



26 February 2012

Agenda Item: 5

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

ASHFIELD DISTRICT REF. NO.: 4/V/2013/0008

**PROPOSAL: ERECTION OF STAND ALONE SINGLE STOREY CLASSROOM,
ASSOCIATED GROUND AND LANDSCAPE WORKS.**

LOCATION: LEEN MILLS PRIMARY SCHOOL, LEEN MILLS LANE, HUCKNALL

APPLICANT: NCC CHILDREN, FAMILIES AND CULTURAL SERVICES

Purpose of Report

1. To consider a planning application for the erection of a single storey classroom at Leen Mills Primary School, Leen Mills Lane, Hucknall. The key issues relate to the increase in the number of school places, the resulting impact on the highway network and the amenity of neighbouring residents. The recommendation is to grant planning permission, subject to the conditions set out in Appendix 2.

The Site and Surroundings

2. Leen Mills Primary School is located in a residential area 700m to the north-east of Hucknall town centre, and 150m to the east of the Nottingham to Worksop railway line. Holy Cross Primary Catholic Voluntary Academy (Holy Cross Catholic School) is situated 150m to the north (Plan 1). Access to the school from the north is gained from Linby Road, and from Papplewick Lane when approaching from the south. Holy Cross Catholic School operates a school day beginning at 08:50 hours and ending at 15:30 hours. Leen Mills Primary School day begins at 08:45 hours and ends at 15:15 hours.
3. Leen Mills Primary School is principally of CLASP construction and is contemporary with the surrounding housing. Some properties on Leen Mills Lane and Balmoral Grove, to the north and east of the site respectively, have off-street parking in garage courts or otherwise park on the carriageway. Bishops Way, to the west of the school, is a more recent residential development with properties built on the west side of the cul-de-sac only (Plan 2).

4. Leen Mills Lane is the principal access to Leen Mills Primary School and Holy Cross Catholic School, whilst a school pedestrian access gate is formed in the eastern boundary of the school site, 70m to the north-west of the turning head formed at the northern end of Balmoral Grove. Properties in the immediate vicinity of the school are linked by a series of pedestrian footpaths
5. A 2.0m high green coloured Heras security fence encloses the school buildings and the immediate grounds. An un-enclosed area of grass playing field, which forms part of the school but is open to public access, lies to the south. A footpath runs around the edge of the playing field. Residential properties at 2-16 Windsor Close and 57-71 Buckingham Avenue face onto the path and playing field beyond (Plan 2).
6. Two single modular classrooms, subject to time-limited planning permissions, are sited to the south of the CLASP school buildings.
7. There are 353 children on the school roll (January 2013).

Proposed Development

Background

8. The 2011/12 school year has seen a rapid increase in the number of four year old children requiring school places. As part of a wider review of school capacity, there is a projected shortfall of five places in 2012/13, rising to 55 places by 2016/17. The applicant advises that school Net Capacity and Published Admission Number needs to be, wherever possible, a combination that allows appropriate year groupings throughout the school. The individual projection figures for the school indicate an additional annual demand for 55 places by 2016/17.
9. NCC is developing a proposal to construct a new Primary School in the vicinity of the Papplewick Lane housing development (Plan 3) where many of the pupils live, but has been delayed by two Village Green applications. Subject to obtaining planning permission, it is hoped that the within two years a new school would alleviate long-term pressure on Leen Mills Primary School. A Position Statement prepared by the Team Manager, Place Planning Strategy Support to School Services on the provision of a new school as part of the Papplewick Lane residential development is attached as Appendix 1.

Planning History

10. Planning permission 4/2010/0297 granted (July 2010) for a single storey extension to create an improved reception area.
11. Time-limited planning permission 4/2010/0684 granted (January 2011) for the retention of a single modular classroom building. The permission will expire on 31 December 2013.

12. Time-limited planning permission 4/2010/0613 granted (February 2011) for the erection of a single modular classroom. The permission will expire on 31 January 2014.
13. The requirement for the time-limited modular buildings on the site will be the subject of a review of pupil demographics, the progress of housing development in the locality and the associated construction of a new school. The retention of the modular classroom(s) for a further time-limited period would be considered on individual planning merit.

Proposed Development

14. Planning permission is sought for the erection of a free-standing single storey modular classroom, sited 4m to the south of the nearest existing school building and 12m to the east of the temporary modular classroom building approved under application reference 4/2010/0684. The building, which would have a footprint 10.5m x 7.3m, would be of single-ply mono-pitch roof construction, coloured light grey, with eaves rising from 3.0m to 3.6m above the finished floor level. The side elevations of the building (north and south) would be finished in cream coloured render, whilst the end elevations (east and west) would have a red render finish (Plan 4).
15. Doors and window frames, formed in the east and west elevations, would be of uPVC construction and coloured white. The fascia would be constructed of aluminium and coloured dark grey (RAL 7915) whilst aluminium rainwater goods would be coloured light grey (RAL 7040). Two roof lights would be provided and photovoltaic (PV) cells would be applied to the roof.
16. A path would be constructed at the eastern and western ends of the building, connected to a path running adjacent to the existing school building.
17. The proposed development, in combination with the remodelling of existing spaces within the school, including the temporary modular classrooms on the site, would have the effect of increasing the capacity of the school from 350 to 420 places. The Published Admission Number would increase from 50 to 60 school places each year. The same number of staff would teach enlarged classes and no additional staff would be employed. Given the likelihood of a school being built in the locality, the proposed extension would accommodate short-term need which, on review, could allow the time-limited modular classrooms to be removed.
18. It was originally proposed, when the application was submitted, that the unfenced area of the school site would be enclosed by a 2.4m high green coloured Heras security fence. That element has been reviewed by the applicant and subsequently removed from the proposals. A further publicity exercise has been undertaken in respect of the revised scheme.

Consultations

19. **Ashfield District Council** – No objection subject to materials and finishes matching the existing building. The proposal would comply with relevant

Development Plan policies ST1 *Development*, ST2 *Main Urban Areas* and RC3 *Hz Formal Open Space*. The application would also satisfy National Planning Policy Framework (NPPF) Part 7 *Requiring Good Design*.

20. **NCC Highways Development Control** - *The Highway Authority's main concern is the resultant on-street parking the proposed classroom extension and subsequent increase in pupil roll numbers would be likely generate during peak drop off and pick up hours. This is a widespread problem at most schools throughout the country that have outgrown their neighbourhood. However this problem only occurs over a short duration and it generally results from indiscriminate parking by parents. On-street parking itself is acceptable if carried out appropriately. Any amenity issues are for the County Planning Authority to consider.*
21. *School traffic congestion continues to increase as more parents select schools for their children that continually achieve higher performance ratings in the national league tables. These schools can lie beyond previous local catchment areas and fewer but larger schools increase reliance on the car for transport. There is a reluctance for parents to allow children to walk or cycle to school due to the traffic congestion, perceived traffic danger, lack of alternative transport, poor weather conditions and 'stranger danger'.*
22. *To assess the impact of the proposals on the surrounding public highway network, the Highway Authority would require a morning/evening peak parking accumulation survey of the neighbouring streets in order to understand existing parking behaviour for both Leen Mills Primary School and Holy Cross Catholic School. This should be accompanied by an on-street parking supply analysis to gauge the adequacy of the parking supply to accommodate any additional on-street parking demand. All main access and surrounding streets used for pick up and drop off points must be included. To control on street parking to locations that are less likely to result in a highway safety problem, and discourage the use of the private car the use of a Traffic Regulation Order may be deemed necessary. To ensure the survey data is robust, it is suggested that the applicant supplies an appropriate TRICS analysis which validates the findings, proposed parking protection where necessary, and updates the school travel plan. Insufficient information has been submitted at this time.*
23. Conditions are recommended to require the submission of an independent report prior to and upon full occupation of the building to identify any appropriate and necessary parking requirements/traffic regulation that may be required and to enable the Highway Authority to provide a formative response. A School Travel Plan should also be submitted and include targets, a timetable and an enforcement mechanism, in order to promote travel by sustainable modes, and shall include arrangements for monitoring of progress of the proposals.
24. A further condition is recommended to require the submission of a Transport and Parking Appraisal in order to assess the level of on-site parking required. This identified level of on site parking shall then be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority.

25. **NCC Road Safety Team** – No objection in principle. *The submitted School Travel Plan is over 10 years old and makes no reference to the planning proposals or the impact that additional school traffic will have on the already heavily congested Leen Mills Lane. The net capacity of the school will rise from the existing 350 student spaces to 420. Whilst this increase may not actually happen as a new school is due to be built close by, the potential increase in numbers and traffic should be addressed through a review of a School Travel Plan that should be subject of a recommended condition. There is also minimal cycle storage on site and there may be an opportunity for it to be increased.*
26. **Sport England** – *Comment that the application site forms part of a playing field and has considered the scheme in light of its playing fields policy. The building would be located on part of the wider playing field. Given the position of existing buildings and the fence line which separates the school site from the shared community and school pitch to the south, this part of the playing field is considered to be incapable of forming a pitch or part of a pitch. Sport England considers that the proposed classroom meets the requirements of exception E3 (that development affects only land incapable of forming, or forming part of, a playing pitch) and raises no objection.*
27. **Police Force Architectural Liaison Officer** – No objection.
28. **NCC Land Reclamation Team** – No objection. A condition is requested to deal with contamination which may be encountered.
29. **Severn Trent Water Limited** – No objection.
30. **Western Power Distribution** – No objection. Attention is drawn to network within the site.
31. **National Grid (Gas)** – No objection. Attention is drawn to network within the site.

Publicity

32. The application has been publicised by means of site notices and neighbour notification letters sent to occupiers in accordance with the County Council's adopted Statement of Community Involvement.
33. The application has generated 32 representations, many of which (26) object to the 2.4m high fence which no longer forms part of the proposals. 20 representations object to the proposed classroom on the following grounds:
 - (a) Increased numbers of pupils. The installation of another classroom would further increase traffic creating hazards for local residents and school users. Traffic levels are already considered extremely dangerous with insufficient parking for those attending Leen Mills Primary School and Holy Cross Catholic School and the area is not equipped to cope with increased traffic. Both schools have doubled in size within the last ten years. The situation has worsened since a gate from Holy Cross School was opened onto Bishops Way making it a no-go area twice a day and

almost impossible for access by emergency vehicles. Parent parking issues on Buckingham Avenue when dropping off and picking up children.

- b) The traffic situation on Leen Mills Lane, Walk Mill Drive, Leen Mills Drive, Ethel Avenue, Vaughan Avenue and surrounding areas is presently chaotic, dangerous and poorly managed. Cars double park along Bishops Way and Church Lane making the roads dangerous and congestion is present on Minster Close and St. Michael's View. Obstruction of visibility of drivers and pedestrians. Difficulty accessing Papplewick Lane from Balmoral Grove. An increase to the volume of traffic on the local road network represents a serious incident waiting to happen given the pupils at Leen Mills School are aged 5-9 and consequently have little sense of danger. Will it take a tragedy before action is taken? Significant investment is required in highway improvements to ensure safe commuting. Will those making the decision be held accountable for any forthcoming tragedies?
- c) Drivers park vehicles with no consideration to residents/those with pushchairs (e.g. parking across drives/gates/garages preventing access/egress, on pavements and private lawns). Yellow lines are needed to stop inconsiderate parking on the narrow Bishops Way. Residents already suffer verbal abuse and have experienced minor damage to vehicles.
- d) Thirty additional pupils potentially means thirty additional cars. Roads cannot support extra traffic. Balmoral Grove has recently been patched up as its surface was breaking up. The situation should be inspected at afternoon peak time. Yellow lines or additional parking should be provided on Balmoral Grove should the plans go ahead.
- e) Nearby house building has increased demand for school places. The school has extended as far as possible. Why is it necessary to extend the school when planning permission has been granted for at least one new school to be built at the housing site? (Plan 3) Investment should be made in infrastructure as housing is built and Hucknall grows.
- f) Have any local traffic surveys been carried out at peak times?
- g) Withdrawal of the fence from the application is a temporary measure, particularly if the number of pupils at the school increases. If a fence is to be erected it should be sited away from the adjacent residential properties.
- h) The existing temporary classrooms may be retained and the increase in pupil numbers may become permanent. Has the need to extend the school been mitigated and will the mitigation be made public?
- i) The extent of local resident notification is questioned, with some residents only learning of the proposals by word of mouth, and there is disappointment that notices have not been posted around the area.

- j) Concern that a health and safety risk assessment has not been carried out on the access from Bishops Way. At this time of year the snow is packed into ice making roads treacherous, yet there is no salt treatment or speed controls.
34. Two letters of representation have been received which support the proposals for the classroom, although the support set out in one of these letters is more aimed at the fencing proposals (now withdrawn) rather than the classroom.
35. Councillor Rev Tom Irvine, Councillor Kevin Rostance and Councillor Mick Murphy have been notified of the application. Councillor Murphy, whilst supportive of the school, objects to the proposals. He comments that the proposal is for a classroom for 30 children and queries the reference in the application documentation which refers to capacity increasing from 342 to 420 places, an increase of 78. *(It is explained at Paragraph 17 that existing school spaces would be remodelled to accommodate additional places)*. Councillor Murphy also makes reference to the school's close proximity to Holy Cross Catholic School which, taken together, would provide a total of over 600 pupils and cause further mayhem at drop off and pick up times, particularly if the additional pupils are all transported by car.
36. Councillor Murphy also questions why increased pressure is being placed on Leen Mills School when the community have been promised a new school on Papplewick Grange (Plan 3) for potentially 400 pupils. Whilst that development is to serve as a replacement for Beardall Street School, Councillor Murphy argues that there would be spare capacity which could relieve pressure on Leen Mills School (Appendix 1).
37. A 296 signature petition has been received opposing the erection of a 2.4m high fence around the school playing field on the grounds that it would prevent the use of the field by the public outside of school hours.
38. The issues raised are considered in the Observations Section of this report.

Observations

39. Great importance is attached to ensuring that a sufficient choice of school places is available to meet the needs of new and existing communities in NPPF *Promoting healthy communities* (Paragraph 72). Great weight should be given to the need to create, expand or alter schools.
40. The applicant has explained that the theoretical capacity of 420 places may not be reached, and based on current projected pupil numbers the school roll would increase to 405 by 2016/17. Demand for pupil places can be influenced by a number of factors, led by parental choice, and plans for future school place provision linked to new housing development in the locality, may reduce demand for school places at Leen Mills Primary School.
41. Although the increased school capacity would rely on the spaces provided in temporary classrooms on the site (planning permissions 4/2010/0613 and 4/2010/0684), their retention beyond the life of the current permissions will be

necessary if the strategic delivery of school places proposed in this application is to be met. Whilst not for consideration as part of this application, the applicant is advised to submit an application by not later than 31 August 2013, at which time it is anticipated that future school place provision in the wider Hucknall area should be known.

42. Ashfield Local Plan Review – November 2002 (ALP) Policy ST1 *Development* will permit development where, amongst other criteria, the development would not adversely affect the character, quality, amenity or safety of the environment and would not adversely affect highway safety. ALP Policy ST2 *Main Urban Areas* seeks to direct development to the principal urban areas of the District. Ashfield District Council considers that the proposal would comply with both Policy ST1 and ST2.
43. An increase in school places would be likely to attract additional cars to an area where on-street parking for parent drop-off and pick-up can become congested and cause inconvenience to local residents. However, with on-street parking already at capacity, congestion and parking issues on the highways immediately adjacent to the school are unlikely to worsen, but may extend further on the highway network. Whilst parent parking at schools can cause inconvenience to nearby residents the duration of parent parking at the beginning and end of the school day is relatively short lived.
44. 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. NCC Highways Development Control has drawn attention to the need to assess the impact of the proposal on the surrounding public highway network through survey in order to better understand existing parking behaviour at both Leen Mills Primary School and Holy Cross Catholic School. It is the applicant's intention that the proposed classroom would be completed in order to accommodate children in September 2013. It is considered that the appropriate traffic survey can be undertaken in either the 2013 Spring or Summer school terms to provide a suitable baseline against which to assess an increase in traffic and related parking issues once the proposed building is brought into use. Members are reminded that the planning permissions for the two temporary modular classrooms on the site expire in December 2013 and January 2014 and an appropriate view could be taken at that time as to whether, on highway grounds, permission for any application to extend the life of one or both permissions should be granted. That decision would be taken following the completion and assessment of a second traffic survey once the classroom subject of this application has been brought into use. Depending on the outcome of the surveys a Traffic Regulation Order (TRO) may be required. It has been confirmed that the costs of survey and any necessary TRO would be met by the applicant department. Appropriate conditions are recommended (Conditions 7 and 9). The applicant has confirmed that Children Families and Cultural Services would fund the required traffic surveys and, if required, a Traffic Regulation Order.
45. The school, together with Holy Cross Catholic School, is aware of parking issues and the Joint School Travel Plan (2002) seeks to increase safety and reduce congestion in the immediate vicinity of the schools, to encourage walking, car

sharing, and travel awareness for parents, carers and children. However, the Joint School Travel Plan has not been updated to consider the impacts of either temporary modular classroom or the additional classroom proposed in this application. Inconsiderate parking and potential danger arising from increased traffic and parent behaviour has been identified in representations. A review of the Joint School Travel Plan would seek to address relevant concerns raised by residents which apply both to Leen Mills Primary School and Holy Cross Catholic School. A suitably worded condition is recommended to require the submission of a review of the Joint School Travel Plan three months after the proposed classroom is brought into use, to include targets, a timetable, monitoring and enforcement mechanism to promote travel by sustainable modes is recommended (Condition 10). The Joint Travel Plan should investigate the provision of additional cycle parking provision. It is further recommended that the school safety zone at Leen Mill Primary School is reviewed (Condition 8). A condition to require a review of the school safety zone at Holy Cross Catholic School would fall outside of the scope of this application, although the applicant may consider it appropriate to broaden the scope of investigation.

46. Land to the south and west of the school building is subject to ALP Policy RC3 *Hz Formal Open Space* where development will only be permitted that is required for educational purposes (Plan 3). The policy states that a planning condition will be imposed to secure off-site provision of formal open space or other facilities. The proposed development would not result in the loss of a playing pitch and it is noted that neither Sport England nor Ashfield District Council have requested the provision of alternative open space elsewhere. The site lies immediately adjacent to existing school buildings and with regard to the relatively small footprint of the building, in this instance it is not considered appropriate to require alternative off-site open space to be provided.
47. ALP Paragraph 8.53 recognises the need to provide a full range of community services, such as educational facilities, for the social and economic well-being of Ashfield residents.
48. The proposed classroom extension would be suitably sited in relation to the existing CLASP school building. Although Ashfield District Council has advised that the building should be of a design to match the original school construction, the free-standing building is of a complementary innovative design based on the off-site assembly of modules that are then brought to site, resulting in quicker on-site construction and less disruption both to day-to-day school activities and the local community. The building is considered to be an appropriate design interpretation in the context of the original school. With the exception of the proposed use of contrasting coloured render to different elevations, the specification for the eaves, rainwater goods, doors and windows are considered to be acceptable. The submission of samples of the proposed render finish is the subject of recommended Condition 6.
49. With reference to the omission of the fence from the application, if the school was to propose the erection of a fence at a future date, the CPA would determine whether the enclosure would require planning permission and any required application would be determined on its individual planning merit.

Other Matters

50. With regard to the representation raised at Paragraph 33h), the Education Statement and Supporting Planning Statement explain the need for the classroom and the strategy for school place provision which has been made available for public inspection. Extensive neighbour notification raised at Paragraph 33i) has been undertaken either directly by letter or through the display of public notices.
51. With regard to the representation raised at Paragraph 33j), the salting of the highway network is not a matter material to the determination of this application.

Other Options Considered

52. 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

53. 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

54. The development would be sited within the existing school fencing and therefore benefit from existing security measures.

Human Rights Implications

55. The relevant issues arising out of consideration of the Human Rights Act have been assessed in accordance with the Council's adopted protocol. Rights under Article 8 and Article 1 of the First Protocol may be affected. The proposals have the potential to introduce impacts of noise and disturbance from increased traffic movements from comings and goings associated with increased activity at the school. However, these considerations need to be balanced against the wider benefits the proposals would provide in meeting the strategic need for additional school places in Hucknall, and the importance given by Government to ensuring that a sufficient choice of school places is available to meet the needs of new and existing communities. Members will need to consider whether these benefits would outweigh the potential impacts.

Safeguarding of Children Implications

56. The development would be sited within the existing school fencing and therefore benefit from existing security measures.

Implications for Sustainability and the Environment

57. NPPF (Paragraph 11 et seq.) states a presumption in favour of sustainable development. For decision taking this means approving development that accords with the development plan without delay and, where policies are out of date, grant planning permission unless adverse impacts would significantly and demonstrably outweigh the benefits when assessed against policies in the NPPF as a whole or policies indicate that development should be restricted.
58. The proposed development would not give rise to ecological impacts. The design would incorporate photovoltaic cells on the roof which would reduce the energy requirements of the development that would otherwise need to be derived from non-sustainable resources.

Conclusions and Statement of Reasons for the Decision

59. The proposed development would meet an increased demand for pupil places identified at the school. Whilst the capacity of the school would increase, with the Published Admission Number rising from 50 to 60 each year, the number of children attending the school would increase gradually in successive years. The applicant department has explained in Appendix 1 that a new school is planned to be built on the Papplewick Lane housing site, subject to planning permission being granted, and that funds are in place.
60. Taking a longer view, there are two temporary classrooms on the site which contribute to the capacity of the school. When the classrooms are removed the school would not have sufficient capacity to operate as a two-form entry school. The proposed development would allow the immediate pupil demand to be accommodated until alternative permanent school places can be provided.
61. 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. Parent parking and traffic issues frequently arise close to schools, but the impacts are relatively short-lived, generally restricted to the beginning and end of the school day. Appropriate conditions are recommended to survey and mitigate impacts on the highway, if necessary through a Traffic Regulation Order, in addition to which the existing School Travel Plan, prepared jointly with Holy Cross Catholic School would be reviewed.

Statement of Reasons

62. In determining the application consideration has been given to the great importance attached by government to ensure that a sufficient choice of school places is available to meet the needs of new and existing communities. A grant of planning permission is in accordance with Paragraph 72 of National Planning Policy Framework (NPPF) *Promoting healthy communities*.

63. Ashfield Local Plan Review – November 2002 (ALP) Policy ST1 *Development* permits development where, amongst other criteria, the development would not adversely affect the character, quality, amenity or safety of the environment and would not adversely affect highway safety. ALP Policy ST2 *Main Urban Areas* seeks to direct development to the principal urban areas of the District.
64. An increase in school places would be likely to attract additional cars to an area where on-street parking for parent drop-off and pick-up can become congested and cause inconvenience to local residents. However, with on-street parking already at capacity, congestion and parking issues on the highways immediately adjacent to the school are unlikely to worsen, but may extend further on the highway network. Whilst parent parking at schools can cause inconvenience to nearby residents the duration of parent parking at the beginning and end of the school day is relatively short lived.
65. There are two temporary classrooms on the site that are the subject of time-limited planning permissions that will expire in December 2013 and January 2014. The impact of the additional classroom granted by this permission will be assessed and taken into account should an application be submitted to retain the classrooms until such time as permanent school places are provided. The impact on amenity of residents close to the school is unlikely to significantly worsen as a consequence of the application proposed in this development, and would comply with ALP Policy ST1 *Development*. 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 impacts of traffic can be reviewed if an application is received to retain the temporary classrooms on the site, whereas removal of the temporary classrooms would reduce pupil numbers, and associated highway impacts, at the school.
66. Consideration has been given to the design of the proposed building which is acceptable in compliance with ALP Policy ST1 *Development*.
67. Land to the south and west of the school building is subject to ALP Policy RC3 Hz *Formal Open Space* where development will only be permitted that is required for educational purposes (Plan 3). The policy requires that a planning condition will be imposed to secure off-site provision of formal open space or other facilities. In this instance, the proposed development would not result in the loss of a playing pitch and neither Sport England nor Ashfield District Council has requested the provision of alternative open space elsewhere. The proposal would comply with ALP Policy RC3 Hz *Formal Open Space*.
68. The County Council is of the opinion that the proposed development is in accordance with the relevant Development Plan policies and there are no material considerations that indicate that the decision should be made otherwise. The County Council considers that any potential harm as a result of the proposed development would reasonably be mitigated by the imposition of the attached conditions.

Statement of Positive and Proactive Engagement

69. In determining this application the County Planning Authority has worked positively and proactively with the applicant by entering into pre-application discussion; 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

70. 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.

JAYNE FRANCIS-WARD

Corporate Director for Policy Planning and Corporate Services

Constitutional Comments

Committee have power to decide the Recommendation.

[SHB.15.02.13]

Financial Comments

The contents of this report are duly noted; there are no financial implications.

[DK. 15.02.13]

Background Papers Available for Inspection

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

Electoral Division(s) and Member(s) Affected

Hucknall	Councillor Rev Tom Irvine
	Councillor Kevin Rostance
	Councillor Mick Murphy

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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PSP.JS/PAB/EP5364 – COMMITTEE REPORT FOLDER REFERENCE

15 February 2013 – Date Report Completed by WP Operators

Position Statement from Children Families and Cultural Services on the Provision of a New a School – Papplewick Lane Development, Hucknall

Leen Mills Primary is a popular school. There are currently two temporary classrooms at the Leen Mills site, the newest of which is of a modular construction, which was provided using Section 106 education contributions from the Papplewick Lane development to house children living at that development in the interim period before a new school is built to serve the new housing.

Leen Mills Primary has also re-designated internal space as teaching areas which, together with the new permanent classroom proposed in the current planning application, will allow the school's capacity to grow to cope with demand for places both from existing and newly built housing.

A new school is planned to be built on the Papplewick Lane site. This will not only provide sufficient places for the children from the development but also provide a much-needed and long-planned replacement for Beardall Street Primary School (currently a 210-place primary school). The first phase of the new school at the Papplewick Lane site should be open from September 2014 with a capacity of 315 places (subject to planning approval) and as the new school gradually fills with children from Papplewick Lane, a second phase of building work will take the capacity of the school to 420 (again, subject to planning approval). The pressure on Leen Mills Primary School is expected to subside as the new school will provide spaces currently offered to children living at the new residential development. This will offer the opportunity to review the overall place provision at Leen Mills and potentially enable the removal of the temporary accommodation in due course.

There is considerable pressure on places across Hucknall this year and for the foreseeable future. A further permanent classroom is proposed for Edgewood Primary School from September 2014 (subject to planning approval). This and the replacement Beardall Street Primary School on Papplewick Lane is expected to provide sufficient places to meet this demand. However, without the additional places, NCC would not be able to fulfil a statutory duty to provide school places for residents.

The new school for the Papplewick Lane site is currently being designed. There is funding in the capital programme and section 106 developer contribution monies that are either already with the county council or will be given to the county council associated with the second phase of residential development by early 2014.

Ian Webster

**Team Manager, Place Planning Strategy
Support to Schools Service**

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, documents and recommendations of reports, and the following plans:

- a) Location Plan (Drawing AL(0)01 Rev B) received by the CPA on 30 January 2013.
- b) Proposed Site Plan (Drawing AL(0)03 – Sheet 1 Rev A) received by the CPA on 21 December 2012.
- c) Proposed Site Plan (Drawing AL(0)03 – Sheet 2 Rev B) received by the CPA on 25 January 2013.
- d) Proposed Floor Plan (Drawing AL(0)04 Rev A) received by the CPA on 30 November 2012.
- e) Proposed Roof Plan (Drawing AL (0) 05) received by the CPA on 5 November 2012.
- f) Proposed Elevations (Drawing AL (0) 06 – Sheet 1 Rev A) received by the CPA on 30 November 2012.
- g) Proposed Elevations (Drawing AL (0) 06 – Sheet 2 Rev A) received by the CPA on 30 November 2012.
- h) Proposed Elevations (Drawing AL (0) 06 – Sheet 3 Rev A) received by the CPA on 30 November 2012.
- i) Proposed Elevations (Drawing AL (0) 06 – Sheet 4 Rev A) received by the CPA on 30 November 2012.

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

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

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

5. Prior to the commencement of development, details of the method of working during construction, in the form of an environmental management plan, to include:
 - a) a scheme for the recycling/disposal of surplus soils and waste resulting from construction; and
 - b) construction site layout to segregate students from construction taking place within the school site,

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

Reason: In the interest of highway safety and to safeguard children attending the school throughout the period of construction.

6. Prior to their use on site samples of external render finishes shall be submitted to and approved by the CPA in writing. Development shall be carried out in accordance with the approved details, other than with the prior written consent of the CPA.

Reason: In the interest of visual amenity.

7. Within two months of the commencement of development a methodology, including timescale for the surveying of the existing traffic and parking levels in the vicinity of the school (baseline survey) shall be submitted to and agreed in writing with the CPA. The survey shall be undertaken in accordance with the approved methodology and submitted to the CPA not less than two months before the development approved by this permission is first brought into use.

Reason: To provide baseline data in the interests of highway safety.

8. Prior to the development approved by this permission first being brought into use, a review of the School Safety Zone shall be submitted to and approved in writing by the CPA. Recommended measures in the review of the School Safety Zone (to be approved) shall be implemented to the satisfaction of the CPA in accordance with the approved details.

Reason: In the interest of highway and pupil safety.

9. Within two months of the development approved by this permission first being brought into use, a survey in compliance with the methodology approved in compliance with Condition 7, shall be submitted to the CPA. The survey shall be accompanied by a report, together with proposed measures to overcome relevant parking or highway safety issues identified, including a timescale for the carrying out of proposed measures. Approved measures shall be carried out in accordance with the agreed details and timescales.

Reason: In the interests of highway safety.

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

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

Informatives/notes to applicants

1. With reference to Condition 8 the applicant may consider extending the review of the Leen Mills Primary School school safety zone to include Holy Cross Primary Catholic Voluntary Academy.
2. The applicant is advised, if it is intended to apply to retain temporary classrooms on the site, subject to time-limited permissions reference 4/2010/0684 and 4/2010/0613, the application should be submitted by 31 August 2013. The survey and report required by Condition 9 of this permission will need to be submitted before any such application is determined. A Traffic Regulation Order may be required.
3. With reference to Condition 10, School Travel Plan advice can be obtained from Autumn Rose - School Liaison Officer (01623 520728). Consideration should be given to the merit of further staggering the start and finish times of Leen Mills Primary School and Holy Cross Primary Catholic Voluntary Academy.
4. Western Power Distribution draws attention to network with the site. A copy of the consultation reply from Western Power Distribution dated 8 January 2013 is enclosed.
5. National Grid draws attention to network with the site. A copy of the consultation reply from National Grid dated 31 January 2013 is enclosed.

6. Attention is drawn to potential sources of contamination identified in the consultation response received from NCC Land Reclamation Team dated 13 February 2013, a copy of which is enclosed.