



29 June 2021

Agenda Item: 5

REPORT OF CORPORATE DIRECTOR – PLACE

RUSHCLIFFE DISTRICT REF. NO.: 8/21/01029/CTY

PROPOSAL: OUTLINE APPLICATION (WITH SOME MATTERS RESERVED) FOR THE ERECTION OF A PRIMARY SCHOOL FOR UP TO 2-FORMS OF ENTRY (IN PHASES), PLUS 26 PLACE NURSERY WITH ASSOCIATED CAR PARKING. ASSOCIATED AREAS OF SOFT PLAY, HARD PLAY, GRASS PLAYING FIELD WITH LANDSCAPING WORKS. ERECTION OF 2M HIGH SECURITY FENCING AND GATES TO PERIMETER AND SPRINKLER TANK. PROVISION OF BOUND SURFACE AND LIT 3M SHARED PEDESTRIAN AND CYCLE PATH ON ROUTE OF PUBLIC FOOTPATH EAST LEAKE FP5. BOUND SURFACE AND LIT PATH AND BRIDGE BETWEEN SHEEPWASH WAY AND PUBLIC FOOTPATH EAST LEAKE FP5

LOCATION: REMPSTONE ROAD, EAST LEAKE, NOTTINGHAMSHIRE, LE12 6PW

APPLICANT: NOTTINGHAMSHIRE COUNTY COUNCIL CHILDREN AND FAMILIES

Purpose of Report

1. To consider an outline planning application for the erection of a primary school for up to two-forms of entry and a 26-place nursery on land to the north of Rempstone Road, East Leake. The key issues of the outline application relate to the principle of the development and the traffic/travel related impacts of the proposed points of access. The recommendation is to grant planning permission subject to the conditions set out in Appendix 1.

The Site and Surroundings

2. This application relates to a proposed school site of approximately 1.8ha lying 750m to the south of the centre of East Leake. The site is to the north of a housing development under construction accessed from Rempstone Road (David Wilson Homes) and to the east of an area of open space provided as part of a completed residential development by Persimmon Homes (Plan 1). Public footpath East Leake FP5 runs along the western boundary of the proposed school site and is included in the red line of the planning application. The application red line also includes the highway loop road to be provided in the David Wilson development, which is 6.75m in width and the appropriate

design width for roads passing schools (so as to include means of access to the site from a public highway (Rempstone Road)), a linear strip of land through the Persimmon Homes area open space between Sheepwash Way, and a length of public footpath East Leake FP5.

3. The proposed school site is bounded to the north by Sheepwash Brook which has small areas of Flood Zone 2 and Flood Zone 3 within the application site. A field boundary with a drainage ditch running from south to north to join the watercourse forms the eastern boundary. A drainage easement for the housing development discharges into the watercourse on the eastern boundary. A mature plantation with trees planted on a 3m x 3m grid runs east-west bisecting the site (Plan 2). Land to the north of the trees has a gentle slope towards the watercourse but is generally flat. At the time of submission, land to the south of the trees rises 5.5m from the north-east corner to the south-west. However, the adjacent house builder has deposited soils and is grading the site, installed drainage infrastructure to the south of the copse with an outfall to the watercourse on the eastern boundary, and will need to further increase site levels to the height of installed inspection chambers.
4. The area of open space to the east of Sheepwash Way has recently been planted with trees. The linear area included in the red line of the application site between Sheepwash Way and public footpath East Leake FP5 is a clearly walked route which crosses a dry drainage ditch and runs parallel to a hedge forming the northern boundary of the David Wilson housing development.
5. An area of public open space at the end of Peacock Gardens and Ringlet Drive is enclosed by knee-rail fencing, although it is evident that the public walk across this area, and along the linear route included in the application site red line, to gain access to public footpath East Leake FP5.
6. Excluding the turning head and private drives, with there being extended lengths of dropped kerb along the frontage there is limited on-street parking available on Sheepwash Way. It is estimated that there is on-street parking for approximately 12 cars on Sheepwash Way and Skipper Close in reasonable proximity to the proposed school site, although there is off-street parking available on the wider highway network within the Persimmon Homes development (Plan 3).

Planning history

7. Rushcliffe Borough Council permission (RBC) 14/01927/VAR (the Persimmon Homes site – 273 dwellings) – Variation of an earlier outline planning permission (12/01840/OUT) for residential development with associated public open space, landscaping, access and other infrastructure works; including a s106 contribution of approximately 1ha of land for use as a new school – Granted December 2015. In addition to a financial contribution towards the provision of school places, provisions of the land transfer include the site having free construction access and being capable of having vehicular and pedestrian access to the public highway, and rights of access and safe access to the school on opening.

8. Permission for an additional 83 homes has been granted on the Persimmon Homes development (RBC/19/00323/FUL).
9. RBC 16/01881/OUT (the David Wilson Homes development) - Outline application for up to 235 dwellings, primary school, infrastructure, green space, associated surface water attenuation and landscaping - Granted November 2017 (on appeal) subject to a s106 agreement requiring (amongst other matters) the transfer of land identified in the application to the County Council for a primary school, subject to planning permission having been obtained for the school.
10. RBC 16/01881/OUT - Condition 5 ii) requires that no dwelling is occupied before the provision of a suitably surfaced and lit footpath/cyclepath linking the site to Brookside through the adjacent development site to the west between points A and B on drawing EMS2851_009 SHEET NO.0 Rev:A' (Plan 4). The link lies outside the David Wilson Homes application site but is in a Persimmon Homes legal agreement that supported the appeal hearing.
11. RBC 20/00887/DISCON – Approval of the lit footpath/cycle path in compliance with Condition 5ii) of permission 16/01881/OUT and includes a 'timber edged Breedon gravel (or similar approved) path' 3m in width and includes a culverted crossing of the dry ditch adjacent to the turning head at the end of Sheepwash Way.
12. RBC 20/00886/DISCON – Approval of foul and surface water drainage for the David Wilson Homes development in compliance with Condition 11 of permission 16/01881/OUT which includes a surface water sewer across the proposed school site to the south of the tree plantation with an outfall into the ditch on the proposed school eastern boundary (Plan 2).
13. RBC 20/02300/REM – Approved December 2020 - Partial re-plan of the approved David Wilson Homes development. It is to be noted that there is no pedestrian connectivity on the western boundary between the David Wilson Homes site and Persimmon Homes site (other than points A-B on Plan 4).
14. RBC 20/00888/FUL – Resolution to approve February 2021 subject to entry into a s106 agreement - Erection of 51 dwellings with associated access, parking and landscaping (land within the David Wilson Homes development to the west of the school site). The house closest to the school site would be 9.3m from the western boundary of public footpath East Leake FP5.

Proposed Development

15. Outline planning permission is sought for the erection of primary school for up to two-forms (420 pupils) of entry plus a 26-place nursery, car park, servicing and sprinkler tank, along with associated areas of outdoor hard play, formal playing pitch and informal grass spaces. A 1-form 210 place school would be erected in the initial phase. The application seeks approval of the points of vehicular and pedestrian access, and the scale of the development, although a detailed design has not been submitted.

16. Vehicular access would be gained towards the eastern end of the highway frontage to the loop road within the David Wilson Homes development site.
17. The pedestrian gate would be on the western boundary of the proposed school taking access from public footpath East Leake FP5. The latest approved housing layout on the David Wilson Homes development (RBC 20/02300/REM) includes a gravel surfaced path on the route of public footpath East Leake FP5. The footpath would be upgraded to a lit 3m wide bound surface for use by both pedestrians and cyclists. A design detail has not been submitted.
18. The path between public footpath East Leake FP5 and Sheepwash Way would be broadly in accordance with the detail approved by Rushcliffe Borough Council in compliance with Condition 5ii) of planning permission 16/01881/OUT, although it would be surfaced with a bound finish.
19. The school would initially be built as a single form of entry school (210 capacity) with the hall, kitchen and car park to be suitably sized to accommodate expansion to 420 pupils.
20. The supporting design statement sets out that the school building would be of two-storey construction with an approximate maximum height of 12m, and at the western end would have windows in the north and south elevations with no windows required in the western façade facing towards planned housing. Based on the illustrative layout, when expanded in Phase 2 the western gable would be 17m from the nearest property to the west (RBC 20/00888/FUL). The approximate floor area of the building in Phase 1 would be approximately 1,285m² and increased by approximately 950m² in Phase 2. Although not submitted for approval as part of this application, the applicant has, on further discussion, indicated that the anticipated building span at its western end would not exceed 24m and, accommodating classrooms, the building height would not exceed 8.5m in height within 12m of the western side of public footpath East Leake FP5.
21. All other matters are reserved for future approval and do not form part of this application.
22. An illustrative site layout has been submitted in support of the application showing the provision of a school building, hard play, sprinkler tank and car park on the higher ground at the southern end of the site (Plan 5). Hall and kitchen facilities would be provided at the western end of the building. It is indicated that the building could be extended at its western end to provide additional classrooms when expanded to 2-forms of entry. A footpath link through the retained plantation would lead to a multi-use games area and sports pitch on the northern part of the site adjacent to the watercourse.
23. The site would be enclosed by 2.0m high perimeter security fencing. A playing field maintenance access gate would be provided at the juncture of the footpath/cycle path from Sheepwash Way and public footpath East Leake FP5.
24. A Transport Statement has been submitted in support of the application. Although not specified at this stage the minimum car parking requirement,

based on a Head and 14 teaching staff being employed and nursery staff, is determined at 18 car parking spaces including one disability space and two motorcycle spaces derived from guidance in the Nottinghamshire Highways Design Guide. The illustrative site layout shows 21 car parking spaces (including one disability space) with scope for expansion to the east. Cycle parking for staff and visitors would be provided. Cycle spaces for pupils would be provided with demand reviewed through a Travel Plan.

25. Provision would be made for on-site turning by service vehicles with collection of refuse from the adjacent highway within the David Wilson Homes development. Coaches and mini-buses required for occasional school travel, such as trips or swimming, would park on the highway outside the school and planned journeys can be timed to avoid peak travel times.
26. The Transport Statement identifies that there are currently no details of parking demand for the proposed school although it is noted that parents typically park on surrounding streets during morning and afternoon drop-off/pick-up periods. The pedestrian links to the school provide connectivity to the Persimmon Homes development and the centre of East Leake. Parents who choose to drive to school may find it more convenient to park on Sheepwash Way, being the most accessible and closest highway to the school, as an alternative to a longer car journey along Rempstone Road and through the David Wilson Homes development (Plan 6). Although school start/finish times are not proposed in the application the Transport Statement identifies that the busiest periods are between 08:45-09:00 and 14:00-15:30 and that after drop-off or collection vehicles quickly disperse. Parking restrictions are proposed around the school access within the David Wilson Homes development to minimise the risk of on-street parking problems in the immediate vicinity of the school. No parking restrictions are proposed on Sheepwash Way.
27. Based on full occupancy of an expanded school (420 pupils) the Transport Statement identifies the following trip generation:

Table 5 Multi-model trips (420 pupils)

Mode of Travel	Percentage	Morning two-way trips	Afternoon two-way trips
Walk	46%	166	137
Bicycle	1%	4	3
Car/Van	47%	152	125
Private Bus	2%	7	6
Local Bus	3%	11	9
Surface rail / train	0%	0	0
Scoot / skate	-	0	0
Park & stride	-	0	0
Other	1%	4	3
Total	100%	323	266

Figure 1. – Note afternoon two-way trips are between 15:00-16:00 hours

28. The Transport Statement anticipates that the David Wilson Homes internal estate road will be completed with services provided to the school parcel by Spring 2022. The anticipated split is that 48% of cars would use Sheepwash

Way with 52% travelling closer to the school entrance gate within the David Wilson Homes development. However, in the event that the access road is not finalised by the scheduled school opening date of September 2022, from a trip generation perspective access to the school could be achieved via Sheepwash Way.

29. Whilst the operational details for the new primary school have not yet been finalised, the school would grow incrementally and would not be fully occupied until several years post-construction (i.e. the estate road would be complete before the school is occupied to capacity). The number of person trips generated by the school in the first years of operation would therefore be significantly lower than those presented in *Figure 1.* above.

Table 4: Multi-model trips 30 pupils)

Mode of Travel	Percentage	Morning two-way trips	Afternoon two-way trips
Walk	46%	13	11
Bicycle	1%	1	1
Car/Van	47%	11	9
Private Bus	2%	0	0
Local Bus	3%	1	0
Surface rail / train	0%	0	0
Scoot / skate	-	0	0
Park & stride	-	0	0
Other	1%	0	0
Total	100%	26	21

Figure 2.- Note afternoon two-way trips are between 15:00-16:00 hours

30. Figure 2 shows the number of trips that would be generated by each group of 30 pupils. When first brought into use (September 2022) there is forecast demand for 120 places made up of 15 pupils across all age groups, likely to generate 44 morning and 36 afternoon trips by car. The school would operate a Published Admission Number (PAN) of 30 and the roll would grow gradually by 15 each year at first admission.
31. The Transport Statement promotes the use of a Travel Plan to mitigate the impact of traffic on the highway network. Suggested measures are:
- *Staff and parents will be encouraged to car share, where possible;*
 - *Parents will be discouraged from parking within close proximity to the school and encouraged to actively engage in promoting healthy transport options;*
 - *Delivery vehicles will not be permitted to access the school ½ hour before and ½ hour after drop-off and pick up times;*
 - *Parents of pupils that live reasonable distances away from school are referred to local bus timetables and the use of sustainable public transport is actively encouraged;*
 - *Pupils living in close proximity are encouraged to walk, cycle or scoot to the school;*

- *Encourage staff to engage in a cycle to work scheme where costs are spread and recouped through salary sacrifice;*
 - *Actively engage with local residents where issues are identified;*
 - *Work in partnership with local schools, businesses, service providers and residential organisations;*
 - *Review school policies, procedures, drop off and pick-up points in response to increases in traffic flow and footfall to ensure the safety of pedestrians.*
32. The construction access for the school has not been specified although the two s106 Agreements relevant to this application make provision for construction access to be gained through the David Wilson Homes development or from the Persimmon Homes development (Sheepwash Way).
33. A Preliminary Ecological Appraisal has been submitted in support of the application. There are no ecological features of note. However, additional surveys are recommended for amphibians, including further e-DNA testing of nearby ponds for great crested newt, and reptiles with recommendations made to mitigate habitat loss and create biodiversity net gain. The additional eDNA testing of nearby ponds recommended in the submitted Preliminary Ecological Appraisal has indicated an absence of great crested newt. Recommended reptile surveys have not yet been carried out.
34. The Flood Risk Assessment supporting the application makes an assumption that the site is not suitable for soakaways and recommends a surface water discharge rate of 11.5ltr/sec in a 1 in 100-year flood event with a 40% allowance for climate change. Surface water attenuation will be required before discharge to the ditch on the eastern boundary or to Sheepwash Brook.

Consultations

35. **Rushcliffe Borough Council** – No objection subject to conditions to require the submission of: type, texture and colour of facing materials; a Biodiversity Gain Plan prior to the commencement of development; reports and mitigation measures recommended in the Preliminary Ecological Appraisal; existing and proposed site levels and floor level of the building(s); landscaping scheme including measures to protect retained landscape features; arboricultural method statement to safeguard retained trees; remediation and validation of unexpected contamination encountered; assessment for contamination of imported soils and aggregate; construction management plan addressing environmental impacts of construction; if relevant, a piling method statement; provision for electric vehicle charging; lighting scheme; and air source heat pump noise assessment/control of noise from installed plant.
36. *Members expressed concerns regarding the levels of parking provided for staff/visitors and also the potential for traffic issues around the school at pick-up and drop-off times.*

37. *Rushcliffe Borough Council advises that:*

- a) *The technical input of the Highway Authority, the Lead Local Flood Authority and Archaeological Team are recommended to be sought and consideration be given to the environmental credentials of the building through the use of solar panels, grey water harvesting, EV charging points etc.*
- b) *The Borough Council also advises the County Council to consider the implications of the Traffic Regulation Orders in the event that such controls are not secured through the democratic process.*
- c) *Further consideration should be given to the impact of the construction of the development upon the biodiversity habitat of the surrounding area as well as an ecological enhancement scheme being secured as part of the development.*
- d) *Consideration should be given to a dedicated vehicular drop-off/pick-up zone outside of the school, including for buses/coaches.*
- e) *Additional staff parking should be considered in the detailed design which could be achieved by extending the car parking shown on the indicative plans further to the eastern boundary of the site.*
- f) *Consideration should be given to the provision of a dedicated gathering area for parents/guardians etc. so as not to block the public footpath/ pavements/ cycle paths for other users at school start and end times.*
- g) *Yellow “zig-zag” highway markings should be provided on the road serving plots 266-273 [plots to the immediate south of the school site east of the loop road] on the David Wilson Housing development approved under application reference 20/00888/FUL (Paragraph 14).*
- h) *Consideration should be given to the provision of vehicular access to the playing fields by emergency vehicles.*

38. **East Leake Parish Council** – No objection, but concerns raised over the lack of staff parking area which could potentially cause conflict with residents. *A larger car park could be provided extending to the eastern boundary. A lay-by for drop-off could be provided, as well as space for cycle racks and electric vehicle charging points.*

39. **NCC Highways Development Control** – No objection subject to conditions requiring: details of construction lorry routing, access and measures to prevent mud other detritus being deposited on the public highway; the securing of access to and from the school site as well as temporary turning measures should the adjacent roads not be completed before the school is brought into use; measures to protect the turning head on Sheepwash Way from errant parking, to be implemented prior to occupation; suitable surfacing, guard railing and lighting to the footpath adjacent to the school site; a School Safety Zone, to be agreed and implemented prior to first occupation; post-opening surveys to

evaluate the impact of parking after opening and determine the need and implementation of measures to protect against errant parking.

40. *The school site forms part of a wider mixed site of 235 residential units, granted planning permission in 2017 (on appeal) by the planning inspectorate under appeal reference APP/P3040/W/17/3178343. It is through this application that the principle of a new school in this location was established. Additionally, the principle of a school being provided in this general location also was considered by the planning inspectorate in 2015 in their determination of the appeal for land on the adjacent (Persimmon) site to the west under appeal reference APP/P3040/W/15/3121529, whereby land served from what is now Sheepwash Way was set aside in the associated S106 for construction of a new primary school.*
41. *In view of the planning history it is considered that traffic implications on the wider highway network were previously considered as part of the extant outline permissions and the impacts deemed to be acceptable subject to the provisions and mitigation measures secured through the permissions. Highway Development Control comments regarding this application are limited to the specifics of local access, highway safety, and sustainable travel implications rather than traffic generation and congestion on the wider highway network. It is understood that all matters other than access and scale are reserved, and our comments are primarily focused on these two matters.*
42. **Access** - *The primary vehicular access to the school is to be the main spine road new road within the Rempstone Road Development. With an overall width of 6.75m, the road has been designed to accommodate a new school and takes the form of loop to minimise the need for turning at pick up/drop off times.*
43. *It is proposed that the main school vehicular access will be used only for staff and visitors. The proposed access will take the form of a 6.0m wide, bell mouth junction. Its location on the outside of the bend affords adequate visibility in both directions. Vehicle tracking has also been provided which demonstrates that service vehicles can enter, turn and exit the car park in a forward gear. In view of the preceding we consider the proposed access to be suitable for purpose.*
44. *Non-motorised access for pupils and parents is to be provided via a pedestrian/cycle link which connects the Rempstone Road site to Sheepwash Way. This seems a sensible idea as it allows for connectivity to the adjacent housing development and East Leake beyond which in turn should serve to encourage walking/cycling as mode of travel to school.*
45. *It is unclear from the information provided what form the construction of the path will take, [refer to Paragraph 11] which for the avoidance of doubt would be expected to be constructed with a bound surface to an adoptable standard equivalent to the footways on the adjacent residential development sites. Consideration should also be given to its lighting, in order to ensure it can be safely used at all times of the year. Should the link be provided to the appropriate standard, the Highway Authority would be prepared to adopt it and make it fully maintainable at public expense.*

46. *It should also be noted that the north/south element of the link follows the line of an existing public footpath, consequently any improvements or alterations to this route will require input from colleagues in the Rights of Way team.*
47. *The installation of pedestrian guard rails at either end of the path to prevent children running out into the highway is recommended. Additionally, School Keep Clear markings at either end would also be beneficial in providing a clear unobstructed view of the areas of highway which are likely to receive the highest amount of footfall. It is recommended that this is secured through a condition requiring a scheme for a 'School Zone', to be agreed and implemented prior to first occupation.*
48. *With regard to construction access, limited information has been provided in the Transport Statement. Construction routing, wheel wash facilities and the like should be secured by a suitability worded condition.*
49. **Parking, pick up and drop off areas** - *Whilst the internal layout of the school is a reserved matter, the submitted illustrative layout suggests only 21 parking spaces will be provided on site. This is lower than what has previously been provided on other new schools elsewhere in the County.*
50. *Based on advice provided elsewhere the Highways Authority would wish to see provision for no less than 70% of the total estimated number of staff (45) on site. This would equate to 32 spaces. Whilst ideally, 100% provision would be considered appropriate, we are mindful of the fact that many of the staff such as teaching assistants, kitchen staff and lunch time supervisors are unlikely to travel to work by car or require a parking space.*
51. *How the above requirement is split between phases and will depend on staffing numbers. However, it may make sense to provide the 22 spaces in the first phase (20 standard, 1 disabled, 1 charging) followed by a further 10 on phase two, owing to the fact that the staffing requirements are likely to be front loaded with proportionally more staff required for Phase 1 than Phase 2.*
52. *Limited information is provided on cycle parking, with the Transport Statement suggesting only 3 spaces being provided for staff. In order to encourage cycling/scooting as a mode of transport to school we would recommend suitable parking is provided to allow children to secure their bikes during the school day. Based on previous provision provided elsewhere in the County for similar sized schools we would recommend a minimum of 40 spaces being provided.*
53. *In addition to staff parking, there also is a need to cater for parents picking-up/dropping-off children at the start and end of the school day. A potential downside of the pedestrian/cycle link discussed above is owing to the fact it is closer to East Leak village centre, parents may be tempted to utilise Sheepwash Way as a pick-up/drop-off area rather than the purpose-built road within the Rempstone Road development. Whilst this has always been anticipated to a certain extent, (in fact prior to the Rempstone site being granted permission Sheepwash Way would have served as the primary vehicular access point to the school) that Sheepwash Way is a residential cul-de-sac makes this less than ideal.*

54. *Should parents decide to use the turning area at the end of the road as an informal parking area, it may result in considerable disruption to residents and other road users. The Highway Authority would wish to discourage this as much as possible. Locating the pedestrian entrance to the school as far as possible from Sheepwash Way should help to alleviate the above issue by making it less convenient to park on Sheepwash Way, than the Rempstone Road development. Nonetheless we would recommend conditioning the requirement to provide double yellow lines around the turning head on Sheepwash Way prior to occupation of the school in order prevent errant parking in an area of the Highway which is required for turning.*
55. *Previous experience with new school sites shows it is often difficult to predict how parents will park until the facility is fully operational and travel patterns are fully established. This applies even more so on this site as the surrounding housing and roads on wider development are yet to be fully completed. It is considered prudent to secure a suitable condition requiring on-street parking to be monitored post-opening and a suitable scheme to be introduced to remedy errant parking should it be required.*
56. *The fact the school is being developed in two phases means that the full picture with regard to errant parking will not become apparent until Phase 2 is complete. However, should parking problems occur we would not wish to wait until the second phase is complete before looking at this to be remedied. It is recommended that a condition is applied to individual phases rather than the development as a whole.*
57. *For clarity the applicant should be aware that any scheme to resolve parking issues may not be solely limited to lining but may also require the introduction of bollards and other physical measures, due the presence of a grassed verge between the carriageway and footway on the Rempstone Road Development in close proximity to the school.*
58. *The spine road on the Rempstone Road development will take the form of a loop. Once the housing and associated roads on the development are completed, it is not considered that permanent turning areas will be required adjacent to the school on either road. However, as identified above these roads are yet to be fully completed hence depending on the timescales for completion there may be an interim period where temporary turning provision may be required. This is something the Highway Authority would wish to see secured through an appropriately worded condition.*
59. **Via Countryside Access** – No objection. *The section of public footpath East Leake FP5 between the David Wilson estate loop road and Sheepwash Way, should be subject of a Conversion Order under the Cycle Tracks Act 1984, which will provide for the lit, 3m wide sealed surface track, suitable for purpose and as approved by Rushcliffe Borough Council.*
60. *The concern of The Ramblers (Paragraph 63) that this will offer less protection than footpath status is not shared, as it will receive adopted highway standard maintenance.*

61. *The available width of public footpath East Leake FP5 is recorded at 1m. Landowner control to facilitate the upgrade to 3m width will be required. The 90° westerly turn at the juncture of the public footpath and the path from Sheepwash Way can be accommodated within the design to provide safe passage for cycling and the walking public.*
62. *The affected section of public footpath East Leake FP5 may require a Temporary Restriction Order during the construction phase for public safety reasons, and that a permissive temporary diversion may not be available. This closure can be applied for by the developer through NCC Countryside Access.*
63. **Nottinghamshire Ramblers** – *Public footpath East Leake FP5 will be retained and enhanced, and there will be a shared pedestrian and cycle path on the route of this public footpath. However, the status of the route has not been made clear in the plans, and there is concern that there may be a proposed change to a designated cycle route, which will remove it from the Definitive/OS Maps and provide it with less protection. The Ramblers preference would be for the path to be given bridleway status.*
64. **Environment Agency** – *No objection. A very small portion of the site lies within Flood Zones 2 and 3. However all built development will be located within Flood Zone 1. The area shown to be located within Flood Zones 2 and 3 consists of an existing tree line and site plans show this will remain unchanged.*
65. **NCC Flood Risk** – *No objection subject to a condition requiring details of a surface water drainage scheme based on the submitted Flood Risk Assessment, evidencing how on-site surface water drainage systems are to be maintained and managed.*
66. **NCC Archaeology** – *No archaeology issues.*
67. **NCC Nature Conservation** – *Further surveys for great crested newt [now undertaken] and reptiles are recommended in the Preliminary Ecological Appraisal. The Sheepwash Brook and trees along the watercourse and eastern boundary with bat potential, need to be protected during construction works. Lighting will need to be sensitive to the presence of bats. Precautionary methods will need to be employed to stop mammals being trapped during construction. Site clearance should be controlled if carried out in the bird nesting season. New habitat should be provided including wildflower grassland, enhanced hedgerow and woodland, in addition to bat/bird boxes.*
68. **Sport England** – *No objection. The location is considered to be generally satisfactory. Advice is provided on matters to be considered in the detailed design related to sports provision.*
69. **Via Landscape** – *No objection. Some trees would need to be removed to enable construction of a new path between the school site and the proposed playing fields to the north. Provided that appropriate native planting and habitat creation are done as mitigation to achieve biodiversity net gain, the*

long-term impact on the physical landscape could be categorised as slight beneficial.

70. *The ecological survey recommends that the proposed path should be diverted to use the public footpath to the west and so avoid removal of trees with bat roost potential. If this is not possible, a tree survey should be carried out on the trees affected to ensure that the trees to be retained are protected. An arboricultural report should be provided which includes a survey of the trees to be affected, a plan showing trees to be removed and the tree root zones of the trees to be retained, impact on retained trees and mitigation recommended (e.g. no dig method of construction for the path).*
71. *Trees to be retained and the mature hedgerow to the north and east of the site should be protected during construction to BS 3857:2012 – Trees in Relation to Design, Demolition and Construction. An arboricultural method statement should be provided to ensure protection of the trees during felling and construction works.*
72. *Recent woodland planting on the grassed area to the west of the public footpath East Leake FP5 will screen the playing field from properties on Sheepwash Way as it matures. The existing mature hedgerow which runs west to east from the end of Sheepwash Way to the woodland block will help to screen and reduce the visual impact of the building with an assessed slight adverse/negligible landscape impact following construction.*
73. *Future residents to the south of the school building on the David Wilson Homes development will have clear views of the school entrance, security fencing, building, playground and car park. The visual impact of the school should be reduced by planting a hedge with occasional trees along the southern and western boundaries of the site. As well as reducing visual impact this will create a wildlife corridor linking existing hedgerow to the woodland at the centre of the site.*
74. *Trees planting should be largely native species and hedging should be native species in line with those recommended in the NW02 East Leake Rolling Farmland – Nottinghamshire Wolds character area designated in the Greater Nottinghamshire Landscape Character Assessment 2009 (except for Fraxinus excelsior due to Ash die back).*
75. **Via Noise** – *No objection subject to conditions. The noise environment will be suitable for a new school development and noise impacts resulting from the development can be mitigated through standard mitigation measures to avoid any significant adverse impact to nearby noise sensitive receptors.*
76. *The detailed planning submission should be supported by an acoustic design report to include construction details and a ventilation strategy meeting the requirements of BB93: Acoustic Design of Schools: Performance Standards 2015. In addition, the noise assessment should clarify and address: potential construction noise; the noise impact of building fixed plant; the multi-use games area construction, boundary fencing, hours of use and use outside school hours; and potential noise impacts from external activities.*

77. **Via Land Reclamation, Severn Trent Water Limited, Western Power Distribution and Cadent (Gas)** - No response received.

Publicity

78. 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.
79. Representations have been received from eight residents of Sheepwash Way (5), Cinnabar Way (1), Peacock Gardens (1) and Windmill Crescent (1). Windmill Crescent is within East Leake but not in close proximity to the proposed school site. One resident supports the proposal while four support the provision of a school but also raise objections.
80. Those supporting the application raise the following matters:
- a) The school is needed.
 - b) Approve of the access path between Sheepwash Way and the new school which will help to connect the Persimmon Homes development and give children safe access to get to school.
 - c) A safe route to school will reduce traffic.

Seven of the representations raise objections:

Traffic

- d) Increase in traffic/inadequate capacity on Sheepwash Way (4). The roundabout entrance is already dangerous. The entrance to Sheepwash Way is too narrow.
- e) Use of Sheepwash Way for drop-off/pick-up (3).
- f) Traffic Regulation Order/double yellow lines to control parking on Sheepwash Way.
- g) Obstruction of driveways by inconsiderate parking. Signage to identify a private drive – access for residents only off Sheepwash Way.
- h) Danger to residents (2).
- i) Existing problem with parked cars. Increased risk of damage to parked vehicles.
- j) Excluding cars from Sheepwash Way would be acceptable but cannot be enforced.

- k) There should be an alternative entrance to Sheepwash Way. An alternative path could be provided from Main Street.
- l) Objection to the footpath from Sheepwash Way.

Amenity

- m) Disruption to residents – particularly home workers – from traffic, footfall and school noise (2).
- n) Impact on street-play by children.
- o) Residents pay for estate grounds maintenance (2). Increased public use will lead to litter and damage.
- p) All public spaces should be adopted by the Council.
- q) Development leading to loss of space to walk, ecology impacts (2).
- r) Habitat should be retained around the edge of sports pitches.
- s) Impact of lighting on ecology. Artificial lighting on the path should be angled away from property and all lighting switched off when not in use.
- t) Security fencing should be sympathetic to the rural location and not lit.

Other matters

- u) The school is not large enough for development being built.
 - v) Advised by Persimmon Homes the area for pitches would be open space and undeveloped.
 - w) Too much/prolonged development in East Leake.
 - x) Funding for a community access defibrillator.
 - y) Loss of value.
81. Councillor Matt Barney and Councillor Reg Adair have been notified of the application.
82. The issues raised are considered in the Observations Section of this report.

Observations

83. Two adjoining residential estate developments each have a requirement to provide land for the erection of a school. This application seeks to establish the principle of erecting a school on the identified site. The application is expressed in outline with the exception of the points of vehicular and pedestrian access, both of which require additional design detail. A grant of outline planning permission will trigger the transfer of land to the County Council, as set out in the s106 Agreements of the residential outline permissions.

Distribution of School Elements

84. In determining this application consideration needs to be given to whether the scale of proposed development can be accommodated on the site. The application proposes a 2-form entry school in two phases and the illustrative layout supporting the application indicates the distribution of the different elements of a school across the site. Schools are designed to comply with guidance in Building Bulletin 103 which sets out Government area guidelines for mainstream schools. It is considered that the key elements for a school – the building, service areas in proximity to the kitchens and school hall, the car park, outdoor hard play areas, informal grassed areas and formal sports pitches – can be satisfactorily accommodated.
85. The school building can be accommodated on the higher part of the site accessed from the loop road serving the David Wilson Homes development. The two-storey building, with a proposed maximum height of 12m, would be of an appropriate scale in the context of the location, other than towards the western boundary and should be able to be satisfactorily sited without giving rise to an overbearing impact. The likely height of the building in proximity to the public footpath and housing development to the west has been discussed with the applicant. It is considered that a building span not exceeding 24m could satisfactorily accommodate a classroom either side of a central school corridor. The west elevation will require articulation and probably tree planting to break-up its visual mass. A maximum design height of 8.5m within 12m of the west of the public footpath (21.3m from the closest future dwelling) is recommended (Condition 6j). It is considered that a building within those parameters would not have an unacceptable impact on the planned development to the west in terms of scale and massing. First floor windows in the gable of the indicative Phase 2 extension could potentially impact housing development to the west overlooking neighbouring property (RBC 20/00888/FUL - yet to be built). The applicant has indicated that a satisfactory design can be achieved without the need for windows in the west elevation and this matter will need to be given careful consideration in determining an application for the approval of reserved matters. Housebuilder layouts can change and potential unacceptable threat to privacy can be considered in the detailed design. The traffic and highway impact of the scale of proposed development also needs to be considered.

Highways/Traffic – David Wilson Homes Development

86. The table below (Figure 3) shows the anticipated growth of the school. Other than in exceptional circumstances when additional pupils could be admitted, the table reflects the cap on pupil places in successive years.

		Pupil numbers	Total AM car trips	Sheepwash Way 48%	via Rempstone Road 52%
First opening 15 across all years except Reception (30) then PAN 30	2022-23	120	44	21	23
	2023-24	135	50	24	26
	2024-25	150	55	26	29
	2025-26	165	61	29	32
	2026-27	180	66	32	34
	2027-28	195	72	35	37
	2028-29	210	77	37	40
Assuming Phase 2 PAN 30	2029-30	240	88	42	46
	2034-35	420	152	73	79

Figure 3

87. The location of the school has been known, having formed part of the housing application, and the residential estate road has been designed accordingly. For those parents travelling directly to the school by car a frontage to the estate loop road will allow vehicles to arrive and leave in a forward gear without needing to carry out a three-point-turn manoeuvre. It is considered that parent highway parking would not be detrimental to highway safety and the amenity impacts of cars waiting while dropping off or collecting children are short-lived. Rushcliffe Borough Council has advised that consideration is given to the provision of a dedicated vehicular drop-off/pick-up zone outside of the school, including provision for buses/coaches. This matter has been discussed with NCC Highways Development Control who advise that the 6.75m road width is appropriate outside a school so as to allow the passage of vehicles. School buses and coaches are likely to visit the school infrequently and outside of peak travel times. Similarly, it is suggested in the representation by East Leake Parish Council that a lay-by should be provided for school parking, but is not considered to be required to address a highway safety issue. Furthermore, the provision of facilities that make travel by car more attractive than non-car-based journeys is not considered to be sustainable. A school zone would be required which would comprise school Keep Clear markings, pedestrian guardrail where the school access path emerges onto the highway and advance signage. It is recommended that details of a school zone are submitted as a reserved matter (Condition18). A Traffic Regulation Order would be the subject of separate process and public consultation. With reference to the representation reported at Paragraph 37g), 'School Keep Clear' markings are provided in accordance with regulations. The road in front of David Wilson Homes Plots 266-273 is to be constructed as a private drive and would not be subject of a Traffic Regulation Order. Occupiers would be able to exercise private property rights to control errant parking.

Staff/Visitor Parking

88. East Leake Parish Council draws attention to the adequacy of the school car park. As an outline application, permission is not being sought for the layout shown on the illustrative layout. Notwithstanding the proposed car parking provision in the Transport Statement, and with regards to the response from NCC Highways Development Control it is considered that a minimum of 22 carparking spaces (including 1 disability parking space) should be provided for the 210 place Primary school and nursery (Phase 1) (Condition 25), increasing to 32 spaces when the school expands to a 420 school places (Condition 43). The topography of the site is such that earth moving may be required to provide plateaux suitable for the school building and car park. A split-level car park may allow a future expansion of the car park to be more easily provided, but that detail will come forward in a reserved matters application. A minimum of one electric vehicle charging point should be provided in Phase 1 with ducting provided to all car parking spaces to facilitate future additional provision in accordance with NPPF Paragraph 110e) (Condition 24). This would increase to two electric vehicle charging points in Phase 2 (Condition 43).

Cycling

89. A minimum of 20 covered cycle spaces should be provided for staff, visitors and children for a 1-form entry school, with 40 provided when the school expands to 2-forms of entry (Condition 42). Provision should be made in secure locations within the site where cycle parking will benefit from passive surveillance. The need for additional cycle provision can be assessed though regular review of the school Travel Plan (Condition 28 and Condition 44).

Non-Car Access

90. Although the school would serve the East Leake Pupil Place Planning Area, it would provide school places for children in the Permission Homes and David Wilson Homes developments. Combined, the two developments totalling 642 dwellings (including a further permission for 83 dwellings - RBC 19/00323) is anticipated to generate demand for 135 Primary pupil places, the majority of which would be in easy walking distance of the school.
91. The location of the school pedestrian access gate directly adjoining the public footpath would segregate the school pedestrian and vehicular access points and is considered to be appropriate. The provision of a parent assembly area outside the pedestrian entrance gate so as to not impede use of the path (Paragraph 37f)) is a matter to be considered in the detailed design. In encouraging non-car based travel to school it is important that provision is made for both pedestrians and cyclists. Cycling is not permitted on a public footpath. Provision of a cycle route immediately adjacent to the school would provide good connectivity, delivering the development envisaged in the grant of the David Wilson Homes permission and offer a good quality opportunity to travel to school other than by car. This application proposes that a length of public footpath East Leake FP5 is upgraded to accommodate cycling (Plan 5),

provided by widening the existing 1m route to the east, and will require an order to be made under the Cycle Tracks Act 1984 (Note 1). When carrying out works on the public footpath either a temporary closure or diversion Order will be required (Note 2).

92. The David Wilson Homes permission granted by Rushcliffe Borough Council (RBC 20/02300/REM) includes the provision of a non-bound surface of the public footpath East Leake FP5 along the school's western boundary which will need to be upgraded to a bound surface between the loop road to be formed within the David Wilson Homes development site and the path linking to Sheepwash Way approved by Rushcliffe Borough Council permission RBC 20/00887/DISCON.
93. The grant of planning permission for the David Wilson Homes development also requires the provision of a path for pedestrian and cyclists between the end of Sheepwash Way and public footpath East Leake FP5. The detail of the lit path in terms of its location, width and construction has already been approved by Rushcliffe Borough Council (RBC 20/00887/DISCON). The approved surface is 'Breedon gravel or similar'. However, this is not considered to be a suitable surface for a path that is expected to be used frequently and intensively as a route to a school. The path as approved will need a bound surface in order to be suitably robust. The finished surface in terms of its appearance should be in character with its setting on the rural fringe and is the subject of recommended Condition 21a). A resin bonded granular finish would be appropriate.

Traffic – Sheepwash Way

94. Drop-off and pick-up at the school gate is likely to be popular with parents as part of a daily work commute. Although vehicular access to the school itself would be gained from Rempstone Road, having regard to the location of the school within the village, Sheepwash Way and other roads within the Persimmon Homes development are likely to be popular for drop-off and pick-up for journeys originating within and returning to East Leake. The supporting Transport Statement estimates that 48% of school related car journeys by parents will be to the Persimmon development. The greater distance to be walked from Sheepwash Way to the school gate is likely to lead to vehicles being parked for slightly longer periods and it is considered less likely that cars will be left parked in locations that may obstruct access, such as parking across driveways. The amenity impacts of parked vehicles will be short lived during term-time and limited to the beginning and end of the school day in term time.
95. Although the Transport Statement identifies a significant amount of traffic being attracted to the Persimmon Homes development, there is a finite capacity for on-street parking. The convenience or otherwise of on-street parking will influence parent behaviour when choosing where to park, and uncertainty over the availability of parking may cause a modal shift with more children walking to school. Notwithstanding the Transport Statement supporting the application not identifying a highway issue, as advised in the Highways Development Control consultation response (Paragraphs 54-55) the turning area at the end of Sheepwash Way will need to be protected through double yellow lines and

additional measures may be required to regulate parking on the highway (Condition 18). A Traffic Regulation Order will be subject to a separate procedure including public consultation. With reference to the advice note from Rushcliffe Borough Council (Paragraph 37b)), objections received will be considered when making a Traffic Regulation Order with regard to impact on safety and amenity. 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.

96. With a finite on-street parking capacity, an expansion of the school in Phase 2 would not worsen parking around the Sheepwash Way turning head, but is likely to push parking issues further afield on the highway network. It is recommended that an expansion of the school should not take place before traffic and amenity impacts have been assessed (Condition 32).
97. When considering the highway impact of traffic associated with the school it was material that the grant of planning permission for the Persimmon Homes residential development included and identified the site for a school which could reasonably only have been accessed from Sheepwash Way. Residents of the Persimmon Homes development will be affected less by a school accessed from Rempstone Road, compared with a school accessed through the Persimmon Homes development envisaged in the original grant of planning permission.

Phase 2 - Traffic

98. The estimation of traffic in Figure 3 assumes that there will not be a modal change in travel to school over time, and that the percentage split between Sheepwash Way and via Rempstone Road remains consistent. With a planned opening date of September 2022 the school would reach its 1-form (210 pupil) capacity in the school year 2028-29. Based on the same traffic assumptions, the table at Figure 3 shows the likely impact of school traffic on Sheepwash Way and via Rempstone Road when the school reaches its 420 pupil capacity in 2034-35. Whilst it is considered that traffic accessing the site from Rempstone Road associated with a 420 place school would not give rise to a highway safety issue there is concern that a doubling of traffic using the Sheepwash Way cul-de-sac to an estimated 73 morning-peak trips could give rise to highway issues. Sheepwash Way has a finite capacity although there are alternative less convenient points on the highway network within the Persimmon Homes development that could be used to access the path leading to the school (Peacock Gardens and Ringleet Drive) which may dilute the highway impact.
99. Although it is considered that the school site can physically accommodate a 420 place school, the traffic impacts associated with an expansion of the school at a future date should be further assessed with the benefit of the Phase 1 210 place school in operation. Conditions are recommended that a post-occupation traffic survey is undertaken shortly after opening and measures implemented (Condition 27) and that the Phase 2 expansion should not commence until such time as a transport assessment has been carried out, the school travel plan has

been updated and that any necessary highway mitigation works can be carried out to satisfactorily address any traffic issues identified (Condition 32).

100. Other than the principle of development and the location of the points of vehicular access, all other details are to be addressed in a Reserved Matters application. There are design matters that Rushcliffe Borough Council request are given further consideration and are drawn to the attention of the applicant through recommended Note 3.

Construction and Occupation

101. Both of the s106 Agreements for the Persimmon Homes and David Wilson Homes developments include provision to allow construction access of the school. Details of construction access is a matter reserved by Condition 10.
102. Delivery of the school to an anticipated opening date of September 2022 will rely on several factors. The road within the David Wilson Homes site and pedestrian/cycle links will need to have been constructed to a suitable standard to allow safe access to the school. There is a risk that on an unadopted new residential estate road, traffic associated with the operation of the school could lead to conflict with housebuilder construction traffic. The applicant will need to ensure that service traffic, staff, visitors and parents travelling by car will have unencumbered access to the school in order to satisfy Condition 22. In addition, the path along public footpath East Leake FP5 and link to Sheepwash Way will need to have been constructed to a suitable standard and be safe for use by both pedestrians and cyclists.

Landscape and Ecology

103. A notable feature of the site is the tree plantation which runs east-west across the site close to the toe of a bank on the David Wilson Homes site. The trees are planted in a regular layout and suitable paths can be provided through the woodland, with minimal loss of trees to provide connectivity between the school buildings and the playing field with multi-use games area. Any tree removal and works affecting trees will need to be carried out in accordance with an approved method statement (Condition 7). The reptile surveys recommended in the preliminary Ecological Appraisal will need to be carried out prior to the commencement of development (Condition 9). Peripheral vegetation around the playing field can be retained and there should be no alterations to ground levels adjacent to the watercourse that may alter the Flood Zone unless expressly authorised (Condition 6). Lighting of the multi-use games area is not proposed in this application and would require a separate grant of planning permission. 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. With reference to the recommended condition by Rushcliffe Borough Council for a Biodiversity Gain Plan, ecological impacts of the development can be mitigated in the design to be submitted in the reserved matters application to safeguard retained habitats, create new habitat and

achieve ecological enhancement of the wider site (Condition 6 l)). A landscape scheme will be required for the development (Condition 19).

104. The site would be enclosed by perimeter security fencing, with the design detail reserved by condition (Condition 11).
105. The need for detailed noise mitigation measures can be considered in a Reserved Matters application once the detailed design has been prepared. Details to be considered relate to acoustic design of the building in the context of the building ventilation strategy; noise impact of building fixed plant; the location of areas of more intensively used areas of outdoor play (multi-use activity area and hard play areas), boundary fencing; and potential construction noise (Condition 8d)).

Other Matters

106. With regards to the representation related to the provision of a defibrillator (Paragraph 80x)), reference is made to sustainable development including the improvement of the conditions in which people live and work and that planning should support local community strategies to improve health and wellbeing for all, and deliver sufficient community facilities and services to meet local needs. Whilst there is merit in the provision of a defibrillator that could be accessible to the local community, to require provision as a condition of planning permission for which development would otherwise be refused, it would need to meet the tests for planning conditions, namely: necessity; relevance to planning; relevance to the development to be permitted; enforceability; precision; and being reasonable in all other respects. It is not considered that the tests are met in respect of the proposed school although the applicant may wish to consider provision or offer a location for the siting of a defibrillator.
107. Loss of property value is not a matter material to the determination of a planning application.

Other Options Considered

108. 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

109. 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 Implications

110. The school site would be enclosed by perimeter security fencing.

Data Protection and Information Governance

111. Any member of the public who has made representations on this application has been informed that a copy of their representation, including their name and address, is publicly available and is retained for the period of the application and for a relevant period thereafter.

Financial Implications

112. The proposed development will require off-site works on the future adopted highway. The applicant would be expected to cover all reasonable legal costs incurred by the County, although these costs may also be met by housebuilders under their obligations under planning permissions granted by Rushcliffe Borough Council.

Human Rights Implications

113. Relevant issues arising out of consideration of the Human Rights Act have been assessed. Rights under Article 8 (Right to Respect for Private and Family Life), Article 1 of the First Protocol (Protection of Property) and Article 6.1 (Right to a Fair Trial) are those to be considered and may be affected due to vehicle movements associated with the proposed development. The proposals have the potential to introduce amenity impacts upon neighbouring residents arising from frequent comings and goings. However, these potential impacts need to be balanced against the wider benefits the proposals would provide through the provision of school places. Members need to consider whether the benefits outweigh the potential impacts and reference should be made to the Observations section above in this consideration.

Public Sector Equality Duty Implications

114. Suitable provision for disability access is to be provided, secured through recommended planning conditions.

Safeguarding of Children and Adults at Risk Implications

115. The school site would be enclosed by perimeter fencing.

Implications for Sustainability and the Environment

116. The proposed development would provide school places for children living in the locality supporting the sustainability of the community.
117. There are no Human Resources or implications for Service Users.

Statement of Positive and Proactive Engagement

118. 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 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

119. It is RECOMMENDED that outline 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.

ADRIAN SMITH

Corporate Director – Place

Constitutional Comments

Planning & Rights of Way Committee is the appropriate body to consider the contents of this report by virtue of its terms of reference.

[RHC 15/6/2021]

Financial Comments

The financial implications are set out in Paragraph 112 of the report.

The proposed development will require off-site works on the future adopted highway. The applicant would be expected to cover all reasonable legal costs incurred by the County, although these costs may also be met by housebuilders under their obligations under planning permissions granted by Rushcliffe Borough Council.

[SES 16/06/2021]

Background Papers Available for Inspection

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

Electoral Division and Members Affected

Leake & Ruddington 2	Councillor Matt Barney
Leake & Ruddington 1	Councillor Reg Adair

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