

28 February 2023**Agenda Item 5****REPORT OF INTERIM CORPORATE DIRECTOR, PLACE****BASSETLAW DISTRICT REF. NO.: 1/22/01708/CDM**

- PROPOSAL:** CONSTRUCTION OF THREE 2-STOREY EXTENSIONS TO NORTHERN WINGS OF THE OUTWOOD ACADEMY PORTLAND, SINGLE STOREY EXTENSION TO BOTH THE EXISTING DINING ROOM AND KITCHEN, ADDITIONAL HARDSTANDING AND ASSOCIATED SITE LANDSCAPE WORKS. ADDITIONAL CYCLE BAYS, CYCLE LOCKERS, ELECTRIC VEHICLE CHARGING POINTS AND ADDITIONAL ELECTRIC VEHICLE INFRASTRUCTURE.
- LOCATION:** OUTWOOD ACADEMY PORTLAND, NETHERTON ROAD, WORKSOP, S80 2SF
- APPLICANT:** NOTTINGHAMSHIRE COUNTY COUNCIL CHILDREN AND FAMILIES, EQUANS, AND OUTWOOD GRANGE ACADEMIES TRUST

Purpose of Report

1. To consider a planning application for the erection of extensions to the existing school building at Outwood Academy Portland, Netherton Road, Worksop to increase the potential school roll from 1500 to 1800 places, additional cycle parking, electric vehicle charging, and provision of additional electric vehicle charging infrastructure. The key issues relate to potential impact of development on school playing field, scale siting and design impact of extensions on neighbouring property, and any car parking and traffic impacts arising. The recommendation is to grant planning permission subject to the conditions set out in Appendix 1.

The Site and Surroundings

2. Outwood Portland Academy is located on a 13.8ha. campus situated between Sparken Hill and Netherton Road, 1.3km to the south of Worksop town centre and 350m north of the A57 (Plan 1). The Academy is a 1500 place (10 Form Entry (FE)) secondary school (Key-Stage 3-4) with a Published Admission Number of 300. The applicant has clarified that 111 full-time staff (73 teaching and management, 8 administration, 10 catering and 20 in other roles) and 65

part-time staff (14 teaching, 4 administration, 21 cleaning and 26 in other roles) are currently employed.

3. The two-storey school building is located centrally on the site in the form of three building wings connected at their southern end, and a connecting corridor link at its northern end. Social circulation areas, multi-use games area, floodlit all-weather pitch and grass pitches are provided to the south of the school building. A hard-surfaced area to the north of the building used for fire appliance access is elevated relative to school playing fields to the north. A grass bank up to 2m in height (at its eastern end) provides transition between the hard surfaced area and playing field (*Photo 1 and 2*).



Photo 1: Playing field bank looking east

Photo 2: Playing field bank looking west

4. The principal vehicular access to the site is off Sparken Hill, providing staff and visitor car parking for 195 cars (including 7 disability parking spaces). In addition, a student drop-off and pick-up area for 10 cars is provided within the grounds close to the vehicular entrance. Pedestrian/cycle access routes into the school are provided either side of the vehicular entrance. There is a zebra crossing on Sparken Hill to the north of the vehicular entrance (*Photo 3*). Beyond the area protected by zig-zags on the approach to the pedestrian crossing, there are extensive lengths of highway on Sparken Hill available for on-street parking.



Photo 3: Sparken Hill zebra crossing

Photo 4: Netherton Road zebra crossing

5. The car park accessed from Sparken Hill is in an elevated location relative to the school building. A gently upward sloping ramp from the car park provides pedestrian access to the first floor of the school building, with steps leading down from the car park to access the school at ground floor level. Secure cycle parking for 80 cycles (40 covered hoops) and 16 cycle lockers are provided close to the foot of the steps.
6. There are two vehicular access points on Netherton Road, each with a pedestrian gate to the side. A one-way system is in operation with traffic entering the site at the southern access point and exiting the campus via the northern gate, and there is opportunity for student drop-off and pick-up. The access route is also used by Holy Family RC Primary School located to the north-west of the Netherton Road and A57 junction. The southern pedestrian gate is also used by children and carers walking through the Academy campus to Sparken Hill Academy (Primary) school (450 places and 150 place Foundation Unit) located to the west of southernmost Outwood Academy Portland grass playing field. Vehicular and principal pedestrian access to Sparken Hill Academy is from Sparken Hill (Plan 1). The vehicular entrance points to Outwood Academy Portland and Sparken Hill Academy are 200m apart.
7. A bus park for Outwood Academy Portland school transport is provided in the car park accessed from Netherton Road with spaces provided for 13 buses. There are also 31 parking spaces (including 5 disability spaces) used by the school for parking, and for drop-off and pick-up associated with Outwood Academy Portland and Holy Family RC Primary School. Staggered school start-finish times are in operation: Outwood Portland Academy teaching time is 08:25-14:30 hours with Holy Family RC Primary School core time 08:15-14:45 hours. Sparken Hill Academy teaching time is between 09:10-15:30 hours although a Breakfast Club is in operation with school gates opening at 08:00 hours with After School Club until 16:30 hours.
8. Traffic calming measures are installed on Netherton Road, including an extended raised crossing point with pedestrian guard rail close to the southern entrance point, and speed cushions each with a central pedestrian refuge at spaced locations along the road. A zebra crossing is located to the south of the northern Academy vehicular exit gate (*Photo 4*). Properties on the eastern side of Netherton Road in proximity to the school entrance and exit point are elevated relative to the highway without off-street parking. There are on-street parking bays, available for use by all motorists, on the east side of Netherton Road.
9. Other than for Holy Family RC Primary School, Sparken Hill Primary and a playing field adjacent to the northern most Academy campus playing field, the site is bounded by rear gardens of residential properties. The eastern wing of the Outwood Academy Portland building is at closest 51m from the rear of the nearest property fronting Netherton Road and 41m from the residential curtilage. The western wing is at closest 64m from the rear of the nearest property on Dunstan Crescent and 48m from the closest residential curtilage (Plan 2). Views

to properties from the site are filtered by trees and boundary hedge planting (*Photo 5 and 6*).



Photo 5: Boundary screen Dunstan Crescent

Photo 6: Boundary screen Netherton Road

10. As a snapshot of where students live (July 2022), 57% were within a 2-mile radius, a further 33% living within a 5-mile radius and the remaining 10% resident beyond 5 miles from the Academy. A student Traffic Survey identifies that over twice as many students travelling by car are dropped off/picked up at the Sparken Hill access/car park when compared to the Netherton Road access/car park. Spot surveys indicate that approximately 60% (120) of Sparken Hill car parking spaces are used during the school day with 63% (19) of the Netherton Road Bus Park car parking spaces occupied.

Background

11. Nottinghamshire County Council is seeking to expand the school capacity at Outwood Portland Academy. The Academy is a Public Finance Initiative school operated by Transform Schools Bassetlaw Limited with day-to-day maintenance and facilities management undertaken and managed by EQUANS Energy and Technical Services Limited. The school is an Academy operated by Outwood Grange Academies Trust. The proposal is a County Council funded and commissioned project to be delivered and operated through partnership with the joint applicants.
12. Travel/transport surveys to support the application were undertaken in the summer term 2022 when the school roll was 1465 students. There are 1485 students aged 11-16 currently on roll (September 2022).

Planning history

13. Planning permission 1/02/04/00429 (March 2005) – Replacement comprehensive school with associated playing fields, sports facilities including floodlit pitches, access parking, servicing, external lighting and landscaping. A management scheme under Condition 17 of the permission provides community access to the sports hall, synthetic pitch, assembly hall, small hall, hard court area and natural turf pitches.

14. Condition 18 required the lower sections of first floor windows on the eastern and western elevations of the school building to be fitted with obscure glazing, in the interest of residential amenity.

Proposed Development

15. Planning permission is sought to increase the capacity of the Academy to 12 FE, which would increase the potential school roll from 1500 to 1800 places. It is anticipated that pupil numbers would increase incrementally over five years (between 2023 and 2028). The applicant has confirmed the following proposed staff numbers in *Table 1*, and represents an increase of 12 staff (full-time equivalent).

Staff		Teaching	Management	Admin.	Catering	Cleaning	Other	Total
Proposed	Full Time	68(+3)	9(+1)	8	12(+2)	0	23(+3)	120(+9)
Proposed	Part Time	15(+1)	0	4	0	25(+4)	29(+3)	73(+8)

Table 1. Proposed staff numbers. Figure in brackets () - increase above existing staff employed.

16. All new staff are predicted to arrive by car. The proposed additional car journeys by staff are likely to result in 11 additional cars accessing the site from Sparken Hill with one additional car using the Netherton Road Bus Park. Full-time staff would be likely to arrive before and leave after students attending the Academy with part-time staff either arriving or leaving outside the time of student arrival or departure.
17. The supporting Transport Assessment explains that in consultation with NCC Pupil Place Planning, all additional pupils, other than 23 from the local area, would come from 12 planned new housing developments, mostly to the north of Worksop. Many are in locations where children would receive free bus travel and it is estimated, based on the 335 student increase over the number on roll in July 2022, that 76% (254) of the enlarged student population would travel by school bus/public transport. Consequently 81 students would travel by other means. 45 students are predicted to travel by car and, taking into account car sharing, 26 additional student arrivals and departures by car are expected. Of those journeys, 18 additional cars can be expected on Sparken Hill and an additional eight accessing the school from Netherton Road at full occupancy.
18. A Travel Plan framework has been submitted with aims to:
- Reduce the number of car journeys to the Academy

- Improve knowledge and awareness amongst the community of alternative transport methods, such as walking, cycling, car sharing and the use of the public transport network
 - The promotion of alternative transport methods as viable alternatives to cars and the benefits of using such alternatives.
19. Travel Plan measures and actions are: to travel to/from school other than by car; to increase the number of students cycling and promote this as a form of exercise; and encourage the use of public transport and car sharing by staff, with attainment of targets to be assessed through frequent surveys.

Built Development

20. It is proposed to extend each of the three two-storey building wings northwards to provide 18 additional classrooms, a drama studio and a staff workroom, with a staircase connecting the two floors within each wing. The following additional accommodation is proposed (Plan 3):

Western wing:

- Ground floor – 2 ICT rooms, 1 ICT Multi-Use room, 1 Staff Workroom
- First floor – 2 Science rooms, 1 ICT Multi-Use room, toilets

Central wing:

- Ground floor – 4 General purpose classrooms
- First floor – 4 General purpose classrooms

Eastern Wing:

- Ground floor – 2 General purpose classrooms, Drama room 11m x 9.5m
- First floor – 2 General purpose classrooms, void over Drama room

All room windows would be formed in east and west facing elevations on both floors, with only door openings provided on the north elevation. No windows are proposed in the drama studio elevation or on staircases.

21. The proposed eastern wing would project a maximum of 22.2m north of the existing building, the central more prominent wing 22m, and the eastern wing a maximum of 19.3m. The central wing would extend to 0.75m from the toe of the existing playing field grass bank (Photo 2). A replacement hardstanding with a minimum off-stand of 5m from the building graded at 1:3 gradient back to pitch level would be provided to the north of each wing, with the central wing encroaching approximately 4.5m into a flat usable area of playing field. An existing elevated area of banking nearest to properties on Netherton Road would be lowered and constructed as compensatory playing field.

22. A bank between the two northernmost playing pitch areas would also be regraded to compensate for the lost area of playing field affected by the proposed fire access hardstanding and new retaining bank. Some existing pitches would need to be re-marked but all pitch areas with appropriate pitch run-off margins would be accommodated (Plan 4).
23. Each wing extension would have an eaves height of 7.1m with a shallow pitched roof taking the maximum height to 8.05m, the same as the existing building. Facing materials would be a combination of buff facing brick, coloured render at first floor level to match existing, grey composite roof and small areas of single ply roof membrane linking to the existing roof of the eastern wing, grey curtain walling system on the north elevation, and grey framed doors, windows, louvres and rainwater goods. Other than a door, louvre and rainwater goods, the east elevation of the eastern wing facing towards properties on Netherton Road would be wholly faced in brickwork (Plan 5).
24. Bat boxes integrated into the building structure would be provided at eaves level on the west facing elevation of the western wing, with integrated swift boxes, also at eaves level, on the north elevation of each wing and on the east facing elevation of the eastern wing.
25. To support the increase in student numbers, it is proposed to extend the existing dining area on the south elevation of the building and to enlarge the adjacent kitchen area and servery. The single-storey dining room extension would have a footprint 23.7m x 11.5m with an overall height of 4.6m. Elevations would be glazed with a grey framed curtain walling system with some grey spandrel panels, with an off-white composite clad walling system above. The brick faced kitchen extension (14.5m x 7.2m footprint) would also be 4.6m in height with grey door, window frames and rainwater goods (Plan 6).

Cycling and Electric Vehicle Charging

26. An additional 40 covered student cycle spaces would be added to the existing cycle parking enclosure, along with five staff cycle parking lockers.
27. Seven electric vehicle (EV) charging stations to charge 14 cars would be provided at the eastern end of the car park accessed from Sparken Hill, with two of the stations provided on the northern side of the car park. Infrastructure to accommodate a further seven stations (14 EV charge points) at a future date would be provided on the northern side of the car park as part of the proposed works.

Consultations

28. **Bassetlaw District Council** – No objection.
29. **NCC Highways Development Control** – No objection subject to conditions to: limit the student roll to 1800; appointment of a Travel Plan co-ordinator, preparation, implementation, and monitoring of a Travel Plan; and provision of a

minimum of two EV charging points (minimum specification – 22kw Mode 3 with Type 2 connector, 400v AC 63 Amp single phase dedicated supply), and proposed cycle parking.

30. Parking surveys at 08:00 hours (Sparken Hill car park only) and 12:00 hours (Sparken Hill and Netherton Road car parks) in the Transport Assessment have identified that 86 (42%) of the Sparken Hill car park spaces at 08:00 hours and 79 (39%) of the Sparken Hill car park spaces at 12:00 hours were available. 11 (35%) of the Netherton Road car park spaces were available. *It would have been more useful if the parking surveys had been undertaken to coincide with the start and end of the school day when there would have been parent/guardian parking demand.*
31. *A school is likely to have the greatest impact on the local highway network at the end of the school day as parents/guardians will generally wait before picking up students. In the morning, it is usually only necessary to drop off which can take place relatively quickly. The accumulation of vehicles is therefore much less. Unusually, the Outwood Academy offers on-site parent/guardian parking on both the Netherton Road and Sparken Hill sides of the campus. The Highway Authority has visited the site on two occasions at the end of the school day (2.30pm) to observe the operation of the site access arrangements and the current parking situation on Sparken Hill and Netherton Road respectively.*
32. *As you would expect, following a period of inactivity, the Sparken Hill site access became increasingly busy as 2.30pm approached. Whilst there were parking spaces available on site, parents/guardians were also parking on Sparken Hill with a maximum accumulation of 5 cars and a van. However, there was no material delays to through traffic. If anything, the on-street parking was acting as traffic calming by slowing through traffic. There was some delay in exiting the car park because of parents/guardians attempting to leave simultaneously and students delaying exiting vehicles whilst crossing a zebra crossing within the car park. This could be the reason why some parents/guardians had opted to park on-street.*
33. *On Netherton Road, the campus has separate access and egress arrangements. Again, following a period of inactivity, the access became increasingly busy as 2.30pm approached. On the west side of Netherton Road (the school side) on-street parking is prohibited between 8am and 4.30pm. Opposite, there is a series of parking bays. These were being well utilised on arrival which appeared principally to be for reasons not associated with the school. There was no on-street parking outside of the parking bays. The zebra crossing just to the south of the school egress was well used by streams of students leaving the campus which was causing delays to southbound through traffic which in turn was queuing back. That queue blocked right turning vehicles exiting the car park which in turn delayed following vehicles from exiting the car park. However, these delays were short lived and were not resulting in inappropriate parking. The zebra crossing is necessary in the interest of pedestrian safety, particularly children.*

34. *From the Highway Authority's observations, there remained available spaces within the Sparken Hill car park immediately after the end of the school day, but it is not clear whether that would meet the predicted demand or whether any increase in delays within the car park would displace more vehicles on-street. Whilst a small amount of on-street parking may be beneficial at present by limiting the speed of traffic, excessive on-street car parking could significantly delay through traffic, limit the available visibility from accesses and junctions, and encourage vehicles to park on the footway and cycleway to the detriment of highway safety.*
35. *The availability of car parking may also be reduced by the provision of the EV charging points as they may only be used by people with an electric vehicle who wish to charge it. As off-peak domestic charging is likely to be cheaper than charging at a destination and can occur overnight, it is unlikely that staff or parents (if allowed) would require the ability to charge at the Academy unless in the case of an emergency e.g., they forgot to charge at home, or the car didn't charge properly. It would then only likely be visitors to the school who have had to travel some distance that would seek a charging point. Consequently, the total number of people who would likely require a charging point on site would be very low. A couple of charging points is likely to meet the anticipated occasional demand for the whole school, but given the likely type of user i.e., someone who may not be around all day, faster 22kw charges may be more practical to avoid a long delay whilst a vehicle is charged. Given the proposed small increase in staff as a result of the extension, it would be difficult to insist on that number of EV charging points being provided, but the principle is welcomed as is the provision of ducting to allow further charging points to be installed in the future.*
36. *The submitted Travel Plan is in basic draft form. A full Travel Plan will be required prior to the development being brought into use.*
37. **Sport England** – No objection subject to a condition to require the provision of proposed revised banking and extension of playing field areas before any of the northern wing extensions are brought into beneficial use. *The application is considered to broadly meet Sport England Planning Policy Statement A Sporting Future for the Playing Fields of England – exception E4. The area of usable playing field lost is 875m² with 599m² gained which can be utilised for pitch-based sports, the additional area of 340m² adds playing field area but is less usable for pitch sports. There is clearly therefore a relatively small loss of usable playing field area but an increase in wider playing field area.*
38. *It appears that the eastern pitches 5250m² and 3800m² have less than 3m run off to the new re-profiled bank areas. We are slightly less concerned with regard to the bank to the south as the ground rises. However, the bank to the north falls away at a steeper angle than the existing, which is not acceptable within a 3m run off/safety area. It is however noted that the larger pitch measures around 55m in width (with little opportunity to increase). The corresponding Football Association guidance for the length of an U15/U16 11v11 football pitch is 91m not 95m as apparently marked. An appropriately sized pitch can therefore be*

marked away from the proposed bank with the revised profile. The revised proposals do now however retain the capacity and flexibility of the playing field.

39. The wording of Condition 8 to Condition 11 has been agreed with Sport England. If the recommended condition (Condition 10) is not to be included in a grant of permission Sport England reserves its position to consider raising an objection and the development may need to be referred to the Secretary of State via the National Planning Casework Unit in accordance with The Town and Country Planning (Consultation) (England) Direction 2021.
40. **Police Force Architectural Liaison Officer** – No objection. Attention is drawn to security design guidance.
41. **NCC Nature Conservation** – No objection. *The development would only affect a relatively small area of amenity grassland of low ecological value. The area of the building affected by the extension work has low bat roosting suitability. No bat roosts have been identified. The bat survey report advises that in the event that bats are discovered works should cease immediately and a licenced ecologist be consulted.*
42. **Via Landscape** – *A visual appraisal has not been provided. 24 properties could have direct, relatively close-range views (between approximately 60 to 230 metres) of the southern extension, with circa 80 properties potentially experiencing views of the northern extensions from between approximately 65 and 375 metres.*
43. *Lighting of the building perimeter is referenced in the application but no details are provided.*
44. *Supporting information should give greater consideration to the landscape effects of the development. The extension of the retaining bank into playing field to the north may affect use of the sports pitches.*
45. *The siting of additional cycle parking will create a pinch-point on a significant thoroughfare around the school.*
46. **Via Noise Engineer** - No objection subject to conditions to: address noise impacts from construction, including best practice techniques to minimise noise impacts and how communication and liaison with the public is to be undertaken and complaints managed and dealt with, and; mechanical plant having a maximum cumulative noise rating level of 38dB LAeq,1hr at the nearest sensitive receptor (not greater than the surveyed existing background noise level).
47. *The enlarged student roll should lead to an increase of around 1 dB with all pupils playing outside. An increase of 3 dB is usually considered to be the minimum perceptible increase detectable by the human ear and as such (particularly given the gradual increase over five years) the increase is not considered likely to give rise to increased noise disturbance. Moving pitches to locations slightly closer to Netherton Road residences' back gardens should not*

generate new noise issues. The school, as the source of potential noise, should address any issue in the event of a complaint.

48. *Recommended guidance in BS5228-1:2009 (Code of practice for noise and vibration control on construction and open sites) should be followed to ensure that any construction noise impacts are kept to a minimum.*
49. **Via Land Reclamation** – No objection subject to conditions for: a watching brief for contamination; and a construction Environmental Management Plan. Limited testing for ground gas and need for gas protection in construction has been carried out.
50. **NCC Flood Risk** – An appropriate scheme of surface water drainage will be required for the area of additional hardstanding.
51. **Cadent (Gas)** – No objection. The consultation response identifies apparatus on the site, but it is not affected by the proposed works.
52. **Severn Trent Water Limited** – Although a consultation response has not been received, pre-submission correspondence with Severn Trent Water has been submitted by the applicant. Proposed foul drainage is acceptable in principle. Disposal of surface water should follow sustainable drainage principles, by preference, disposal closest to source through the use of soakaways.
53. No response has been received from **NCC Access Officer** or **National Grid (Distribution)**. Any responses received after the publication of this report will be reported orally to the Committee meeting.

Publicity

54. 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.
55. No representations from residents have been received.
56. Councillor Nigel Turner has been notified of the application.

Observations

Principle of the development

57. National Planning Policy Framework (2021) (NPPF) Paragraph 95 advises that *great weight* should be given to the need to create, expand or alter schools through decisions on planning applications. Local Planning Authorities should take a positive approach to applications that make more effective use of sites that provide community services such as schools, provided this maintains or improves the quality of service provision and access to open space (NPPF Paragraph 123).

58. The proposal, to meet an identified Basic Need requirement, would add the additional classrooms and supporting facilities required to accommodate an increase in the potential school roll by 20% from 1500 to 1800 students, adding two forms of entry.

Design and Amenity

59. The two storey extensions to the teaching wings would be of the same character and design as the existing school, with windows in the east and west elevations that would not be materially closer to residential properties on Dunstan Crescent and Netherton Road and existing vegetation close to the site boundaries would be retained. Although there was a requirement for first floor windows in the east and west elevations of the original school build to have lower window panels obscured, there are no first-floor windows proposed in the east elevation of the wing closest to Netherton Road while tree planting provided as part of the school build and residents' boundary planting would safeguard against overlooking and unacceptable loss of amenity. At a minimum distance of 64m to the nearest rear windows in properties on Dunstan Crescent to the west, and established intervening planting, the control of glazing is not necessary to safeguard against overlooking of neighbouring property.
60. Notwithstanding the comment made by Via Landscape about the need for further assessment of visual impact, it is considered that the proposed extensions are of similar scale and character and would be read visually in the context of the existing school building. Established boundary planting would screen and mitigate the impact of the extensions. The scale, siting and design of the extensions, and impact on the amenity of neighbouring properties, is considered to be acceptable in compliance with the Bassetlaw Core Strategy and Development Management Policies DPD (2011) (BCS&DMP) Policy DM4 – *Design and Character* criteria B *General Design Principles* and includes welcome ecological enhancement for bats and nesting birds through the provision of boxes integrated into the building structure. Similarly, the design and siting of the dining hall and kitchen extensions are acceptable and do not impact on the amenity of neighbouring residents. The submission of a schedule of facing materials/samples is the subject of recommended Condition 12. Having regard to the siting of the building on a large campus and a relatively dark suburban area, in order to safeguard against adverse impact on neighbouring amenity any external lighting to be installed should be designed to comply with Institute of Lighting Professionals *Guidance Note for the Reduction of Obtrusive Light* – Environmental Zone E2: *Rural* (Condition 13).
61. Although concern is raised about the location of proposed additional cycle parking (*Photo 7*), at that point the building, as shown on Plan 2, oversails at first floor level (*Photo 8*) and circulation would not be adversely affected.



Photo7: Area of additional cycle parking



Photo 8: Building oversail near cycle parking

Playing Field

62. BCS&DMP Policy DM9 – *Green Infrastructure; Biodiversity and Geodiversity; Landscape; Open Space and Sports Facilities* expects development proposals to demonstrate that they will not adversely affect or result in the loss of open spaces and sports facilities. Sport England opposes development on playing fields other than where one of several criteria are met, set out in Sport England Planning Policy Statement *A Sporting Future for the Playing Fields of England*. Exception E4 will allow proposals where the playing field lost to development would be replaced by playing field of an equivalent or greater quantity and quality in a suitable location. Although the extensions would not encroach onto the playing field to the north, the playing field would be impacted by the proposed area of hardstanding required to provide fire appliance access around the extended building, and its retaining bank. The applicant has demonstrated that the sports pitch would only be affected marginally and would not compromise the ability to provide sports pitches with suitable run-off margins. The regrading of a bank between the two northernmost playing fields and lowering of an existing banked area closer to Netherton Road properties to enlarge the area usable for sport (Plan 4), would provide suitable compensation for the area lost. A recommended condition would require the submission of details of replacement playing field of a comparable quality to that lost (Condition 8 – Condition 11).
63. The provision of the area of compensatory sports pitch through the lowering of the bank near Netherton Road has the potential to bring noisier activity closer to residential properties. The area to be provided would not create a new playing pitch although it may be used for warm-up or small-scale group training activity given its convenient location close to the school building. There is mature planting established along the residential boundary to screen a view of activity which may influence a resident's perception of noise. However, the area is likely to be used infrequently and with adjacent properties having rear gardens 18m in length it is considered that use of the additional area as playing field would not give rise to an unacceptable loss of residential amenity. Should the area be used more intensively such as to give rise to complaint of noise nuisance, noise impact could be suitably mitigated through, for example, the erection of acoustic fencing on the boundary if required. A statutory noise nuisance would be a matter to be investigated and actioned by Bassetlaw District Council

Environmental Health, although nuisance could also be addressed by the school through a change to the location of activities on the playing field.

Transport and Travel

64. It is considered that the Transport Assessment has drawn reasonable conclusions on the likely traffic impacts of the proposed increase in the school roll. Although a traffic survey has not been carried out as part of the assessment at the end of the school day, parking associated with student pick-up has been observed on Sparken Hill with limited on-street parking taking place, despite there being remaining capacity in the school car park. However, parked vehicles have been observed to not cause a material delay to through traffic. Additional on-street parking that may occur on Sparken Hill as the school roll increases incrementally is likely to take place further from the school entrance as the zig-zag approach to the zebra crossing prohibits parking in proximity to the school entrance.
65. School start-finish times at Sparken Hill Academy are suitably staggered from those of Outwood Academy Portland, and drivers arriving and departing associated with the Primary school Breakfast Club and After School Club drop-off and pick-up are likely to enter the school site rather than park on the highway. Residents on Sparken Hill are already likely to experience short-lived amenity impacts associated with Primary school drop-off and pick-up, 200m to the south.
66. Available parking on Netherton Road is well used by non-school traffic, and with parking on the west side of Netherton Road not permitted between 08:00-16:30 hours no carriageway parking has been observed. On both Sparken Hill and Netherton Road traffic exiting the school site is held up by pedestrians using the zebra crossing points and may lead to a driver decision not to use the car parks.
67. NPPF Paragraph 111 advises that *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*. Highways Development Control has commented that whilst a small amount of on-street parking may be beneficial at present by limiting the speed of traffic, excessive on-street car parking could significantly delay through traffic, limit the available visibility from accesses and junctions, and encourage vehicles to park on the footway and cycleway to the detriment of highway safety. The pattern of traffic and where parents may choose to park cannot be predicted with accuracy, and while there would appear to be available on-site parking for the increase in traffic associated with pick-up, parents cannot be forced to use it. Currently, there are no known complaints related to school traffic from nearby residents on either Sparken Hill or Netherton Road and no representations have been received in response to publicity related to this application. The implementation of a School Travel Plan aimed at promoting sustainable travel is recommended and in addition, the carrying out of regular traffic parking surveys to monitor and allow the Highway Authority to assess the impact of an increasing school roll (Condition 15 – Condition 17). Measures to address

excessive on-street parking may need to be introduced, and any Traffic Regulation Order that may be required would be the subject of separate statutory consultation, with any associated costs to be fully funded by the joint applicants.

68. The need to review the School Zone outside the school access points, including the need to provide additional pedestrian crossing points on Sparken Hill and Netherton Road, has been considered. It is anticipated that the additional 23 students from the local area (Paragraph 17) are most likely to walk to school but the relatively small increase in student numbers crossing the carriageways in proximity to the school would not justify the need for additional off-site highway works. The zebra crossing on Netherton Road is suitably located for pedestrians to cross between the school and Manton residential estate to the east. There are no side roads on the west side of Netherton Road to the north of the school that would introduce additional pedestrians that might want to cross until the junction with Newgate Street. Most students crossing Sparken Hill would arrive/depart towards Worksop town centre to the north, and the existing zebra crossing is in the most appropriate location.
69. The proposal is supported by the provision of additional facilities for staff and student cycling to encourage travel to school other than by car and is proportionate to the 20% increase in the school roll. The siting of the additional cycle spaces would not impact on the amenity of neighbours.
70. *Table 1* at Paragraph 15 identifies a relatively small increase in numbers of staff to support a 20% increase in the school roll. While the proposal to provide EV charging including the siting of one charging unit adjacent to a disability parking space to allow inclusive access to a charging point is welcome, a condition to require the provision of all 7 proposed EV charging points is not necessary to make the development acceptable and would not meet the tests for conditions set out in NPPF Paragraph 56. Most drivers to school will be making a planned return journey and are unlikely to want to charge their vehicle on-site at a commercial rate as it will be likely to be cheaper to charge at home at an off-peak tariff. It is considered unlikely that all proposed charging units will be in use and there is a risk that spaces dedicated only for vehicle charging may sterilise the availability of parking spaces. However, the relatively small number of spaces affected by the proposed provision would not give rise to an unacceptable parking or highway impact. The proposed location of the charging points within the site is unlikely to lead to EV chargers being used other than by school staff or visitors.
71. It is recommended that a minimum of two rapid charge (22kw) units are installed that can provide an urgent charge as required, and in balancing need against cost the applicant may consider the installation of fewer but faster charging units (Note 7). While carrying out works in the car park, the provision of additional ducting to facilitate future additional provision for EV charging is welcome and would be in compliance with Bassetlaw Local Plan 2020-2037 Publication Version Policy ST50 *Reducing Carbon Emissions, Climate Change Mitigation and Adaptation* which is currently at Public Examination. Subject to future additional charging units not exceeding 1.6m in height and not more than one

being provided in each parking space, their installation in the locations indicated would be development permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended Class 2 Part E. The provision of additional charging units would be led by user demand.

Other Matters

72. The consultation response received from Via Land Reclamation makes recommendations in relation to the management of construction waste, potential contamination in excavated material and additional information that will inform the building floor design and are drawn to the applicant's attention (recommended Note 1 and Note 2).

Other Options Considered

73. 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

74. 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 and Safeguarding of Children and Adults at Risk Implications

75. The development would be located within an established school site benefiting from perimeter security fencing. The Academy has a duty to manage the safeguarding of children.

Data Protection and Information Governance

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

Financial Implications

77. As detailed in paragraph 67 above, the applicant would be expected to cover all reasonable legal costs incurred by the County Council during the drafting and execution of a Traffic Regulation Order.

Human Rights Implications

78. Relevant issues arising out of consideration of the Human Rights Act have been assessed. Rights under Article 8 (Right to Respect for Private and Family Life), Article 1 of the First Protocol (Protection of Property) and Article 6 (Right to a Fair Trial) are those to be considered. In this case, however, there are no impacts of any substance on individuals and therefore no interference with rights safeguarded under these articles.

Public Sector Equality Duty Implications

79. Although a consultation response has not been received from NCC Access Officer, the proposed development will need to comply with inclusive access requirements of the Building Regulations. EV charging is proposed adjacent to a disability parking space.

Implications for Sustainability and the Environment

80. These have been considered in the Observations section above.
81. There are no Human Resources or implications for Service Users.

Statement of Positive and Proactive Engagement

82. 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 ensuring the mitigation of playing field lost to development 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

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

DEREK HIGTON

Interim Corporate Director – Place

Constitutional Comments

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

[JL 10.02.2023]

Financial Comments

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

The applicant would be expected to cover all reasonable legal costs incurred by the County Council during the drafting and execution of a Traffic Regulation Order.

[SES 07.02.2023]

Background Papers Available for Inspection

The application file is available for public inspection by virtue of the Local Government (Access to Information) Act 1985 and you can view them at:
www.nottinghamshire.gov.uk/planningsearch/plandisp.aspx?AppNo=FR3/4485

Electoral Division and Member Affected

Worksop South

Councillor Nigel Turner

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David Marsh

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