by the CPA on 29 March 2016;
- (c) Proposed Site Plan 1:1000 (Drawing AL(0) 302) received by the CPA on 14 March 2016 (as amended by Drawing AL(0) 318 Rev A) ;
- (d) Neighbourhood Context 1 Site Plan 1:500 (Drawing AL(0) 316) received by the CPA on 5 April 2016 (as amended by Drawing AL(0) 318 Rev A);
- (e) Neighbourhood Context 2 Site Plan 1:500 (Drawing AL(0) 317) received by the CPA on 5 April 2016 (as amended by Drawing AL(0) 318 Rev A);
- (f) Site Context 1 1:250 (Drawing AL(0) 318 Rev A) received by the CPA on 28 June 2016;
- (g) Site Context 2 1:250 (Drawing AL(0) 319) received by the CPA on 29 March 2016 (as amended by Drawing AL(0) 318 Rev A);
- (h) Floor Plan (Drawing AL(0) 303) received by the CPA on 14 March 2016;
- (i) Building Sections (Drawing AL(0) 305) received by the CPA on 14 March 2016;
- (j) Building Sections (Drawing AL(0) 306) received by the CPA on 14 March 2016;

- (k) Elevations (Drawing AL(0) 304 Rev A) received by the CPA on 8 July 2016;
- (l) Site Section to Littleworth (Drawing AL(0) 315 Rev A) received by the CPA on 28 June 2016;
- (m) Site Sections (Drawing AL(0) 307) received by the CPA on 5 April 2016;
- (n) Site Sections (Drawing AL(0) 308) received by the CPA on 6 April 2016;
- (o) Context Elevation (Drawing AL(0) 310) received by the CPA on 29 March 2016;
- (p) Context Elevation (Drawing AL(0) 311) received by the CPA on 29 March 2016;
- (q) Section/ Context Elevation (Drawing AL(0) 312) received by the CPA on 5 April 2016;
- (r) Section/ Context Elevation (Drawing AL(0) 313) received by the CPA on 29 March 2016;
- (s) Sprinkler Tank Detail (Drawing 8757-05 Rev D) received by the CPA on 29 March 2016; and
- (t) Unilog Pro Log Wall Brochure Detail received by the CPA on 14 March 2016.

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

4. Should any tree, shrub, scrub or other vegetation clearance works be carried out between the months of March to August inclusive, the works shall be undertaken in accordance with a methodology which shall first be submitted to and approved in writing by the CPA. Works to be carried out in accordance with the approved methodology shall only be undertaken following inspection by a suitably qualified ecologist and written confirmation from the ecologist first being submitted to the CPA that breeding birds would not be adversely impacted by the proposed clearance works.

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

5. Development impacting on red fox identified on the site shall proceed in accordance with the methodology set out in Paragraphs 5.4-5.9 of the Ecology Survey (BJ Collins - November 2015) received by the CPA on 14 March 2016.

Reason: To safeguard a species from unnecessary suffering in accordance with The Animal Welfare Act 2006.

6. Notwithstanding details shown on plans of the appendices of the Arboricultural Implications Assessment - Tree Protection Plan supporting the application received by the CPA on 8 April 2016, prior to the commencement of

development, a plan identifying the location of barriers for the protection of trees to be retained during the period of demolition shall be submitted to and approved in writing by the CPA. Tree protection fencing shall be installed to the satisfaction of the CPA in accordance with the approved details prior to the commencement of main site works and shall be so retained (unless otherwise approved in compliance with Condition 7) throughout the period of construction.

Reason: Details are required to be submitted prior to the commencement of development to ensure that the health of trees on the site will be satisfactorily safeguarded during the period of construction in the interest of the visual amenity and ecology of the site.

7. Notwithstanding Condition 6, where works need to be carried out within identified root protection areas, the work shall be carried out in accordance with a methodology which shall first be submitted to and approved in writing by the CPA.

Reason: In order to safeguard the health of trees on the site during the period of construction and in the interest of the visual amenity and ecology of the site.

8. Unless in the event of an emergency, or as otherwise may be previously agreed in writing with the CPA ;
- a) no works of construction shall be carried out or plant operated except between 07:30–18:00 hours Mondays to Fridays and 07:30–13:00 hours on Saturdays;
 - b) construction deliveries or work shall not be carried out at any time on Sundays, Public or Bank Holidays;
 - c) no construction related vehicle movements to or from the site shall take place on any day other than between 07:30–18:00 hours Mondays to Fridays and 07:30–13:00 hours on Saturdays;
 - d) noise generated by construction activities on the site shall not exceed 65dB (L_{Aeq,1hr}) measures at a distance of 3.5m from the nearest facade of a property.

Reason: To safeguard the amenity of nearby residents during the period of construction.

9. Prior to the commencement of development, details of the proposed method of working in the form of an Environment Management Plan, providing specific detail of:
- (a) construction vehicle numbers, type and routeing;
 - (b) traffic management requirements;
 - (c) measures to prevent the deposit of debris on the public highway;

- (d) management of parking by persons involved in construction of the development;
- (e) proposals for operational staff parking during the period of construction;
- (f) segregation of construction vehicle and pedestrian movements on site;
- (g) measures for the control of noise (to comply with Condition 8d)), vibration and dust emissions (including mitigation measures in the event of a complaint);
- (h) 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: Details are required to be submitted prior to the commencement of development to provide adequate information and satisfactory detail in the interest of highway safety, and to protect the amenities at present enjoyed by the occupiers of nearby properties.

10. Prior to the commencement of main site works, a scheme 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: Details are required to be submitted prior to the commencement of main site works to provide appropriate detail to safeguard against 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 scheme of surface water drainage works, incorporating sustainable drainage principles, shall be submitted to and approved in writing by the CPA. The scheme shall subsequently be implemented in accordance with the approved details and shall be completed prior to the development hereby approved first being brought into use.

Reason: Details are required to be submitted prior to the commencement of main site works to provide appropriate detail to safeguard against increased risk of flooding.

12. Prior to the commencement of main site works, a watching brief to deal with contamination which may be encountered shall be submitted to and approved in writing by the CPA. Development shall be carried out in accordance with the approved details. 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 to deal with unsuspected contamination (including validation that contamination has been

satisfactorily remediated) has been submitted to and approved in writing by the CPA. Development shall be carried out in accordance with the approved details.

Reason: Details are required to be submitted prior to the commencement of main site works to provide an appropriate methodology that will ensure that the site is remediated to an appropriate standard.

13. Works related to the demolition of the wall and ramped access (Drawing AL(0)301), shall be carried out with caution, with the site/works tested for the presence of asbestos in accordance with Nottinghamshire County Council's *Code of Practice for Carrying Out Work that may Disturb ACMs (Asbestos Containing Materials)* (NCC Code of Practice). In the event that the presence of asbestos is identified, details of the steps to be followed in the NCC Code of Practice to manage the risk associated with asbestos shall be submitted to the CPA, and development shall be carried out in accordance with the approved details.

Reason: To ensure that the risk associated with asbestos containing materials is appropriately managed.

14. Prior to being installed, the location and design details of external light fittings, in a scheme complying with Institute of Lighting Professionals *Guidance for the Reduction of Obtrusive Light – Zone E2*, shall be submitted to and approved in writing by the CPA. Development shall be carried out in accordance with the approved details.

Reason: For the avoidance of doubt as to the development permitted in the interest of the visual amenity of the development.

15. The woven fencing detailed in the Planning Statement Addendum dated 26 June 2016 shall be installed to the satisfaction of the CPA prior to the extended car park first being brought into use, and shall be maintained and retained at a height of 1.2m so as to prevent car headlights shining on to facing properties on Littleworth throughout the life of the development.

Reason: For the avoidance of doubt as to the development permitted and to safeguard the amenity which facing residents of Littleworth could reasonably expect to enjoy in compliance with Mansfield District Local Plan 1998 – Policy BE1 New Development.

16. Prior to the eight classroom building first being brought into use the parking, turning and servicing areas of the extended car park shall be constructed, drained, and surfaced, and marked out in accordance with the approved plans. The parking, turning and servicing areas shall not be used for any purpose other than parking, turning, loading and unloading of vehicles, and shall thereafter be retained for the life of the development.

Reason: In the interests of Highway safety.

17. 20 covered cycle parking spaces shall be provided. Prior to being installed design details of the covered cycle spaces shall be submitted to and approved in

writing by the CPA. The covered cycle spaces shall be provided in accordance with the approved details to the satisfaction of the CPA prior to the eight classroom building first being brought into use.

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

18. Within 3 months of the commencement of development, a scheme for the provision of a signalised *Puffin* crossing on Littleworth and relocation of the adjacent bus stop shall be submitted to and approved in writing by the CPA. Prior to the eight classroom building first being brought into use, the approved scheme shall be provided to the satisfaction of the CPA unless some other timescale for the provision of the signalised crossing has first been agreed in writing by the CPA in consultation with NCC Highways.

Reason: In the interest of highway safety.

19. Within 3 months of the commencement of development, design details of;
- a) new playing field construction (to include drainage, composition and seeding);
 - b) construction specification for new hard play areas;
 - c) drainage of new areas used for outdoor play; and
 - d) a grid of new playing field levels and new areas of hard play;

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

New playing field and new areas of hard play shall be constructed and provided in accordance with the approved details prior to the approved eight classroom building first being brought into beneficial use.

Reason: To ensure the provision of a playing field and outdoor facilities to a standard fit for purpose.

20. Within 6 months of the commencement of development a scheme, including a programme for the provision of landscaping to include:
- a) species, locations, planting size and planting density of plants;
 - b) species (not to include ash (*Fraxinus excelsior*)) and location of nine Extra Heavy Standard trees;
 - c) seed mix specification;
 - d) establishment methods (including tree pit detail); and
 - e) schedule of maintenance including a Landscape Management Plan to guide ongoing management of created and retained habitats

shall be submitted to and approved in writing by the CPA. Other than as may be agreed in the programme for the provision of landscaping and planting, the approved landscaping and planting scheme shall be completed not later than the first planting season following the development first being brought into use. Any tree, plant, shrub or grass seeding 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.

21. Prior to the eight classroom building first being brought into use, a review of the School Zone on Littleworth, St Andrew Street, St Catherine Street, St Andrew Street and Baum's Lane shall be carried out, and a report with recommendations shall be submitted to the CPA. Recommendations for the modification of the School Zone and/or increasing the opportunity for short-term school related parking on Littleworth shall be implemented within 3 months of the date of submission of the report.

Reason: In the interest of highway safety.

22. The Head Teacher of King Edward Primary 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. The Travel Plan Coordinator shall within 3 months of the eight classroom building first being brought into use provide a completed King Edward Primary School Travel Plan aimed at reducing reliance on the private car as the principal means of staff and parent transport to and from the school, including timelines for monitoring, review and implementation, to the written satisfaction of the CPA. The King Edward Primary School Travel Plan include initiatives to:
 - a) promote education relating to sustainable travel and road safety education, in consultation with NCC Road Safety Team;
 - b) raise awareness of the problems car journeys can create;
 - c) reduce travel by vehicle to and from school;
 - d) promote car sharing;
 - e) raise awareness amongst parents of the issues of travel to school; and
 - f) manage student drop-off and pick-up.

The School Travel Plan shall include:

- g) the scope and a programme for monitoring school related short-term parking on the public highway, and any potential highway safety issues arising;
- h) the scope and a programme for monitoring pedestrian-cyclist movements associated with the school's peak operation times;

i) a proposal to attain periodic staff-pupil travel pattern behaviours, through origin-destination-post code-multi modal surveys;

j) modal shift targets; and

k) demand for, and future provision of additional covered cycle spaces;

and demonstrate that active engagement has taken place with the local community and civil enforcement officers.

Reason: In the interest of highway safety and to promote sustainable travel.

23. The Travel Plan Coordinator shall first submit a report to the CPA within 6 months following the eight classroom building first being brought into use, and thereafter submit annual reports for a minimum period of 5 years and until King Edward Primary School Travel Plan single occupancy car passenger targets have been met. The annual monitoring reports shall summarise the data collected over the monitoring period (Condition 22g-22j)), consider the requirement for a Traffic Regulation Order to be made and/or the provision of a School Crossing Patrol on Baum's Lane (including programme for delivery if required), evidence consultation with NCC Road Safety Team in the promotion of sustainable travel and road safety education, and propose revised initiatives and measures where King Edward Primary School Travel Plan targets are not being met, including implementation dates, to be approved in writing by the CPA.

Reason: In the interest of highway safety and to promote sustainable travel.

Notes/Informatives

1. With reference to Condition 9c), the Highway Authority will require a proactive approach to be taken rather than cleansing the adjacent public highway with sweepers after material has been deposited.
2. With reference to Condition 2, where the Environmental Management Plan affects public highway, or restoration works may need to be carried out on the highway where construction traffic accesses the site, the applicant will be required to contact the Mansfield District Manager for Highways - Kendra Hourd (highwaysnorth.en@nottsscc.gov.uk 0115-9772127) to agree the plans details and pre-commencement and post construction highway inspections.
3. With reference to Conditions 21-23, NCC Highways Development Control advises that it is commonly known that the principal problem outside schools is caused by discourteous parents ignoring any parking restrictions that may exist. The Highway Authority recommends that the school liaises with Mansfield District Council's Civil Enforcement Officers who manage parking enforcement in the area, to address any potential issues. This could be implemented through

appropriate initiatives and mechanisms in the School Travel Plan. Through the revised School Travel Plan, the nominated Travel Plan Coordinator should hold frequent community liaison meetings with Civil Enforcement Officers to achieve best utilisation of resources to tackle any issues raised by surrounding residents.

4. With reference to Condition18 and the relocation of the bus stop, the applicant will need to contact NCC Transport Facilities transport.facilities@nottsc.gov.uk
5. NCC Project Engineer (Noise) advises that the design and construction of the new school building must comply with Section 8 of Approved Document E to the Building Regulations 2010 and Building Bulletin 93 (BB93). An acoustic specification report should be commissioned to inform the acoustic design standards of the new school building.