



20 December 2016

Agenda Item: 6

REPORT OF CORPORATE DIRECTOR – PLACE

BROXTOWE DISTRICT REF. NO.: 5/16/00665/CCR

PROPOSAL: ERECTION OF A TWO STOREY REPLACEMENT 210 PLACE PRIMARY AND 26 FULL TIME EQUIVALENT PLACE NURSERY SCHOOL, ADDITIONAL CAR PARKING, LIGHTING AND CCTV, SPORTS PITCH PROVISION AND LANDSCAPING. WIDENING OF EXISTING VEHICULAR ACCESS FROM WALKER STREET, REUSE OF EXISTING PEDESTRIAN ACCESS POINTS, AND PROVISION OF NEW PEDESTRIAN ACCESS TO EASTERN BOUNDARY FROM EASTWOOD PUBLIC FOOTPATH No.27. NEW 2.4M HIGH WELDMESH FENCING TO ENCLOSE SITE IN CONJUNCTION WITH RETAINED EXISTING BOUNDARY FENCING TO WALKER STREET. 3.5M HIGH TIMBER FENCING TO ENCLOSE SPRINKLER TANK / PUMP HOUSE, 2.4M HIGH TO FOUL / SURFACE DRAINAGE PUMPS AND BIN STORE. RESURFACING OF EXISTING HARD COURT AREA AND ENCLOSURE WITH 3M HIGH WELDMESH FENCING.

LOCATION: LAND NORTH OF WALKER STREET, WALKER STREET, EASTWOOD

APPLICANT: THE SECRETARY OF STATE, AND NOTTINGHAMSHIRE COUNTY COUNCIL CHILDREN FAMILIES AND CULTURAL SERVICES

Purpose of Report

1. To consider a planning application for the erection of a Primary School on land off Walker Street, Eastwood to replace the nearby Lynncroft Primary School. The key issues relate to the development of part of an allocated housing site as a school; stopping up of a public footpath; the adequacy of proposed operational parking; and on-street traffic impacts associated with a new school.
2. Part of the application site is an area designated for housing development in the Broxtowe Local Plan 2004, with the remainder of the site subject to policies that seek to safeguard areas of open space from development, and an area allocated for the provision of informal open space. The application has been treated as a 'departure' from the Development Plan. The recommendation is to grant planning permission subject to the conditions set out in Appendix 2.

Site and Surroundings

Background

3. Lynncroft Primary School is a 210 place Primary School with a 26 place (full time) nursery at the junction of Lynncroft and Garden Road to the north-east of the application site (Plan 1). At September 2106 the school had 182 children on roll. Core teaching hours are between 08:50-15:15 hours. Extended school provision is offered through a Breakfast Club from 07:30 hours and after-school activities take place until 16:15 hours. 17 full time and 7 part time staff are employed (20.5 full-time equivalent (FTE)).
4. Nottinghamshire County Council (NCC) has been successful in bidding for funding to replace 12 schools throughout the county through the Priority Schools Building Programme in partnership with the Education Funding Agency, which includes Lynncroft Primary School. The existing school is comprised of CLASP buildings dating from the 1970s with later additions in the 1980s. A feasibility study has concluded that the buildings are at the end of their life, and a full re-build of the school offers the best value option. The existing school is relatively compact and constrained by changes in ground level. The site is difficult to redevelop whilst keeping the existing school operational and does not offer a satisfactory economic design solution.
5. Land off Walker Street and areas of playing field to the north were previously the site of the Lower School of Eastwood Comprehensive Secondary School which was demolished in 2005. The former school had 10 classes of 30 students in each of Years 7 and 8 and a school capacity of 600 places. The extent of the former school, the cleared site following demolition, and the proposed application site are shown on Plan 2.
6. The site of the former school buildings and adjacent hard play area (part of the application site) are allocated for housing development by Saved Policy H1 of the Broxtowe Local Plan 2004 (BLP) (Plan 3). The allocation is a Saved Policy in the Greater Nottingham Aligned Core Strategies – 2012 (ACS). Part of the former playing field connected with Lynncroft Primary School is subject to Saved BLP Policy RC5 *Protection of Open Spaces* which seeks to protect open space from development. The designation extends over the whole of the current Lynncroft Primary School site. The remainder of former playing field within the application site is subject to Saved BLP RC8g *New Formal Open Spaces* identifying areas for open space provision related to new developments in the area. Both Saved BLP Policy RC5 *Protection of Open Spaces* and RC8g *New Formal Open Spaces* are Saved Policies in the Greater Nottingham Aligned Core Strategies 2014 (ACS).
7. Planning permission has been granted (November 2015 – application reference 13/00784/FUL) for an Extra Care development of 113 apartments and 27 bungalows, access road, car parking and associated works on the area of the former buildings and outdoor hard play area of the former Eastwood Comprehensive Secondary (Lower) School, and includes land which falls outside of the application site subject of this application. The effect of implementing the proposal subject to the application presented for determination would be to negate the benefit of the permission for the Extra Care development. A new permission would be required for the redevelopment of the remaining reduced site.
8. The application site is part of a larger site put forward in the Broxtowe Borough Council Strategic Housing Land Availability Assessment 2014/15 (SHLAA). To mitigate the proposed loss of part of the housing site put forward in the SHLAA,

the site of the existing Lynncroft Primary School with adjacent land has recently been submitted to Broxtowe Borough Council for consideration as a housing site. This alternative site was considered by NCC Finance and Property Committee at their meeting in May 2016.

Application Site

9. The 2.05 hectare application site lies 200m to the east of Eastwood town centre and comprises part of the former footprint of buildings of the former Eastwood Comprehensive Secondary (Lower) School, adjacent hard play area and part of the former school playing field to the north (Plan 4). The site has a 10m change in level which slopes down from Walker Street in a series of stepped terraces. The site comprises two plateaux separated by a tree lined bank. The plateau nearest to Walker Street lies at a level approximately 3m lower than the highway. Following demolition of the former school buildings, self-set trees have become established in the area adjacent to the Walker Street frontage. An area of outdoor hard play was retained in the 2005 demolition and is at a level approximately 1.4m below the level of the former buildings on the site, and 3.5m below the adjacent level of Walker Street. The levels on Walker Street fall from west to east. An area of former playing field at a level approximately 7m below the former building plateau is included in the application site.
10. A former vehicle and pedestrian access to Eastwood Comprehensive Secondary (Lower) School is formed on the outside of a bend in Walker Street at the western end of the application site. A pedestrian access to the former school is formed opposite 16 Walker Street at the junction with Percy Street. The frontage is enclosed by a mature hedge in front of bow-top fencing with trees beyond. Double yellow lines extend along Walker Street from the junction with Nottingham Road (Plan 5). Victorian houses with no off-street parking and relatively short front gardens are sited on the south side of Walker Street opposite the application site.
11. The undeveloped footprint of the former Eastwood Comprehensive Secondary (Lower) School to the south of the application site is becoming overgrown with self-set trees and scrubby growth, and has potential to be accessed from Wellington Place and Walker Street. Playing fields of the former Secondary School lie to the west and extend to a lower plateau to the north, where in part they are used by Lynncroft Primary School.
12. Public Footpath Eastwood No 27 (FP27) runs between Walker Street and Garden Road 17m to the east of the area of outdoor hard play. A small strip of land linking the hard court area to the public footpath is included in the application site. A wooded area of open space known as The Canyons lies to the east of the public footpath. The public footpath separates Lynncroft Primary School (to the east) from its playing field.
13. The area has strong literary connections and the route of the DH Lawrence Trail runs along Walker Street. Although not a designated heritage asset, 8 Walker Street is identified as being DH Lawrence's Walker Street house. At the point at which the Trail turns to run north along FP27 there is a view north between a belt of trees within the application site and The Canyons, towards Breach House on Garden Road which is a Grade II listed former residence of DH Lawrence (not visible) and open countryside beyond the settlement.

14. FP27 was diverted to its current alignment in the 1980s but the original alignment was not formally stopped up. The original alignment, which crosses the application site, is shown on Plan 6. An Order under S118 of the Highways Act has been made to extinguish the public footpath crossing the application site. The Order has been advertised and if no objections are received by 2 January 2017 the Order will be confirmed.

Proposed Development

15. Planning permission is sought to erect a two-storey 210 place Primary school and 26 place full-time nursery to replace the school places currently offered at Lynncroft Primary School. 17 full time and 7 part time staff would be employed (20.5FTE), the same as at the Lynncroft Primary School site. The hours of the school day would be unchanged (08:50-15:15) and a Breakfast Club and after-school activities would be offered within extended hours of 07:30-16:15 hours.

Built Development, Outdoor Play and Playing Field Provision

16. The building would be located to the south west of the site at an average level 3m below the level of Walker Street, and sited at closest 12.1m from the highway frontage and 22m from the nearest dwelling, 16 Walker Street (Plan 7). A rectangular two-storey building with a footprint of 39m x 21m is proposed, which would provide a total floor area of 1357m². The existing ground would be lowered locally to form a level plateau for construction, with suitable excavated materials used to raise ground immediately to the north.
17. The proposed school building, 8.35m in height, would have a shallow mono-pitched roof concealed behind a parapet and faced with a red coloured brick. Elevations would be expressed by infill grey brick panelling and aluminium louvres (Plans 8). Aluminium framed windows and doors are proposed. The entrance to the school building, on the north elevation, would be beneath signage displayed at first floor level. The need for Advertisement Consent for the display of signage is a matter to be considered by Broxtowe Borough Council.
18. Plant to be provided on the roof of the two-storey building would be enclosed by a 1.1m high brick parapet. A kitchen extract and air handling unit would project 1.0m above the roof but would be concealed by the parapet, while four boiler/hot water flues would project above the parapet by a maximum of 1.0m.
19. Classrooms would be provided on both floors of the main school building linked by a central corridor. The nursery and reception classrooms would be provided at ground floor at the south-eastern end of the building on the south facing elevation, with two infant classrooms provided on the opposing side of the building (Plan 9). The school hall and kitchens would be provided at the western end of the building. Four junior classrooms and a food science room would be provided at first floor level, as well as the staff room and support facilities (Plan 10). Stairwells would be provided at either end of the central corridor, one of which would have an adjacent lift. Having regard to the change in level between the floor level of the building and Walker Street, first floor windows in the south elevation would be at street level. The relationship of the proposed building to Walker Street, which would have windows to a staff room and two junior classrooms on the south facing elevation, is shown on Plan 11. Other first floor

windows in the south elevation would provide light to the void above the school hall.

20. Outdoor play areas would be provided outside the nursery and reception classrooms, enclosed by 1.8m high weldmesh fencing and divided by 1.2m high timber palisade fencing. The outdoor hard court area at a lower level to the east of the proposed school building, would be accessed by steps and a ramp. The surface would be marked for court games and more generally used for outdoor play.
21. A sprinkler tank and associated pump housing enclosed by 3.5m high timber hit-and-miss fencing, and below ground foul and surface water drainage pumps and bin storage area both enclosed by 2.4m high fencing, would be provided to the west of the new school building.
22. A grassed area for informal outdoor play would be provided to the north of the school building. The lower plateau of the site would be retained as grass playing field. The base of concrete cricket nets would be removed and made good as grassed playing field.

Access, Car Parking, Cycling and Pedestrian Movement

23. The former access to Eastwood Comprehensive Secondary (Lower) School on the outside of the bend on Walker Street at the western end of the site frontage would be widened to 5m with inward opening security gates set 8m from the highway boundary and used as the vehicular access to the site. A curving access drive would lead to a parking and service area adjacent to a sprinkler tank, drainage pumps enclosure and bin storage area, to the west of the proposed school. 14 staff and visitor car parking spaces, including two disability parking spaces, would be provided. No provision would be made for on-site parent parking. The largest anticipated service vehicle (refuse collection) would be able to turn and leave the site in a forward gear.
24. A 2.0m wide footway would be provided on the eastern side of the access road within the site, with a flight of steps offering a more direct route to the main school entrance away from the vehicular access road. A new nursery/reception entrance gate would be formed opposite 20/22 Walker Street (Plan 7). A ramp from the gate to the nursery/reception outdoor play area would be graded so as to be suitable for disability use and pushchairs.
25. A 2.5m wide tarmac footpath would be formed between a gate in the eastern boundary of the outdoor hard court and FP27 offering an alternative pedestrian entrance to the school at start/finish times. The construction would entail minimal disruption of use of the public footpath with a half-day temporary closure required when completing works at the junction with the public footpath.
26. Nine covered Sheffield cycle stands suitable for 18 cycles would be provided to the north of the new school building outside the main pedestrian entrance. Cycle storage would be provided outside the secured fence line within the school site, but would be immediately opposite the school general office.
27. To mitigate issues raised in the submitted Transport Statement, it is proposed that highway School-Keep-Clear zig-zag markings would be provided at the pedestrian access points to the site, and parking on the northern side of Walker Street between the school and the junction with Lynncroft would be prohibited

between 08:00-16:30 hours Monday to Friday (Plan 12). The proposed highway restrictions have been drawn up in consultation with NCC Highways Improvements Team, but the required addition to the existing Traffic Regulation Order (Road Traffic Regulation Act 1984) would be the subject of separate consultation and modification if required. It has been confirmed that the cost of the Traffic Regulation Order would be met by the applicant.

28. The need for pedestrian guardrail outside school entrance points and 20mph signage on the approach to the school would be considered before implementing a School Zone for the new school.

Trees and Ecology

29. The belt of trees (Category B) separating the proposed area of built development from proposed playing fields to the north would be retained, with an area of informal play provided between the trees and building. A ramp would provide disability access the playing field.
30. The proposed development would require the removal of the scrubby vegetation and self-set trees that have become established on the footprint of the former school. An additional group of Category B trees to the north-west of the proposed building, and one hornbeam (Category C) adjacent to the main school entrance on the Walker Street frontage would be retained.
31. Eight trees would be planted behind the retained hedge on the frontage to Walker Street, three would be planted adjacent to the school drive within the site, with one additional tree to be planted to the north of the school building.
32. The Extended Phase 1 Habitat Survey Report supporting the application does not identify significant ecological features on the site. Although there are no special features for bat roosting on the site, there is potential nearby for bat foraging and any site lighting will need to be designed in a manner sympathetic to bats. Habitats on the site have potential to support protected species and updated surveys are recommended. Areas of the site provide suitable habitat or refuges for reptiles, and a working method for vegetation removal under the supervision of an ecologist is recommended. Mitigation and enhancement measures including the provision of nesting sites are recommended for hedgehogs.

Site Security and Lighting

33. The perimeter of the site would be secured by 2.4m high security weldmesh fencing, with the exception of the frontage to Walker Street where the existing hedge and bow-top fencing would be retained. 1.8m high weldmesh fencing enclosing the nursery/reception outdoor play areas adjoining 3.0m high sports weldmesh fencing which would enclose the outdoor games court would provide additional security within the site in proximity to the Walker Street frontage.
34. Fencing within the site would divide areas accessible by the public from operational areas of the school, with further division to segregate Key Stage 1 and Key Stage 2 outdoor activities.

35. A gate would be formed in the eastern boundary of the 2.4m high fence to allow maintenance access from FP27.
36. The access drive and car park would be lit by fittings mounted on 6m high lighting columns. Wall mounted fittings would be fixed to the building at a height of 3m. The reception/nursery access path and hard surfaced areas to the north of the school building would be lit from 5m high lighting columns.
37. A CCTV camera would be mounted on one of the lighting columns to provide remote surveillance of the access road within the site, car park and service area. Pairs of CCTV cameras would be installed on each corner of the school building.

Sustainability

38. The proposal would follow the principles of a minimum BREEAM (Building Research Establishment Environmental Assessment Method) rating of 'Very Good'. The development would incorporate sustainable features in its design; high levels of thermal insulation; a mixture of natural and mechanical ventilation; good natural day lighting; low water use; sustainably sourced timber; sustainably sourced construction materials considering their environmental impacts where possible achieving 'A' ratings from the BRE Green Guide to Specification; recycling facilities for operational waste; and the provision of dedicated cycle storage.

Drainage

39. Ground conditions are not suitable for the use of soakaways. Historic gravity drainage systems on the site are in unknown condition beyond the site boundary, but drain in a north easterly direction towards the existing Lynncroft Primary School site.
40. Surface water would be drained to an attenuation tank before discharging to a private pumping station between the sprinkler tank and bin store, before being pumped to a surface water sewer in Walker Street. Where surface water flows exceed the 1 in 100 year plus 30% allowance for climate change flood event, excess surface water would discharge and infiltrate the playing field to the north.
41. A private package pumping station would be used to pump foul water to a combined sewer in Walker Street. All private elements of the foul and surface water drainage systems would be maintained by the applicant.

Construction

42. The existing access at the western end of the site frontage to Walker Street would be used for site construction access. A site compound would be formed on adjacent land outside the application site in the ownership of the County Council. The temporary use of adjoining land for construction for which planning permission has been granted would be *permitted development* not requiring express planning permission.
43. A construction plan submitted in support of the application shows a possible access for construction being formed from Walker Street which would be likely to require a temporary closure or diversion of FP27.

44. Suitable soils excavated on site would be largely re-used to raise ground levels to the north of the proposed school building, and would reduce the need to export soils for disposal.
45. Following decant to the new school, site buildings on the existing Lynncroft Primary School site would be demolished to slab level. The proposal, which would require a Prior Notification submission, does not form part of the application presented for determination.

Consultations

46. **Broxtowe Borough Council** – No objection. *Broxtowe Borough Council is committed to working constructively with Nottinghamshire County Council to ensure the issues of housing delivery and education capacity are both addressed.*
47. *The Council does not currently have a 5 year housing supply and as such any further loss of housing land would further add to the already significant pressure to find additional sites in the Green Belt. The Council has committed to the development of up to 1250 homes in the Eastwood area over the plan period of the Greater Nottinghamshire Aligned Core Strategies 2011-2028. There are significant viability issues with development in this area and as a result of this there is no guarantee that developer contributions will be forthcoming.*
48. In response to NCC proposing an alternative SHLAA site (Paragraph 8), the Council does not object provided NCC can undertake all necessary preliminary works to support future development of adjoining land to provide a minimum of 201 houses to replace the current site put forward in the SHLAA.
49. *The school should be designed to address the additional capacity required as a result of planned growth in the area. To ignore this planned growth would appear rather improvident given the amount of information available and the current lack of available school places. Whilst the Council feel this is a missed opportunity, funding restrictions are noted.*
50. **Eastwood Town Council** – No objection to proposed school. Concern is expressed that the application does not include proposals for the development of the wider area.
51. *Parking at the current Lynncroft Primary School site has been problematic and could be worse on Walker Street which is used for resident parking.*
52. **NCC Highways Development Control** – No objections in principle subject to conditions to require the provision of the new vehicular access crossing, access road, proposed parking, turning and servicing areas, and cycle parking before the school is brought into use; updating of the School Travel Plan to take account of the new location of the school; and provision of a School Zone.
53. *The capacity of the school will remain in line with existing numbers and the staff numbers are proposed to remain unchanged. Off-street parking would be increased compared to current provision and there would be sufficient space being provided in the car park to accommodate refuse/delivery vehicle turning. The Highway Authority considers that the proposed car park is an*

improvement to that currently in place for the existing school, and will be satisfactory to serve the new school.

54. *The Highway Authority is satisfied with the proposed provision of cycle parking which should help to promote sustainable travel to and from the school.*
55. *The applicant identified no significant obstructions to pedestrians resulting from the on-street parking associated with the dropping-off and picking-up of pupils at the existing school. However, the Highway Authority has carried out its own assessment and found that vehicles were parking partly on the footway on Lynncroft. This was severely restricting pedestrian passage, especially for pushchairs. As the school is being re-sited, the Highway Authority does not want the issues associated with the existing school to be replicated on Walker Street in the vicinity of the new school.*
56. *The Highway Authority recognises that on-street parent parking at school opening and closing times is going to be a concern to those living and working in the vicinity of the school. However the time period over which this occurs is very brief. Commonly, the afternoon peak is worse than the morning peak with vehicles beginning to park 15-20 minutes before closing time. Generally the roads are back to normal by about 15 minutes after the school closes. This is not a unique problem and is prevalent at most schools throughout the country in local neighbourhoods. This problem only occurs over a short duration and invariably results from indiscriminate parking by parents in positions that can cause irritation to nearby residents.*
57. *Notwithstanding the above, considerate on-street parking on the public highway is acceptable if carried out appropriately in accordance with any Traffic Regulation Orders in place. To assist with the issue of inconsiderate parking outside schools and parents ignoring Traffic Regulation Orders, the County Council has recently introduced a dedicated CCTV car to monitor and issue Penalty Charge Notices for motorist contraventions in restricted areas subject to Traffic Regulation Orders.*
58. *Current ministerial guidance and the National Planning Policy Framework (NPPF) highlights that the impact of development must be 'severe' to refuse a development on highway grounds. The Highway Authority considers that the measure of 'severe' cannot be made in relation to the impact of traffic associated with the proposed school.*
59. *There are no substantive transport reasons that should prevent the granting of planning permission for the relocated school. The management of short term parent parking should be an integral part of the School Travel Plan. The school needs to proactively manage this by including measures and strategies to reduce the reliance on single occupancy vehicles and encourage visits by sustainable modes of travel. The travel plan needs to be kept up to date, independently monitored and acted upon. The successful implementation of the school travel plan should have a positive impact in reducing the use of cars by those going to and from the school. It is widely accepted that robust management of the travel plan initiatives can significantly reduce the number of single car occupancy journeys generated by a school.*

60. *The applicant has proposed amendments to the Traffic Regulation Order on Walker Street and the provision of school keep clear markings. The Highway Authority considers that the proposal is satisfactory and would minimise the likelihood of indiscriminate parking occurring in the vicinity of the site. It should be noted that many of the alterations would require a Traffic Regulation Order, which is a separate legal process, and will require separate consultation to the planning application. In view of this, it is recommended that there is a condition to require the provision of a School Zone generally in accordance with the details shown on the submitted plan (Plan 12). Pedestrian guard railing should be provided at pedestrian access points to the school.*
61. **NCC Countryside Access** - *The definitive line of Eastwood FP27 crosses the site and needs to be stopped up. The walked footpath between Walker Street and Garden Road is a very busy footpath. Complaints have been received over the poor quality surface, overgrown vegetation and lack of available width. The path should be improved as part of the development to provide a more accessible wider path suited to its use, which includes use by young children and pushchairs, so as to be fitting for the new school it would serve. Parents waiting adjacent to the school entrance should not obstruct the right of way. [Comment: The consultee has subsequently clarified that the upgrading of the footpath would be strongly desirable rather than essential to the proposed development. In addition, it has been confirmed that the public footpath is to be improved following a successful bid for Local Transport Plan funding and the works are to be carried on in the 2017/18 programme. No additional financial contribution would be required.]*
62. **Sport England** – *No objection. The re-use of the former Eastwood Comprehensive Lower School playing fields is considered to be an appropriate replacement for the loss (at some point in the future) of the existing Lynncroft school playing fields. The replacement playing field area is not considered to have a formal status as a playing field, as it has not been used for a period greater than 5 years, but is allocated on an adopted plan as a housing site. [Comment: This is incorrect. The replacement playing field is on areas subject of open space allocations – Plan 3.] The Broxtowe Playing Pitch Strategy identifies a need to secure increased access to existing sites rather the need for additional sites other than to cope with demand from new development. This supports Sport England’s view that use of the playing fields by the community would be of benefit to sport, particularly football.*
63. *The relocation of the school to the adjacent former secondary school site is considered to be appropriate because:-*
- a) replacement playing fields can be provided which meet Sport England policy requirements to mitigate the loss of the existing primary school playing fields;*
 - b) the re-use of the former playing fields should not require significant works to ensure that they are usable and fit for purpose as there appears to have been a level of continued maintenance;*
 - c) the resurfaced hard court area even though it cannot be used as a formal sports court area should be of a significant improvement over the existing facilities; and*

- d) *the provision of a main hall which can be used by both the school and the community. It is hoped that this would be extended to the use of other school facilities particularly the playing field area.*
64. **NCC Landscape** – No objection subject to conditions to safeguard trees during construction; and submission of a landscaping scheme. *Trees should be a minimum of Extra Heavy Standard size (girth 14-16cms).*
65. *Trees impacted by the proposal are of poor quality (with the exception of one silver birch – Category B). The removal of a group of mature sycamore and beech trees to the Walker Street frontage is of greatest concern as these currently provide screening of the proposed site for a small number of properties on Walker Street. The trees removed at this point would be replaced by additional tree planting to the frontage which are in the correct location to provide screening to both upper and lower levels of the school. Houses further to the east on Walker Street currently have views over an existing hedge to the countryside beyond. Existing hard courts are to be reinstated as a MUGA and general hard play area. The existing hedge will be retained and the open views would remain for these houses.*
66. **NCC Built Heritage Team** - The proposals will cause no significant harm to any designated or non-designated heritage assets and are acceptable from the viewpoint of local and national heritage planning policy and guidance. *A thorough Heritage Assessment has been provided and agree with the conclusion that the proposal will not cause harm to designated heritage assets. The D H Lawrence association with the area is difficult to assess, in particular the significance of certain views within Eastwood. The D H Lawrence Society has been consulted and has chosen not to comment and as such, and may be an indication that the proposals are not controversial in so far as the D H Lawrence literary heritage is concerned.*
67. **NCC Archaeology Team** – The archaeological assessment is acceptable with no issues arising.
68. **NCC Ecology Team** – No objection subject to conditions to require: protection of retained trees and measures to safeguard mammals on the site during construction; compliance with procedure for dealing with reptiles encountered during construction; a detailed landscaping scheme; and provision of bird and bat boxes in the fabric of the building to enhance the ecology of the site.
69. *It has been demonstrated that there would be no significant light spill onto retained woodland and trees around the site boundary, minimising impact on foraging bats. The submitted mitigation procedure should be followed in the unlikely event that a bat is encountered during site clearance works.*
70. **NCC Land Reclamation** – No objection subject to conditions to require additions to the remediation strategy and subsequent validation report; and a precautionary condition to deal with unexpected contamination which may be encountered. *A robust remediation strategy has been submitted with the exception of a gas reading and selection of imported material acceptance criteria.*
71. **NCC Project Engineer (Noise)** - No objection subject to conditions to control operational and construction noise. *The building design should incorporate the*

recommendations of the Acoustic Specification report. Fixed plant should be designed to ensure a maximum Rating Level of 55dB(A) 3m from the southern façade of the school building to ensure that an equivalent level of 39dB is not exceeded at the façade of any property on Walker Street. A limit of 39dB is equal to the lowest recorded background noise level and should prevent any noise complaints from nearby residential properties from plant noise.

72. *The school would be relocated to a neighbouring site meaning there would be some redistribution of activities due to the new position of the school building. However, noise from outdoor activities is still considered unlikely to provoke an adverse reaction due to the long established precedent of noise from external school activities in the area over many years either from the existing Lynncroft Primary School or from the previous use of the neighbouring land by Eastwood Comprehensive Secondary (Lower) School. In addition, activity noise will primarily be limited to during the school day and during term time.*
73. *The proposals include the construction of a new MUGA with a 3m high weldmesh fence. The MUGA will be located on a former hard court area east of the new school building and approximately 20m north of properties on Walker Street. Such installations have the potential to cause a noise nuisance primarily due to ball-on-fence noise impacts. However, the MUGA would be located at a ground level approximately 2-3m lower than Walker Street which will provide some level of screening to the ground floor front facades of properties on Walker Street. The front facades are also considered the least sensitive as they look out onto the road and as such are already subjected to higher noise levels than the more sensitive rear facades. The MUGA would not be illuminated and it is expected that any use outside of normal school hours or weekends would be less intensive than during a typical school day. Nonetheless a recommendation is made to limit noise from site activities outside the normal hours of use, by the school or before/after school clubs, to protect residential amenity.*
74. *A full assessment of noise impact from construction activities has not been undertaken. However BS5228-1 recommends threshold values, which if exceeded could be deemed to have a significant impact upon adjacent dwellings. The threshold values are based on the existing baseline noise level at the proposed site. The baseline noise levels recorded at this site indicate that a threshold value of 65dB $L_{Aeq,1hr}$ is appropriate to avoid a significant impact.*
75. **NCC Flood Risk Management Team** – No objection subject to the submission of a detailed surface water scheme. *Drainage from the site should be via a sustainable drainage system. The hierarchy of drainage options should in order of preference be infiltration, discharge to watercourse and finally discharge to sewer subject to the approval of the statutory utility. If infiltration is not to be used on the site, justification should be provided including the results of infiltration tests. Any proposals to use SuDS (sustainable drainage systems) must include details showing how these will be maintained to ensure their effectiveness for the lifetime of the development.*
76. No response has been received from **NCC Road Safety Team; The Ramblers; NCC Design Services; Police Force Architectural Liaison Officer; The D H Lawrence Society; Severn Trent Water Limited; Western Power Distribution; National Grid (Gas).**

Publicity

77. The application has been publicised as a departure from the Development Plan by means of press notice, site notices and neighbour notification letters sent to the nearest occupiers in accordance with the County Council adopted Statement of Community Involvement Review.
78. Five letters of representation have been received from Eastwood Baptist Church (3) and one letter each from a resident of Nottingham Road and The Nurseries (Plan 1). Eastwood Baptist Church comments that it is strongly in favour of the provision of a replacement for Lynncroft Primary School (3) but raise parking concerns. The proposals need to make suitable provision for the needs of the local community. The letters received raise the following issues:

Parking/Traffic

- a) Inadequate on-site parking for staff and visitors is proposed (2). Off-site parking by staff and visitors will take up on-street parking spaces for parents and residents. It has been shown that in case of a future expansion additional on-site car parking could be accommodated within the site, but should be provided as part of the initial development. Providing adequate staff car-parking will improve staff welfare and allow them to provide the best education to children at the school.
- b) Church day-time activities will reduce on-street parking capacity. Increased car ownership reduces available parking on Percy Street and nearby roads. An application for 17 dwellings on the Victory Club site on Walker Street (south of the application site) has been submitted and will further increase pressure on on-street parking.
- c) There will be additional traffic on Walker Street where there is already congestion (2). Existing traffic problems at the junction of Percy Street and Walker Street. Indiscriminate parking on pavements on nearby roads can be problematic and obstruct emergency access.
- d) Worsening on-street parking on nearby roads. No provision is made for parent drop-off/pick-up. Evening school events will worsen on-street parking problems (2) and have not been assessed.
- e) Walker Street is not wide enough with vehicles parked on the road. Parking is forced to be one-way by parking.
- f) Parents will park on footways where no parking restrictions are currently in place.
- g) Proposals to restrict parking on Walker Street are welcomed, but will need to be enforced to be effective. Parking restrictions will not prevent inconsiderate parking.
- h) Additional land could be included to increase parking (2). Parking could be offered free for short-term stays and raise revenue for longer term parking, offering wider benefit to the community.
- i) Parking problems at other local schools have been recorded by Eastwood Town Council (3).

Amenity

- j) Loss of public access to the proposed school playing field (2).
 - k) Care is not being taken to preserve the D H Lawrence historic view over the countryside.
 - l) Opportunity is being missed to tidy up The Canyons.
79. Councillor Keith Longdon has been notified of the application.
80. The issues raised are considered in the Observations Section of this report.

Observations

Policy

81. There is a presumption that the determination of planning applications will be made in accordance with the provision so the Development Plan. The proposed school development would be partially on an allocated housing site in the Broxtowe Local Plan 2004 (BLP) and the application has been advertised as a 'departure'.
82. Broxtowe Borough Council had expressed concern that the loss of a housing allocation, when the Council has identified a shortfall in the five year housing land supply, may increase pressure to release sites in the Green Belt to accommodate the strategic housing land allocation of 1250 houses in Eastwood for the period 2011-28. The Greater Nottingham Aligned Core Strategies (ACS) Indicative Assessment for Eastwood identifies that development is expected to come forward in the middle of the plan period, but there may be opportunities for earlier delivery on allocated housing sites in the adopted Broxtowe Local Plan 2004.
83. However the proposed mitigation for the loss of the SHLAA site through the bringing forward of an alternative site is considered to be acceptable. The revised site would accommodate increased numbers of housing, and gives comfort that a housing site would not be lost. Proposals for the development of land promoted through the revised SHLAA would be determined by Broxtowe Borough Council.

Strategic Education Provision

84. The proposed development would replace school buildings on the existing Lynncroft Primary School site that are reaching the end of their design life and are no longer suitable for the delivery of a modern educational curriculum. The proposed capacity of 210 pupil places would accommodate the current school roll and meet demand for school places in the local area. Existing nursery places (26 FTE) would be re-provided as part of the new development.
85. Great importance is attached in NPPF *Promoting Healthy Communities* (Paragraph 72) to ensuring that sufficient choice of school places is available to meet the needs of new and existing communities. Great weight should be given to the need to create, expand or alter schools. In a letter to Chief Planning Officers, the Secretary of State for Communities and Local Government has

stated that there should be a presumption in favour of the development of state-funded schools and the delivery of development that has a positive impact on the community (Appendix 1). The proposal would replace an existing facility that would meet the needs of the community.

86. In response to the issue raised by Broxtowe Borough Council at Paragraph 49 that the a larger school could be built to meet an increased demand for school places arising from new housing development, the applicant has demonstrated, without prejudice to the consideration of any future planning application, that the proposed building could be extended and additional car parking provided, to accommodate a 315 place school. Whilst the planning application presented for determination is for a replacement school, the ability to expand the school in the future to serve the local community helps illustrate the sustainability of the proposal. It is suggested in representations at Paragraph 78a) that an enlarged car park should be provided now. However, the replacement school being financed by the Education Funding Agency has been designed to meet current operational needs and no additional funding is available at this time.
87. The proposal would replace a nearby school site and is considered to satisfactory in compliance with a criterion of Saved BLP Policy RC2 *Community and Education Facilities* which will allow the provision of community facilities that would be well located in relation to the community it serves.
88. In determining this application, consideration needs to be given to whether the impacts of the proposed development would give rise to significant harm that could not be addressed through modifications to the site layout, design, or otherwise mitigated through the imposition of conditions.

Highway Impact - Traffic and Movement

89. The Greater Nottingham Aligned Core Strategies (ACS) includes a list of policies which are saved from the Broxtowe Local Plan 2004 (BLP). The development would be in close proximity to bus services on Nottingham Road and would be satisfactory in compliance with a criterion of Saved BLP Policy RC2 *Community and Education Facilities*.
90. Saved BLP Policy T11 *Guidance for Parking Provision* will not allow development unless appropriate provision is made for vehicle parking and servicing in accordance with the latest guidelines agreed with the highway authority. Although now dated, Appendix 4 identifies that staff parking at Primary Schools should be addressed on an individual basis and should examine how staff will access the site and should consider alternative modes of transport to the car.
91. A criterion of Saved BLP Policy RC2 *Community and Education Facilities* will allow education facilities where appropriate provision would be made for vehicle parking and highway safety. The application is supported by a Transport Statement which makes an erroneous reference to the Regional Spatial Strategy that was withdrawn in March 2013. Whilst that document recommended a maximum of one space for each 15 students which equates to 14 spaces for a 210 place school, the operational parking requirements should be determined on individual merit.

92. The Highway Authority has confirmed that the proposed 14 car parking spaces, including two disability parking spaces would be satisfactory to serve the new school. It is noted that the proposed number of car parking spaces would be greater than the 10 spaces provided at the existing Lynncroft Primary School site. The school capacity would not increase so although on a different site, proposals for operational parking represent an improvement to current provision.
93. Disability parking spaces would be provided in a convenient location close to the entrance to the school building. Recommended Condition 21 would require the timely provision of car parking and servicing areas. Proposed routes for traffic and pedestrians within the site are clearly defined and pedestrians would not need to cross routes used by vehicular traffic within the site, and are considered to be acceptable.
94. Paragraph 32 of the NPPF advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. An assessment of on-street parking in the vicinity of the school has identified adequate capacity for temporary parking likely to be associated with drop-off and pick-up at the school. There will be a natural tendency for parents to want to park as close to school entrance points as possible, but would be controlled by observance of existing parking restrictions and additional parking restrictions proposed on Walker Street (Plan 12). It is considered that a continuous parking restriction on the north and west side of Walker Street, that would apply at the beginning and end of the school day, would help reduce congestion and maintain a free-flow of traffic.
95. A programme to provide 20mph zones outside schools, which includes the provision of an enforceable 'No Waiting' restriction on the 'School Keep Clear' zig-zags, has been implemented throughout the County and would need to be provided at the new school. The provision of three pedestrian access points to site would dilute the impact of arrivals and departures. Consideration will need to be given to the provision of guardrail on the highway at school pedestrian access points, and appropriate locations for advance school warning signage. Whilst the submitted proposed highway marking (Plan 12) have been prepared in consultation with NCC Highways Improvements Team and are considered to be generally acceptable, the proposed extension of the 'No Waiting' (single yellow line) parking restriction to the east of the school frontage would be subject an Order to be made under Road Traffic Regulation Act 1984 that would be the subject of separate public consultation and possible modification.
96. A scheme of proposed road markings and signage forming the School Zone would need to be provided before the school is first brought into use (Condition 22). The need for parking restrictions to be enforced has been highlighted in representations at Paragraph 78g). The Highways Authority has introduced a dedicated CCTV car to monitor and issue Penalty Charge Notices for motorist contraventions in restricted areas subject to Traffic Regulation Orders which should influence parking behaviour.
97. It has been suggested that additional parking could be provided on adjoining land that could be used both by parents for drop-off and pick-up as well as the wider community (Paragraph 78h)). The provision of off-site parking would require planning permission and additional land to be included in the application site which is not within the scope of this planning application. Apart from reducing housing provision on an allocated housing site, it is considered that the

provision of a parking facility could be likely to encourage parents to drive to school, contrary to sustainable travel objectives. Whilst the provision of off-street car parking may be seen as desirable for the local community, the need to provide additional car parking has not been identified as being essential in the consultation response from NCC Highways Development Control. Furthermore, the project is constrained by a limited budget to deliver the replacement school and unjustified additional parking would not attract the funding needed.

98. The location of proposed cycling parking within the site, whilst outside a secure line within the school would benefit from passive surveillance and is considered to be satisfactory. The need for the provision of future additional covered cycle spaces should be considered as an objective of the School Travel Plan, set out in recommended Condition 23.

Amenity Impact - Traffic and Movement

99. The impacts of on-street parking are likely to be dispersed over the wider residential area. Whilst on-street parking can be an inconvenience to residents, parking impacts at the beginning and the end of the school day are relatively short lived. The proposed development would lead to an increase in traffic on Walker Street and the nearby highway network. The use would re-introduce school related activity formerly associated with use of the former Eastwood Comprehensive Secondary (Lower) School, and would provide a community use compatible in a residential area. It is considered that the related highway impacts would not unacceptably alter the character of area and would comply with criterion d) of Saved BLP Policy RC2 *Community and Education Facilities* although the impact of on-street parking may extend further afield.
100. Parent congregation is likely to take place either outside the school building or immediately outside school gates. Parents would be able to assemble adjacent to Eastwood FP27, away from nearby residential properties and this is unlikely to give rise to unacceptable loss of privacy to residents close to the school.
101. The existing School Travel Action Plan has been submitted in support of the application, and includes sustainable travel objectives and aims that include; safety on the school journey; raising awareness of travel issues; road safety education; communication with pupils, parents, staff, residents and local businesses; reduction of car trips to school by staff, parents and children; reducing congestion and pollution; and promoting healthy sustainable travel. The School Travel Action Plan relates to the existing school site and will need to be reviewed to be relevant to the new Walker Street site.
102. Implementation of the School Travel Plan can deliver sustainable benefits and also reduce the impact of a school on the amenity of residents living close by, for example by encouraging parents to be considerate when parking. Recommended Condition 23 and Condition 24 would require the submission of a completed Travel Plan within three months of the school first being brought into use, and within six months, to submit an annual report with a further report to be submitted for a minimum period of five years and until Travel Plan targets have been met. Recommended Condition 24 includes a requirement to actively engage with local residents in promoting sustainable travel initiatives in the development of the revised School Travel Plan, annual review and any subsequent Travel Plan Review.

Built Development, Landscape Impact and Heritage Impact.

103. ACS Policy 10 *Design and Enhancing Local Identity* (amongst other criteria) requires development to make a positive contribution to the public realm; create an attractive, safe, inclusive and healthy environment; be adaptable to changing needs; and reflect the need to reduce the dominance of motor vehicles. Development should be assessed in terms of massing, scale and proportion; materials, style and detailing, impact on neighbouring occupiers; reducing opportunities for crime; and the potential impact on important views and the setting heritage assets.
104. Although the proposed school would be of two storey construction the development would be sited at a lower level within the site. The scale, siting and massing of the building is considered to be acceptable and the upper floor of the school would be partly screened by the retained hedge on the frontage to Walker Street. Careful consideration has been given to elements of roof top plant that could be visible, but this would be generally screened by a raised roof parapet wall. The principle use of red facing brick, with grey infill panels, is considered to be appropriate. A condition requiring samples of external facing materials to be submitted for approval is recommended (Condition 13).
105. The applicant has submitted a site section that illustrates a satisfactory relationship between the school and properties on Walker Street. Views from upper floor rooms towards properties on Walker Street would be filtered by trees. Members should note that no representations have been received from occupiers facing the school.
106. The provision of defined paths and hard play areas, along with grassed areas and the proposed playing field would be consistent with school design and setting. Whilst some trees would be lost, and self-set trees and vegetation would be cleared, a retained belt of trees to the north of the school would provide a backdrop to the school when viewed from Walker Street. Replacement tree planting in a row within the site along the frontage to Walker Street behind the retained hedge would filter views of the school building. A specification for replacement tree planting and a programme of maintenance is the subject of recommended Condition 17 and Note 3.
107. The proposed development is considered to accord with ACS Policy 10 *Design and Enhancing Local Identity* in terms of scale, density, massing, height, and layout, relating well to neighbouring buildings and the local area generally.
108. Although no consultation response has been received from the D H Lawrence Society, the heritage impacts of the proposal, particularly the views north from Walker Street along the footpath towards his former residence and open countryside have been suitably considered. Built development is proposed towards the western end of the Walker Street frontage. Only fencing around the outdoor games area would impact on the generally open view, enclosed by the retained belt of trees. NPPF Paragraph 135 advises that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining an application. Having regard to the limited impact of proposed development on non-designated heritage assets the proposal is considered to be acceptable.

Outdoor Sports Provision

109. The application site includes land subject of Saved BLP Policy RC5 *Protection of Open Spaces* and Saved BLP RC8g *New Formal Open Spaces* which both seek to protect open space from development. The impact on outdoor sports provision is detailed in Sport England's consultation response (Paragraph 62), with no objection raised to the proposed development.

Noise

110. Construction work has the potential to generate significant levels of noise. Given the location in relation to Lynncroft Primary School it is considered that the movement of construction traffic during periods at the beginning and end of the school day should not give rise to conflict. Conditions are recommended to restrict hours of construction and to limit construction noise in the interest of the amenity of nearby occupiers (Condition 7 and Condition 8c)).
111. The principle outdoor play area would be provided at a lower level relative to Walker Street and it is not anticipated that outdoor activities are likely to give rise to noise complaints. Activity associated with extended school hours or community use of the site would be at a scale less intensive than the normal use as a Primary School and day nursery. It is considered that noise impact on residential amenity would be safeguarded by the imposition of conditions to control maximum permissible noise levels arising from operational activities (Condition 25 and Condition 26).
112. A condition is recommended to control noise generated by fixed plant (Condition 27).

Ecology

113. NPPF Paragraph 109 advises that *the planning system should contribute to and enhance the natural and local environment byminimising impacts on biodiversity and providing net gains in biodiversity where possible*. The proposed development offers the opportunity to provide suitable habitat features for bats and bird nesting opportunities. Notwithstanding the recommendation in the supporting Extended Phase 1 Habitat Survey Report that bird and/or bat boxes are installed on suitable trees, in accordance with advice from NCC Ecology Team Condition 16 would require provision to be made in the fabric of the building. Bird boxes should be provided for target species sparrow, starling and swift.
114. Planning conditions are also recommended to restrict vegetation clearance during the bird nesting season (Condition 4); and to require the submission of a detailed landscaping scheme (Condition 17). Development will need to proceed in accordance with approved method statements to safeguard against risk to mammals and reptiles which may be encountered (Condition 8e)-f)).

Drainage and Contamination

115. It is proposed that foul and surface water would be pumped to existing drainage systems on Walker Street. A gravity drainage system would need to cross adjoining land in the control of the applicant but if installed as part of the proposed development this could have a prejudicial impact on the ability of adjoining land to maximise the number of houses which could be built on the

existing Lynncroft Primary School site, and a less sustainable form of site drainage is considered to be justified. A consultation response has not been received from Severn Trent Water and appropriate consents would need to be obtained. It is recommended that schemes of foul and surface water drainage are submitted for approval (Condition 11 and Condition 12).

116. The submitted remediation strategy supporting the application is generally acceptable, although elements require further work. A request for additional information, and the submission of a validation report is the subject of recommended Condition 9.
117. A precautionary approach towards unexpected contamination which may subsequently be encountered is the subject of recommended Condition 10.

Security and Lighting

118. ACS Policy 10 *Design and Enhancing Local Identity* encourages development to reduce opportunities for crime and to promote safer living environments. The site would be secured by perimeter fencing and is considered to be acceptable. Outdoor teaching spaces for the nursery and reception classrooms would be fenced to provide enclosed play spaces.
119. Proposed external lighting has been designed in compliance with Institute of Lighting Professionals *Guidance for the Reduction of Obtrusive Light* (environmental zone E2 – Rural) and has taken account of potential impact on bats which should not give rise to unacceptable lighting impacts.
120. Although the Police Crime Liaison Officer has not provided a consultation response, it is considered that the provision of site CCTV would be satisfactory and comply with ACS Policy 10 *Design and Enhancing Local Identity*.

Sustainability

121. The Sustainability Appraisal accompanying the application, summarised at Paragraph 38, satisfactorily demonstrates the sustainable characteristics of the development. Furthermore, it has been demonstrated that the site could in the future be physically expanded to provide up to 315 school places with related car parking, although the acceptability of such a proposal, including assessment of the off-site impacts of such a proposal, would be tested in consideration of a planning application at a future date.

Public Footpath Eastwood 27

122. Delivery of the development detailed in the application would need the part of FP27 crossing the site to be stopped up. This has been progressed by NCC Rights of Way Team. The Order has been advertised and will need to be confirmed, to give certainty that the approved development can be delivered, before main site works commence. Main site works are not anticipated to commence until mid-January 2017 following an initial period of construction site set-up and in the absence of objections would not impact on the planned programme for the delivery of the project. A Grampian condition (a type of condition preventing the commencement of development until specified requirements have been fulfilled) is recommended (Condition 14).

123. Although the enhancement of the public footpath is seen as being highly desirable to serve the new school, it is not considered essential to make the development acceptable in planning terms. To require the off-site works to be carried out as a condition of planning permission would not meet the tests for planning conditions set out in NPPF Paragraph 206. However, works to improve the public footpath are fully funded in the 2017/18 Local Transport Plan and the applicant is encouraged to liaise with NCC Rights of Way Team over the timing of the proposed works such that the enhancements have been completed by the time the new school opens (Note 6).

Construction

124. Construction site set up and compounds would be provided on NCC owned land adjoining the application site, a use of land which would be permitted development. The submission of methods of working during the construction phase is the subject of recommended Condition 7 and Condition 8. The use of FP27 as a means of access for construction may require a temporary closure or diversion of the right of way (Note 5).

Other Options Considered

125. 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

126. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment, and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Implications for Service Users

127. The new school would bring benefits to all users, both staff and pupils, through the provision of a new school building which has been designed to meet modern educational needs.

Crime and Disorder Implications

128. The school site would be secured through perimeter security fencing.

Human Rights Implications

129. 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 traffic impacts associated with the school. The proposal has the potential to introduce noise and disturbance associated with traffic, comings and goings related to the use of the site, and activity on the site, impacting on the amenity of residents living

close to the school particularly at the beginning and end of the school day. These impacts need to be balanced against the wider benefits the proposals would provide through the provision of a replacement school on a former school site. Members need to consider whether the benefits outweigh the potential impacts and reference should be made to the Observations section above in this consideration.

Safeguarding of Children Implications

130. The proposed development includes the provision of security measures (perimeter fencing, secure fencing within the site and CCTV) to adequately safeguard children at the school.

Implications for Sustainability and the Environment

131. Implications for sustainability and the environment are considered in the report.
132. There are no implications arising for Finance, Human Resources or Equalities as a consequence of the development.

Statement of Positive and Proactive Engagement

133. 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 the ability of the school to accommodate future expansion, adequacy of the initial Transport Statement, and potential lighting impacts that have been addressed through negotiation and acceptable amendments to the proposals. The applicant has been given advance sight of the draft planning conditions and the County Planning Authority has also engaged positively in the preparation of the draft Traffic Regulation Order. This approach has been in accordance with the requirement set out in the National Planning Policy Framework.

RECOMMENDATIONS

134. It is RECOMMENDED that planning permission be granted for the purposes of Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the conditions set out in Appendix 2. Members need to consider the issues, including the Human Rights Act issues, set out in the report and resolve accordingly.

ADRIAN SMITH

Corporate Director – Place

Constitutional Comments

Planning and Licensing Committee is the appropriate body to consider the content of this report.

[SLB 06.12.2016]

Comments of the Service Director - Finance

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

[RWK 07.12.2016]

Background Papers Available for Inspection

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

Electoral Division and Member Affected

Eastwood

Councillor Keith Longdon

Report Author/Case Officer

David Marsh

0115 9932574

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

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