

6 June 2023**Agenda Item 8****REPORT OF THE INTERIM CORPORATE DIRECTOR FOR PLACE****BASSETLAW DISTRICT REF. NO.: 1/23/00374/CDM**

PROPOSAL: CONSTRUCTION OF NEW 315 (1.5FE) PLACE PRIMARY SCHOOL WITH 26 PLACE NURSERY OVER TWO PHASES (1ST PHASE 1FE 210 PLACE WITH 26 PLACE NURSERY) ASSOCIATED PLAYING FIELDS, CAR PARKING (INCLUDING LIGHTING COLUMNS 4M HIGH), LIT SERVICE AREAS AND SPRINKLER TANK, HARD SURFACED OUTDOOR PLAY AND FOOTPATHS. SOLAR PANELS TO SCHOOL BUILDING ROOF (PHASES 1 AND 2). ASSOCIATED LANDSCAPING AND COVERED AREAS TO NURSERY/RECEPTION CLASSES, SUN CANOPIES, FENCED SPRINKLER TANK AND BIN STORE, 3.0M AND 2.4M HIGH PERIMETER/INTERNAL FENCING

LOCATION: LAND OFF GATEKEEPER WAY, GATEFORD, WORKSOP, NOTTINGHAMSHIRE

APPLICANT: NOTTINGHAMSHIRE COUNTY COUNCIL CHILDREN AND FAMILIES

Purpose of Report

1. To consider a planning application for the erection of a 315 place Primary school in two phases with a 26-place nursery on land west of Gatekeeper Way, Gateford. The key issues relate to the scale, siting and design of the building; potential amenity impact; and the impact of traffic associated with arrivals and departure. The recommendation is to grant planning permission subject to the conditions set out in Appendix 1.

The Site and Surroundings

2. Gateford Park is a residential estate development under construction accessed from Ashes Park Avenue via Churchill Way (Plan 1), lying approximately 3km north of Worksop town centre. A school site and area to be developed as public open space form part of an outline planning permission for 750 houses, although the estate is not yet fully built out.
3. The proposed school site is located centrally within the site of the outline permission, bounded to the south by Harlequin Drive with Gatekeeper Way on

its eastern side. A junction with Azure Place is formed on Gatekeeper Way opposite the proposed school site.

4. Churchill Way and Harlequin Drive are on a planned bus route through the estate and have a carriageway width of 6.75m. Gatekeeper Way has been designed with an initial carriageway width of 6.75m to take account of the known location of the proposed school, and reduces to 5.5m in width to the north of the school site. Houses are occupied on Gatekeeper Way to the east, Harlequin Drive to the south, and Crystal Court to the west which is separated from the school site by an intervening area between 33m and 50m in width to be developed as public open space.
5. Levels on an area of land to the north of the school site are currently being raised by the developer to create an area of public open space with sports pitches, play equipment and additional related facilities (Settlement Equipped Play Area). A 3m wide tree-lined footway/cycleway Greenway is to be provided by the housing developer adjacent to the proposed school site northern boundary. A Greenway with similar design characteristics has already been provided on the eastern side of Gatekeeper Way and would continue along the application site northern boundary (Plan 2), although a dropped kerb tactile crossing for pedestrians and cyclists is not currently provided.
6. The 1.55ha. application site is generally rectangular in shape with a 140m frontage to Gatekeeper Way, varying in width between 105m – 118m. The site is generally flat with a fall of approximately 2.6m from the south-west to the north-east corner. A vertical boarded timber fence is currently erected on the frontage to Harlequin Drive, with a visibility splay provided at the junction with Gatekeeper Way. An electricity sub-station is provided on the western side of Gatekeeper Way 35m to the north of the junction but is excluded from the application site.

Background

7. The applicant has advised that the most recent review of school place provision and projected demand has identified a shortfall in pupil places in the Gateford-Shireoaks Primary Pupil Place Planning Area. A new 210 place Primary school would satisfy forecast demand for pupil places arising directly from the 750-house development at Gateford Park. There are other developments under construction in the Gateford-Shireoaks Primary Pupil Place Planning Area, for example at Gateford Common approximately 1.4km to the south-west of the school application site, that generate a need for Primary school places.
8. The applicant has advised that a new school needs to be operational for September 2024 in order to meet projected Primary school place demand.

Planning history

9. (Bassetlaw DC) 14/00431/OUT (approved May 2015) - Outline permission for residential led development comprising up to 750 Dwellings, including amongst

other matters, a one-form entry Primary school including a community hall and two junior playing pitches and incidental formal and informal open space. The permission was subject to a s106 Agreement including land and the provision of a financial contribution towards the building of a Primary school.

10. (Bassetlaw DC) 20/00109/RES (approved July 2020) - Reserved Matters Application for the Appearance, Landscaping, Layout and Scale for 276 Dwellings on Phase 5, 6 and 7 - Gateford Park includes a landscaping scheme providing a hedge parallel to the school northern boundary between the school land and adjacent Greenway (Paragraph 5).
11. (Bassetlaw DC) 20/01558/VOC (approved April 20121) – A variation of conditions related to a Reserved Matters Application (20/00109/RES) to amend house types (but not landscaping) retains an avenue of trees but omits a hedge along the northern boundary of the proposed school. This is the latest approved revision, currently being built.

Proposed Development

Phase 1

12. Planning permission is sought to construct a 315 place Primary school in two phases with 210 places being provided in the first phase. A 26-place nursery would be provided as part of the Phase 1 development. The proposed Phase 1 school building would be sited on a generally east-west axis on the northern part of the site with the main teaching wing sited 10m from and running parallel to the northern boundary. The proposed development is shown in context on Plan 2 with the Phase 1 site layout shown on Plan 3. The finished floor level of the building would be approximately 0.5m above the existing site level.
13. Classrooms would be provided either side of a central corridor extending westwards from the school entrance, administration and staff facilities. A school hall, kitchen and plant room would be provided towards the eastern end of the building. The overall length of the Phase 1 development would be 80m. The span of the classroom element of the building would be 19.4m with a ridge height of 5.0m (3.6m to eaves). An external canopy 17.5m x 4.9m, 3.8m in height reducing to 3.2m, would be joined by a flashing to the south elevation (Plan 4). The canopy would provide weather protection to part of an enclosed area of nursery and reception year outdoor play.
14. The school hall and an adjoining studio would have a building footprint 22m x 10.6m with a mono-pitch roof varying between 6.0m and 5.7m in height. The kitchen and plant room area would also have a mono-pitch roof reducing from 5.1m to 3.8m.
15. The building elevations would be principally an off-white-coloured silicone render finish above a red brick plinth with all-brick panels identifying building entry points, the west and the majority of north facing elevations of the hall studio, and east facing elevation of the kitchens and plant area. The roof,

aluminium window frames and doors would be coloured dark grey (RAL 7016) (Plan 5). Bat and bird boxes integrated into the building structure would be provided on the east facing elevation of the school hall and north facing studio elevation.

16. A metal standing-seam roof would be coloured dark grey (RAL 7016) with Photovoltaic (PV) panels provided above classrooms.
17. In addition to the roof-mounted PV panels, sustainable features would be incorporated in the building design including: high efficiency electrical and lighting; air source heat pumps; high levels of thermal insulation and air tightness; mechanical ventilation with zoned air quality management and natural ventilation.
18. The playing field (with drainage incorporated in the pitch make-up) would be provided on the southern part of the site adjacent to Harlequin Drive. A general-purpose tarmac area of hard outdoor play and a porous surfaced multi-use games area would be provided between the grass playing field and school building. A trim trail and sun canopies would be provided to the north of the multi-use games area. A grass amenity area would be provided at the western end of the school building as a temporary surface finish to the area intended for a Phase 2 extension.
19. The pedestrian entrance to the school would be on Gatekeeper Way, 46m to the north of the school car park access gate and approximately 25m to the north of the junction with Azure Place opposite. An enclosed area inside the school pedestrian entrance gate would be suitable for parent assembly typically at the end of the school day. A separate pedestrian service entrance gate giving access to a bin storage area would be provided at the northern end of the Gatekeeper Way frontage.
20. The application is submitted without a known school operator and actual staff numbers would be determined by the operating school Academy. The applicant's estimate is that there would be between 21 and 28 staff. Based on the assumptions in the Transport Assessment for the wider development, the submitted Transport Statement assumes a staff roll of 33 in Phase 1 (22 FTE) made up of 18 teaching staff, four office/ administration, four caretaker/kitchen staff and seven lunchtime supervisors operating standard school opening times.
21. 33 car parking spaces, including 2 disability spaces positioned closest to the school building entrance would be provided. Three 11kw fast charging electric vehicle (EV) charging points would be provided with one sited to allow users of the two disability spaces to charge. Ducting to all parking spaces would be provided to allow the provision of additional EV charging points with minimal disruption. The car park would be lit by 4m high lighting columns. The layout of the car park would allow a refuse vehicle to turn within the site.
22. An access control gate installed between the car park and main school entrance would prevent general pedestrian access to the school building via the vehicular entrance. Use of the gate would be limited to staff, visitors, disability parking space and other authorised users.

23. A sprinkler tank with pump housing would be accessed through the car park and would be enclosed by vertical hit-and-miss boarding 3.6m in height with the associated pump housing enclosed by 2.5m high timber fencing. Operational plant and a bin store would be provided to the north of the school kitchen enclosed by 2.4m high timber fencing.
24. 40 covered cycle parking spaces for use by children, staff and school visitors would be provided within the school operational fenced line positioned between the Early Years outdoor play and the all-purpose outdoor hard play area.
25. The school perimeter would be enclosed by 2.4m high Heras security fencing coloured Moss Green (RAL 6005), other than adjacent to grass playing field south of the car park on the frontage to Gatekeeper Way, along the frontage to Harlequin Drive and returning north past the playing field and the multi-use games area where the fencing would be 3.0m in height. A 2.2m high acoustic timber fence 40m in length to provide noise attenuation and screen visibility into the site is proposed on the frontage to Harlequin Drive centred on the rear garden of 75 Harlequin Drive opposite (Plan 1), in addition to the 3.0m Heras fencing.
26. A gate would be provided in the western boundary to allow balls passing over the fence to be easily retrieved, although this gate is not intended as a pedestrian entrance to the school.
27. An indicative landscaping scheme proposes an area of tree and hedge planting on the Gatekeeper Way frontage to filter views of the bin store and plant enclosure, with trees and hedging also to be planted on the highway frontages where 3.0m high perimeter fencing is proposed. It is not intended to plant a hedge on the northern boundary, as a hedge is to be provided by others on the adjacent Greenway.
28. Surface water would be attenuated before being discharged to the surface water drainage system for the wider residential estate development (subject of a Severn Trent Water adoption agreement) which in turn discharges to a balancing pond to the east (Plan 1).
29. At 210 capacity and with a 750-house development generating demand for 158 Primary pupil places it can be assumed that at capacity the remaining 52 places would be taken by children from outside of the area. A demand-led methodology in the Transport Statement suggests a local demand for 200 pupil places. Some children may be within walking distance of the school but live outside of the residential estate. Taking into consideration a 15% allowance for car sharing it is estimated that for the initial 1FE school there would be between nine and 44 vehicles dropping-off in proximity to the Gatekeeper Way entrance in the morning peak.
30. A draft School Zone has been submitted including School-Keep-Clear markings and guard rail outside the school pedestrian entrance, parking restrictions at junctions near the school (including at the junction with Harlequin Drive) and at the point where the Greenway crosses Gatekeeper Way, and advance school signage (Plan 6).

31. The application is also supported by the framework of a School Travel Plan which sets out initiatives and measures which can be adopted to reduce reliance on the car as a mode of travel to school. Measures to be developed would centre on: reducing reliance on the car as a means of travel to school by car by staff and parents (which would include opportunities for more sustainable school travel and potential future additional provision for cycling); use of a safe/suitable network of routes locally that encourages walking to school; safe crossing of roads near the school; and education related to healthy lifestyles/sustainable travel choices and the journey to and from school.

Phase 2

32. In Phase 2 the school corridor would be extended at its western end, on the area temporarily laid to grass in Phase 1, to provide three additional classrooms and a practical space, meeting rooms, group room and toilets (Plan 7), allowing the school to expand to 315 pupil places. The extension would be 20.8m in length and of the same span, height and external finishes as the classroom wing of the Phase 1 building (Plan 8).
33. In considering the expansion of the school to 1.5FE it is assumed that all additional 105 pupils would travel by car. In expanding to 1.5-form entry at full capacity it is anticipated that there would be between 98 and 133 vehicles dropping-off (taking account of car sharing) in the morning peak from trips generated from outside of the Gateford North development.
34. To sensitivity test a future expansion to 1.5FE in Phase 2, the Transport Statement assumes that an additional four teachers and four support staff would be employed, with a total staff roll of 41 (30 FTE). No additional car parking would be provided in Phase 2. The Transport Statement explains it is likely that the nine Phase 1 visitor spaces would be used by the eight additional teaching staff, and other than for one space displacing visitor parking off-site onto the local highway network.

Consultations

35. **Bassetlaw District Council** – No objection. *The District Council would encourage the County Council to seek opportunities for biodiversity enhancement and enhanced soft landscaping.*
36. **NCC Highways Development Control** – No objection to the proposed school layout and subject to conditions requiring: provision of a School Zone as submitted also to include dropped kerbs with tactile paving both sides of the car park access and both sides of Gatekeeper Way where it crosses the cycle/footpath adjacent the northern site boundary; provision of the car park; appointment of a school travel plan co-ordinator; a school travel plan; and prior to Phase 2, a Transport Statement to include a review of existing employee and pupil travel modes and origins, on-site car parking availability, on-street car parking demand, an assessment of the transport impact of the proposed extension, and any proposed mitigation measures.

37. *The principle of a one-form entry primary school was considered within the Transport Assessment submitted in support of the Gateford Park residential development at outline planning stage and which was intended to satisfy the forecasted demand of pupils arising directly from the proposed 750 houses. At that time, the transport impact of the proposed school on the wider transport network was predicted to be negligible as the movements of pupils was largely expected to be contained within the Gateford Park development.*
38. *This proposal includes a nursery, and the school would be 50% larger following the completion of the second phase. These two elements are now considered in the Transport Statement as well as the previously permitted one form entry primary school.*
39. *The Transport Statement considers the demand for pupil places from the Gateford Park development under two scenarios. The first is based on 2011 Census data and the second is based on the pupil places calculation contained in the County Council's Developer Contributions Strategy 2021 (DCS) which is derived from data obtained from the Office of National Statistics. Based on Census data, the Transport Statement predicts that the Gateford Park development would generate a demand for 200 pupil places. Based on the DCS, the TS predicts that the Gateford Park development would generate a demand for 158 pupil places. It is reasonable to assume that the development would likely generate somewhere between the two figures, acknowledging that the DCS is more recent. The TS assumes that the remaining pupil places (10 - 52 increasing to 115 which would be 157 following Phase 2) will be filled by children who live beyond the development.*
40. *The Transport Statement utilises data obtained from the National Travel Survey to predict the mode of travel of pupils who live beyond the Gateford Park development. Based on the National Travel Survey, 56% of children are predicted to walk and 44% would arrive by car. Of the offsite pupils, a total of 4 are then predicted to arrive by car following Phase 1 of the school opening increasing to 51 following Phase 2 if 200 pupil places are filled from within the Gateford Park development. If 158 pupil places are filled from within the Gateford Park development, based on the Transport Statement assumptions, a total of 23 pupils who live beyond the Gateford Park development would be predicted to arrive by car following Phase 1 of the school opening increasing to 69 following Phase 2. However, that scenario assumes that pupil travel choice is not affected by distance.*
41. *The likelihood is that children who live nearest are those most likely to walk whereas those from further afield would be those most likely to arrive by car. Assuming all school journeys follow national trends, of all pupils (210 rising to 315), 92 would arrive by car following the opening of Phase 1, rising to 139 following Phase 2 regardless of whether they live on or beyond the Gateford Park development. Of those car journeys, 15% are predicted to be carrying more than 1 child based on the Nottinghamshire School Travel Survey undertaken in 2021. The total of parent/guardian car trips would then be 79 following Phase 1 of the school opening increasing to 118 following Phase 2 and who would park on-street. However, given that the school is largely*

intended for pupils from a small geographical area within the Gateford Park development, this is likely to be a robust assessment as there would be ample opportunities to walk to the school from within the development.

42. *By the time of implementing Phase 2 a Transport Statement to be submitted for prior approval can be informed by the travel patterns associated with the Phase 1 development including the demand for on-site car parking and the extent of on-street parent parking. The school safety zone and travel plan can then be updated to deal with any issues that may be predicted based on empirical data.*
43. **Sport England** - No objection. Advice is given on the design of facilities and opportunities for people to lead healthy lifestyles drawing attention to Sport England Active Design guidance.
44. **Via Landscape** – No objection subject to a condition requiring details of landscaping plans and specifications. *Moderate to minor adverse landscape and visual impact arising from the development [compared to its pre-development appearance (a field)]. Boundary and screening planting should be included where required: along the northern boundary, to serve as a screen to prevent the play areas being overlooked from the adjacent public open space; along the boundary to Harlequin Drive and Gatekeeper Way to help break up views into the site from residences in those directions; and within the site, tree and ornamental shrub planting is to be encouraged where practicable to further screen and break up the elevations of buildings and major structures like the bin storage areas and the sprinkler tank structure.[The design of the sprinkler tank enclosure has subsequently been changed to that described at Paragraph 23.]*
45. **NCC Nature Conservation** – No objection subject to conditions requiring the provision of ecological mitigation measures: control of vegetation clearance during the bird nesting season; employing a Precautionary Method of Works for reptiles, amphibians and other species such as hedgehog; installation of bat and bird boxes (details to be agreed); and ecological enhancement through the creation of wildflower grassland and areas of scrub as part of a landscape scheme.
46. *The supporting Preliminary Ecological Appraisal Report indicates that the site is of overall low ecological value, comprising poor semi-improved grassland and young willow scrub, regenerated on former arable farmland.*
47. **NCC Archaeology** - No objection. *Archaeological potential has been fully and thoroughly dealt with [through the development of the wider site].*
48. **NCC Flood Risk** – No objection subject to subject to a condition requiring submission of a detailed scheme of surface water.
49. **Via Land Reclamation** – No objection subject to conditions to require: completion of the final geo-environmental assessment to inform the need for gas protection measures to be incorporated in the design; a watching brief for contamination with remediation strategy and validation as appropriate; and an Environment Management Plan to screen for contaminants, waste management and pollution control measures to be employed.

50. *Four rounds of gas and groundwater monitoring have been included in the Geo-Environmental Assessment. Preliminary results of the monitoring classify the site as CS1 (very low hazard potential). However, the results for the final two rounds of monitoring need to be considered and included within the final ground gas risk assessment.*
51. **Via Noise Engineer** - No objection subject to conditions to: address potential noise arising from construction including liaison with the public and how complaints are to be managed; design details of an acoustic fence; and control of operational plant. [A 2.4m high acoustic fence 66m in length was originally proposed along the frontage to Harlequin Drive but has subsequently been reduced in height and length (Paragraph 25).] The [originally] proposed acoustic fencing can be reduced to the extent (40m) and height (2.2m) as recommended in the noise assessment. Due to some uncertainty in the predicted noise level due to the limitations of the data available to model the noise levels, an assessment of noise levels can be undertaken when the school is occupied to determine actual noise levels in the garden area of 75 Harlequin Drive. Should the actual noise levels exceed 50dB LAeq,T then the acoustic fencing should be installed. Measures must be provided to ensure that the acoustic fencing does not suffer from ball strikes. Otherwise, there is a risk that the fencing would be counter-productive and could exacerbate noise levels with a greater risk of noise complaints.
52. *There is potential for some increase in noise levels from indoor school activities when windows are partially opened for ventilation at the nearest Noise-Sensitive Receptors. However, the increase in noise levels will not be at a level which could generate noise issues.*
53. *It is understood some concerns have been raised regarding the visual impact of the [originally] proposed 2.4m acoustic fence to the southern boundary adjacent to the proposed playing fields. A 2.4m acoustic fence will provide the protection required, although the extra length and height is not strictly necessary according to the noise assessment findings.*
54. *The submitted noise assessment has modelled a 2.2m high acoustic fence with a length of 40m centred opposite the central point of the rear garden area of 75 Harlequin Drive to maximise the level of noise reduction, and is predicted to reduce noise levels to 49.6dB LAeq,T thereby satisfying the World Health Organisation guidance.*
55. *A 40m acoustic fence at 2.2m can be provided from the outset (i.e. the 210 capacity Phase 1 school), or alternatively its installation can be delayed until an assessment of actual noise levels can be undertaken to confirm that the acoustic fence is required, given there is some level of uncertainty in the predicted noise level. It should be noted for context, that the acoustic fence is only predicted to provide a marginal benefit in terms of noise reduction to the affected property with a predicted noise reduction of 2.3dB. While this reduces noise levels below 50dB LAeq,T, in real terms a reduction of this magnitude will likely only provide a small notable benefit to those in the garden of the house.*

56. *Measures should also be taken to ensure that the acoustic fencing does not suffer from ball strikes, as any benefit provided in terms of screening general activity noise from the playing fields would be outweighed by the impulsive impact noise from balls hitting the fence which would be far more likely to lead to noise complaints.*
57. *Mechanical fixed plant will need to be designed to achieve a cumulative plant noise limit level of 39.0 dBA at the closest Noise Sensitive Receptors.*
58. *The contractor should employ appropriate noise 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 construction noise impacts are kept to a minimum.*
59. **Police Force Architectural Liaison Officer** - No objection. *Having reviewed the plans and referencing Secured by Design Schools guidance there are many aspects of the recommendations that have already been incorporated in this development. The applicant is encouraged to apply for Secured by Design certification.*
60. **Severn Trent Water Limited** – No objection. *Foul and surface water is to connect to sewers under adoption and approval will be needed from the current owner to connect to these sewers. After sewer vestment, formal section sewer connection approval will be required from Severn Trent.*
- Soakaways should be considered as the primary method of surface water drainage. Satisfactory evidence that a more sustainable drainage option is not available will need to be submitted before a discharge to the public sewerage system is considered.*
61. **Cadent (Gas) and National Grid (Electricity Distribution)** – No response received. Any responses received shall be orally reported.

Publicity

62. 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.
63. Councillor Sybil Fielding has been notified of the application.
64. No representations have been received.

Observations

65. The Publication Version of the Bassetlaw Local Plan 2020-2038 has been through Examination although the outcome of that examination has yet to be published. The Plan is well advanced in terms of its preparation with no policies relevant to the determination of this application subject to objections and the policies in the Plan can consequently be given significant planning weight.

Policies in Bassetlaw Core Strategy and Development Management Policies DPD (2011) (BCS&DMP) remain relevant.

66. National Planning Policy Framework (2021) (NPPF) Paragraph 95 advises that *great weight* should be given to the need to create, expand or alter schools through decisions on planning applications. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. (NPPF Paragraph 119).
67. The principle of building a school as part of the wider Gateford Park residential development has been established through the grant of outline planning permission (14/00431/OUT) in 2015 by Bassetlaw District Council and subsequent revisions to the permission. Applying the pupil place formula a development of 750 houses generates demand for 158 primary age places. Demand for school places has been identified by the applicant in the Gateford-Shireoaks Pupil Place Planning area which can be accommodated in Phase 1 of the proposed 1.5 form entry school. 74 places have recently been provided at St Luke's Shireoaks (2.2km to the south-west) but while taking this into account the applicant has still identified an un-met projected demand for 138 Primary pupil places by 2026-27, which broadly corresponds to the demand for pupil places arising from the 750-house development at Gateford Park (Table 1) although the school may also be a choice for parents outside Gateford Park that live nearby. The application includes a Phase 2 expansion and although there is no imminent need, a grant of permission would give planning certainty that the school can be expanded to provide an additional 115 pupil place capacity should demand arise.

	PAN				School years							Whole school projection	
			Net										surplus /
Planning Area	FA	IJ	ca	Proj Yea	R	1	2	3	4	5	6	TOT	deficit
Gateford-Shireoaks	110	0	840	2022-23	126	119	130	113	115	119	121	843	-3
Gateford-Shireoaks	110	0	840	2023-24	114	130	128	137	119	124	125	877	-37
Gateford-Shireoaks	110	0	840	2024-25	140	118	134	134	141	127	130	924	-84
Gateford-Shireoaks	110	0	840	2025-26	135	142	125	136	136	148	131	953	-113
Gateford-Shireoaks	110	0	840	2026-27	130	137	149	130	137	143	152	978	-138

Table 1: Projected demand for pupil places in Gateford-Shireoaks Pupil Place Planning Area not including the school places that would be provided by the proposed school

68. Although already considered in earlier applications determined by Bassetlaw District Council, the central location of the school within the Gateford Park development, adjacent to public open space at the heart of the estate and with the Greenway providing good non-car based access, the proposed siting of the school is in an appropriate sustainable location. The school would also be accessible by bus with a route to be provided along Harlequin Drive.

Traffic and Travel

69. The grant of outline planning permission 14/00431/OUT established the general location of the school, bounded by Harlequin Drive and Gatekeeper Way. As the principal road through the wider residential estate, it has been the view of NCC Highways Development Control that access to the school should be from Gatekeeper Way with the intention that Harlequin Drive does not become the focal point for day-to-day comings and goings. Through the approval of reserved matters applications for the wider residential development, NCC Highways Development Control has ensured that the highway adjacent to the school on Gatekeeper Way has been constructed with a greater carriageway width of 6.75m which allows for parking on the road without obstructing two-way traffic movement. This approach is consistent with Bassetlaw Local Plan 2020-2037 Publication Version (BLPPV) Policy ST55 *Promoting Sustainable Transport and Active Travel 2.b)i* (a design that would not compromise the free-flow of traffic on the public highway). The carriageway adjacent to the area of open space to the north of the school site can also accommodate parked vehicles which is unlikely to cause significant detriment to the amenity of facing properties. On-street parking associated with school drop-off and pick-up is likely to be limited to short periods at the beginning and end of the school day during term time. It is noted that no representations have been received from residents, who will have been aware of the proposed location of the school as part of the planned residential estate.
70. The proposed first phase of development would provide places for 210 children and in addition a 26-place nursery. Although the 750-house residential estate would generate a demand for 158 pupil places and broadly matches the projected demand in the wider pupil place planning area to 2026-27 that is not to say that only children from the estate will attend the school. There will be children living close to the proposed school that currently have a school place elsewhere that do not transfer, and also pupils from beyond the estate that are given a school place at the new school. Over time, while school selection can be subject in part to parental choice, all things being equal children at first admission are likely to attend their closest school.
71. For those children with a school place living in the Gateford Park development the location of the school within the residential estate should make it reasonably easy to access without a need to rely on a car as a means to get to and from school. However, parents may still choose to drive to school for their convenience or a part of a daily commute. It is estimated that when the Phase 1 school is occupied at full capacity, up to 44 car journeys would be made to travel to the school from outside the Gateford Park estate. The NCC Highways Development Control consultation response explains that the impact on the highway network of traffic associated with a 210-place school has already been considered as part of the 14/00431/OUT grant of outline planning permission.
72. NPPF Paragraph 113 states that *all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed*. Traffic impacts associated with parent drop-off and pick-up near to schools are often raised as matters of concern, but in this instance no representations have been

received. On-street parking in itself is not a problem where it does not give rise to highway safety issues or cause significant detriment to residential amenity.

73. Schools are designed to comply with standards for indoor and outside space. The proposed development, taking account of the proposed Phase 2 to increase the school capacity to 315 pupil places, fully uses the land made available to the County Council through the s106 Agreement issued in September 2015 attached to the 14/00431/OUT grant of outline planning permission. In this instance, the size of site, layout and distribution of elements within it means that there is no opportunity for the applicant to provide an area within the school site dedicated for drop-off and pick-up if land is to be safeguarded to extend the school and increase its capacity to 315 pupils. Furthermore, making provision for off-street parking for parents for relatively short periods of the day where traffic can be accommodated on the highway (specifically provided at a wider width to accommodate cars parked during drop off and pick up times) without impacting on network capacity or safety is not an economic use of land. In addition to this, facilitating travel by car does not encourage more sustainable travel modes (as encouraged in NPPF Paragraph 112(a)), and is not considered to be an appropriate response to the County Council's declared climate crisis. The Greenway running through the estate, which when constructed will adjoin the northern boundary of the school, will offer a convenient route to the school by cycle or on foot, as an alternative to making the school journey by car, and would be consistent with BLPPV Policy ST55 *Promoting Sustainable Transport and Active Travel 2.d*).
74. The proposed School Zone on Gatekeeper Way is considered to be appropriate although the proposed draft Traffic Regulation Order would be the subject of a separate process and public consultation. Having regard to the wider site planning history which has identified the location of a school site, it is considered that there is a reasonable prospect of a Traffic Regulation Order to regulate errant parking being successful.
75. The school will need to take responsibility in managing the traffic impacts of the school and are in a strong position to influence parent and child behaviour through travel initiatives. This can be best achieved through a School Travel Plan. As yet, an Academy has not been appointed to operate the school, but should be involved in the development and review of the Travel Plan. Any review should be carried out regularly in liaison with the local community and civil enforcement officers, evidence consultation with NCC Road Safety Team in the promotion of sustainable travel and road safety education, and propose revised initiatives and measures where the Primary School Travel Plan targets are not being met. The submitted School Travel Plan framework includes initiatives to encourage sustainable travel and will need to be developed and completed by the school once the school is in operation (Condition 25 and Conditions 27-28). This approach would be consistent with Bassetlaw Local Plan 2020-2037 Publication Version BLPPV Policy ST55 *Promoting Sustainable Transport and Active Travel 2.c*).
76. The wider area is relatively flat which should encourage cycling as a convenient sustainable mode of school travel. The location of 40 covered cycle parking

spaces within a secure area within the site is considered to be suitable. The need for additional cycle spaces is a matter that can be considered in the regular review of a School Travel Plan (Condition 27 I)).

77. Although the school is to be delivered in two phases the proposed 33 space car park to be constructed in Phase 1 is considered to be suitably sized to accommodate additional staff demands when the school is enlarged. Avoiding the need for additional car park works would be less disruptive to an operational school. Suitable provision has been incorporated in the design to allow convenient access for staff, visitors and mobility impaired visitors to the school from the car park via an intercom or similar system. Controlling use of the gate will direct parents and children accessing the school to use the designed pedestrian access, rather than attempting to cross the car park (Condition 30).
78. The proposed number and location of EV charging points is considered to be appropriate and inclusive through their location. In addition, all spaces are to be provided with ducting to facilitate future EV vehicle charging and would be in accordance with NPPF Paragraph 112e), objective of Paragraph 107e) and in compliance with BLPPV Policy ST50 *Reducing Carbon Emissions, Climate Change Mitigation and Adaptation* (Condition 22).
79. At present there is no foreseeable demand for construction of the Phase 2 school expansion. However, should the expanded school be required, NCC Highways Development Control has identified that children attending an enlarged school are likely to travel from further afield with most of the additional journeys being by car. Traffic impacts arising will need to be managed, and with an unknown start date it is recommended that prior to commencement of the Phase 2 development a Transport Statement relevant to conditions at the time, taking account of the Phase 1 school in operation and monitoring in compliance with the Travel Plan is submitted and approved, and may include the need for additional off-site highway measures to regulate traffic movements associated with an enlarged school (Conditions 32-33). Although the car park has been designed to accommodate on-site turning for a refuse vehicle and other delivery vehicles there is some scope to mark-out additional car parking spaces if required to meet an identified operational need.

Design, Landscape and Ecology

80. BCS&DMP Policy DM4 – *Design and Character* criteria B *General Design Principles* sets out general design principles against which proposals should be assessed including: architectural quality where height, scale, mass, materials and detailing should respect its context; the use of appropriate boundary treatments in the public realm; not having a detrimental effect on the amenity of nearby residents and not being detrimental to highway safety; and consideration to carbon reduction, and is carried forward in BLPPV Policy 48 *Protecting Amenity* with explanatory text at Paragraph 9.5.4 which states:

While Policy 48 seeks to ensure good living standards, this does not mean that there will not be any impacts; the extent of the impacts and whether they amount to the 'significant adverse effect' required by the policy will be a matter of professional judgement informed by consultations with experts from different disciplines and organisations, as well as those residents and occupiers affected. Where there will be an impact on amenity, different scheme designs, conditions or other appropriate forms of mitigation will be considered to reduce the impact especially where this will bring the impact on amenity to a level which is considered acceptable to the decision maker.

81. Suitable sustainable features are incorporated in the building design (Paragraph 17). The applicant has commented on the possibility of PV battery storage on the site, which has been discounted on the grounds of: lack of space either within the building or externally; the capital expenditure, operational cost and maintenance along with battery systems having a life expectancy of around 8-10 years; and the anticipated electrical demand pattern of the building not lending itself to battery storage at this scale. The electricity generated by the PV array is to be used by the school during opening hours, with little surplus to charge batteries during the day.
82. The single storey school building will have a relatively low profile in the landscape and will be viewed in the context of open space to the north and west, and school playing field to the south. The proposed scale, massing and choice of proposed facing materials is considered to be acceptable with the final details reserved by recommended Condition 14. Attention has been given to the detailed treatment of the hall and kitchen elevations in proximity to Gatekeeper Way.
83. The building has been designed to accommodate an extension in a complementary design without significant impact on the drainage layout proposed in Phase 1. An appropriate condition is recommended to limit noise from installed fixed plant (Condition 29).
84. Indicative landscape proposals are included with the application and are acceptable in principle (Plan 3). Notably the proposal omits planting along the northern fenced boundary separating the school from the Greenway. There is a degree of uncertainty in plans approved by Bassetlaw District Council whether the hedge approved by permission 20/00109/RES will still be provided by the developer (Paragraphs 10-11). This matter will need to be clarified but if not to be provided as part of the Greenway can be addressed through the landscaping scheme to be submitted to satisfy recommended Condition 18a).
85. The supporting acoustic report advises that a 2.2m fence 40m in length centred on the rear garden of 75 Harlequin Drive would be adequate to safeguard neighbouring amenity. The consultation response from Via Noise has suggested that while the fence would provide acoustic attenuation based on a modelled assessment, the fence would only reduce noise by 2.3dB albeit to an acceptable level (Paragraph 55). Taking into consideration the potential marginal acoustic benefit of a fence, the need for fencing needs to be considered against visual

impact on the streetscene. If the acoustic fence is not required, a more suitable boundary treatment can be provided along the frontage through the planting of a hedge. It is recommended that prior to the acoustic fence being erected a noise survey, with the playing field in use, is undertaken to determine the need for the acoustic fence, with the outcome informing the boundary landscape treatment (Condition 26b). The condition provides an appropriate safeguard should a noise issue requiring mitigation be identified. Some additional screen hedge planting may be required in the south-east corner of the site at the junction of Gatekeeper Way and Harlequin Drive, and in addition should an acoustic fence not be needed, hedge planting will need to be provided in substitution along the Harlequin Drive frontage to visually reduce views into the site. It is not proposed to plant a hedge along the western boundary with the adjacent area of proposed public open space and in providing visual connectivity between the two spaces this approach to landscaping is considered to be appropriate.

86. Suitable boundary treatments are proposed seeking to screen and soften the more functional bin storage and plant area in the north-east corner of the site through timber enclosures, tree and hedge planting. The proposed sprinkler tank and pumphouse timber enclosure would not be screened by landscape planting although the enclosure design has been changed to address the matter raised in the Via Landscape consultation response (Paragraph 44). The sprinkler tank and pump enclosure would be set back from the highway frontage and its visual impact is considered to be acceptable, although the north elevational treatment facing the school building requires further consideration (Condition 15d)).
87. The proposed site layout makes suitable provision for outdoor hard play, grass playing pitch and informal soft play for the Phase 2 expanded school. The proposed use of porous tarmac construction on the multi-use games area would allow a surface with a consistent gradient to be laid without risk of ponding/icing in frosty weather. Details of the hard play construction and finished levels need to be submitted (Condition 19).
88. Use of the outdoor hard play area is likely to give rise to relatively short periods of noise during the school day focussed on a central area within the site, and its location is unlikely to give rise to noise complaints. Activity on the grass playing field would be closer to residential properties on Harlequin Drive but is likely to be organised and supervised activities with participants dispersed across the area. Any unacceptable level of noise identified from activity close to the southern boundary would be mitigated by necessary acoustic fencing to an approved specification (Condition 15a). In addition, there is the potential that balls striking timber or metal fencing can become a source of annoyance. From experience elsewhere in Nottinghamshire this can in part be reduced through design (for example using rubber washers when joining metal fence panels, or mesh off-set from a timber fence) (Note 4).
89. 3m high boundary Heras fencing adjacent to the grass playing field and multi-use games area is considered to be a reasonable response to an anticipated problem of balls being kicked over, and would not have an overbearing impact on the visual amenity of Harlequin Drive or Gatekeeper Way. The provision of a

gate in the western boundary will allow convenient access to the adjacent area of open space and the ability to more easily recover balls that pass over the boundary fencing. Daily use of the gate as a means of access to and from the school could lead to excessive wear and impact the usability of the adjacent public open space and, for the avoidance of doubt, it is recommended that use of the gate is restricted (Condition 31).

90. The provision of integrated bat and bird boxes into the structure of a building offers effective permanent ecological enhancement and also an educational benefit for the school. Bird and bat droppings can create a problem of streaking on brickwork or render. However, the boxes can be installed to stand proud whilst still being integrated into the building structure. Suitable locations for bat and bird boxes have been identified on the east and north facing elevation of the hall and studio. Notwithstanding submitted plans it is recommended that details of bat and bird boxes integrated into the building structure (target bird species house sparrow and starling) are submitted prior to the commencement of development (Condition 13a)). In summary, the scale, siting and design of the building, and impact on the amenity of neighbouring properties, is considered to be acceptable in compliance with the BCS&DMP Policy DM4 – *Design and Character* criteria B *General Design Principles* and includes welcome ecological enhancement for bats and nesting birds through the provision of boxes integrated into the building structure.
91. Whilst a requirement for development to meet biodiversity net gain targets has not yet been introduced as a planning requirement, achieving biodiversity net gain is a sustainable objective. The ecology of the site can be enhanced to create new habitat. Mammal gateways should be incorporated in the northern and western boundaries to allow species to access from the adjacent open space and transit the site (Condition 13c).

Drainage, Lighting and Construction

92. BLPPV Policy ST53 *Protecting Water Quality and Management* 3 sets out a hierarchy and standards for the management and disposal of foul and surface water, while BLPPV Policy ST52 *Flood Risk and Drainage* – 4. *Surface Water Flood Risk* directs where appropriate the incorporation of sustainable drainage systems informed by the Lead Local Flood Authority. The results from soakaway testing do not preclude the use of soakaways on this site. However, the presence of clay seams within the underlying strata will render the use of soakaways ineffective. The proposed scheme of surface water drainage discharging to the adoptable residential estate public sewerage network is acceptable in principle subject to the submission of a detailed scheme of surface water drainage for the school site (Condition 10). Advice on information to be submitted to satisfy Condition 10 is provided in recommended Note 2. The applicant is advised that connection to the public sewerage system will require a consent from Severn Trent Water Ltd (Note 3).
93. Although the school would be sited with public open space to the north and west, and school playing field to the south, the location has suburban characteristics which in terms of lighting design is classified as an area of

medium district brightness. Although there are no bat habitats locally, the application includes the provision of bat boxes in the building structure and any scheme of external lighting should take account of their location. It is recommended that external lighting to be installed should be designed to be compliant with Institute of Lighting Professionals Guidance for the Reduction of Obtrusive Light – Zone E3 (Suburban), with consideration given to the location of proposed bat boxes (Condition 16).

94. Further geo-environmental assessment will be required to inform the building design (Condition 7) along with a watching brief to deal with unexpected contamination which may be encountered (Condition 8).
95. It will need to be ensured that levels at the boundary of the site tie in with levels for the adjacent open space to the west and Greenway to the north and is the subject of recommended Condition 6viii).

Other Options Considered

96. 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

97. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, the safeguarding of children and adults at risk, service users, smarter working, and sustainability and the environment, 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, Safeguarding of Children and Adults at Risk Implications

98. The proposed school site would be secured by perimeter fencing. Internal fencing would be provided to control access to areas of the school when in operational use.

Data Protection and Information Governance

99. Given that no representations have been received from the public, it is considered that no data protection issues have been raised.

Financial Implications

100. Referenced in Paragraph 74 above, the applicant would be expected to cover all reasonable legal costs incurred by the County Council during the drafting and execution of the Traffic Regulation Order.

Human Rights Implications

101. 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 (Right to a Fair Trial) are those to be considered. In this case, however, there are no impacts of any substance on individuals and therefore no interference with rights safeguarded under these articles.

Public Sector Equality Duty Implications

102. There are no specific Equalities issues arising. Level access would be provided throughout the school and accessibility issues would be addressed through compliance with the Building Regulations. Electric Vehicle charging would be provided in a location suitable for use by drivers using disability parking spaces.

Implications for Sustainability and the Environment

103. These have been considered in the Observations section above.
104. There are no Human Resource implications or implications for Service Users.

Statement of Positive and Proactive Engagement

105. 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 impacts of traffic, noise and flood risk and 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

106. 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 set out in the report and resolve accordingly.

DEREK HIGTON

Interim Corporate Director - Place

Constitutional Comments (JL 25/05/2023)

107. Planning & Rights of Way Committee is the appropriate body to consider the contents of this report by virtue of its terms of reference set out in the Constitution of Nottinghamshire County Council.

Financial Comments (SES 23/05/2023)

108. The financial implications are set out in Paragraph 100.
109. The applicant would be expected to cover all reasonable legal costs incurred by the County Council during the drafting and execution of the Traffic Regulation Order.

Background Papers Available for Inspection

The application file is available for public inspection by virtue of the Local Government (Access to Information) Act 1985 and you can view them at: www.nottinghamshire.gov.uk/planningsearch/plandisp.aspx?AppNo=FR3/4513

Electoral Division and Member Affected

Worksop West

Councillor Sybil Fielding

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