



20 January 2015

Agenda Item: X

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

ASHFIELD DISTRICT REF. NO.: 4/V/2014/0581

PROPOSAL: ERECTION OF TWO-STOREY REPLACEMENT PRIMARY SCHOOL, REPLACEMENT CAR PARKING, LIGHTING AND CCTV, ALTERATION TO PEDESTRIAN AND VEHICULAR ACCESS AND LANDSCAPING, AND RE-USE OF 2.4M HIGH WELDMESH FENCING. SPRINKLER TANK, PUMP HOUSE AND BIN STORE WITH 3.5M AND 2.5M HIGH TIMBER ENCLOSURE. RETENTION OF NURSERY BUILDING FOR USE CLASS D1 (NON-RESIDENTIAL INSTITUTION) WITH PROPOSED ASSOCIATED PARKING AND LANDSCAPING WITHIN 2.4 HIGH WELDMESH FENCING COMPOUND. DEMOLITION OF EXISTING INFANT AND JUNIOR SCHOOL BUILDINGS WITH LANDSCAPING TO CLEARED SITES.

LOCATION: HOLGATE PRIMARY SCHOOL, HIGH LEYS ROAD, HUCKNALL

APPLICANT: THE SECRETARY OF STATE, AND NCC CHILDREN, FAMILIES & CULTURAL SERVICES

Purpose of Report

1. To consider a planning application for the erection of a replacement 420 place Primary school with 39 place nursery at Holgate Primary School, High Leys Road, Hucknall. The key issues relate to potential impact on the highway, the adequacy of proposed on-site car parking, the provision of replacement playing field, and the adequacy of proposed site drainage. The recommendation is to grant planning permission subject to the conditions set out in Appendix 3.

The Site and Surroundings

2. Holgate Primary School is a two-form entry 420 place Primary school with a 39 place nursery on a site of 6.23ha located 1.1km to the south-west of Hucknall town centre. The school is accessed from High Leys Road, a cul-de sac 220m in length to the north of Watnall Road (B6009), approximately 200m to the north-east of the roundabout junction with the A611. High Leys Road provides access to Annies Close, a residential cul-de-sac of 29 houses, and Fox Meadow, a private drive serving six properties. Lathkil, a detached house at the northern end of Fox Meadow, adjoins the eastern boundary of the school and

has a first floor bedroom window in the side elevation of the property facing towards the school. The main window to the room is in the front elevation and the room also has a smaller third window in the rear elevation. The private rear garden area is separated from the school by timber fence and shrub planting.

3. All properties on High Leys Road and Annies Close have access drives from the public highway and off-street parking. The application site is bounded on its north-eastern side by a watercourse running in open channel, with the rear gardens of houses on Long Hill Rise beyond, and to the north by allotments (Plan 1). The site generally slopes gently from west to east.
4. The A611 runs along the western boundary of the site. A bridge crosses the A611 from the application site, providing pedestrian access to unfenced playing fields at Holgate Academy to the west. Although not a public footpath, the bridge also provides pedestrian access to the application site from Salterford Road to the west of the A611.
5. A school caretaker's bungalow (for the Junior School) and a Nottinghamshire County Council (NCC) maintenance depot are sited to the east of the bridge and are accessed through the school site from High Leys Road, but do not form part of the application site.
6. Another caretaker's bungalow, originally for the Infant School, lies almost opposite the junction with Annies Close, but does not form part of the application site. Pedestrian access to the caretaker's bungalow is gained from High Leys Road, with vehicular access to a blockwork garage gained from the existing school car park.
7. The Annie Holgate Infant and Junior Schools amalgamated to create Holgate Primary School at the beginning of the 2014/15 academic year. The school site has capacity for 420 children and a 39 place nursery, although at the time of submission of the application (November 2014) the applicant has advised that there were 377 children on roll, including the nursery provision. 28 full-time and 40 part-time staff are employed. The school teaching day begins at 08:50 hours and finishes at 15:10 hours. A pre-school Breakfast Club is not presently run by the school. An after-school club operates until 16:15 hours. A Sure Start Centre on the site employs 11 staff and operates on weekdays between 08:30-17:00 hours, with the exception of Wednesday mornings when it is closed.
8. The single-storey Infant School building and Sure Start Centre building are located towards the southern end of the site. A one-way route for vehicles, circulating around the Infant School caretaker's bungalow, is in operation. Vehicles enter the site from High Leys Road, circulating in a clockwise direction before exiting onto High Leys Road. An electricity sub-station is located on the south-eastern boundary adjacent to the car park exit. Diagonally marked car parking spaces for 18 staff and visitors are marked to either side of the circulation route, with a footway leading towards the school and Sure Start Centre on its northern side. Three disability parking spaces and parking for 16 staff and visitors is also provided adjacent to the school building and Sure Start Centre. Parents are permitted to use the circulation area within the site for drop-off and pick-up (Plan 2).
9. A footway is not provided adjacent to the circulatory vehicular access road entrance and exit. Pedestrians arriving at the school along the northern footway of High Leys Road cross the exit from the school car park and walk past the caretaker's bungalow before entering the school site along a path segregated from vehicular traffic. The path crosses the internal circulation road within the

site before leading towards the car park adjacent to the school and Sure Start Centre entrance. Mature trees, mostly Category B, are established to either side of the Infant School caretaker's bungalow with principally Category C trees to the north-west of the entrance to the vehicular circulation area.

10. A drive runs past the south-west elevation of the Infant School building leading to the single-storey Junior School towards the northern end of the site, the associated caretaker's bungalow and the NCC depot. The school building has a 'H' shaped footprint with classrooms provided off long teaching corridors. An area of outdoor hard play approximately 60m x 50m lies to the north of the school building. Mature oak, ash, horse chestnut and willow trees (Category B) are established to the south-east of the southern teaching wing, with smaller cherry trees, two groups of cypress and one red oak, also Category B, established between the two teaching wings. An 11 space staff and visitor car park serving the Junior School building is accessed from the main school drive immediately to the north of a detached CLASP nursery building. Principally Category C with some Category B trees are established around the nursery building.
11. The main school playing field is provided to the north of the Infant School and to the east of the Junior School. A second area of playing field lies to the south-west of the main school drive, outside of the secure-line of the school. Security fencing is erected along the frontage to High Leys Road and extends along the north-eastern side of the drive to adjoin the Junior School building and the western site boundary.
12. Surface water from the Junior School discharges to the adjacent watercourse along the north-eastern boundary of the site. Surface water from the Infant School discharges to the surface water drainage system. The school playing fields have poor drainage characteristics and are not suitable for use after periods of sustained rainfall. Levels fall gently across the site with the lowest part of the site adjacent to Lathkil on the eastern boundary.
13. A Traffic Regulation Order has been made (TRO 4144) and will come into force before March 2015. An enforceable 'No Stopping' Order will be introduced between 08:00-15:30 hours Monday-Friday, and includes 'School Keep Clear' markings outside the school and junction protection at the junction of High Leys Road and Annies Close (Plan 3).

Proposed Development

Background

14. 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. Background information to the programme, including details of the successful schools is attached (Appendix 1). Following the amalgamation of the Infant and Junior Schools, neither existing building is suitable to accommodate the school as a single unit. The applicant has stated that a feasibility study undertaken by the Education Funding Agency has recommended that the rebuilding the school represents the best value for money option.

Proposed development

15. Planning permission is sought to erect a 420 place two-form entry primary school (ages 3-11) with a 39 place nursery. Overall school places would not change and core teaching hours would remain as at present (08.50-15.10 hours). The number of staff employed at the school would remain unaltered.
16. A principally rectangular two-storey building with a footprint of 65m x 20m is proposed, with a total floor area of 2232m². The building would be sited on existing playing field to the north of the Infant School building. At its closest, the end elevation of the building would be sited 32.2m from the eastern site boundary and 35.2m from the side elevation of Lathkil. (Plan 4).
17. The floor level of the building would be at 94.2m AOD (as recommended by the Environment Agency), approximately 0.2m above existing ground level and also 0.2m above the level of the site at the eastern boundary. The building, 7.35m in height, would have a shallow mono-pitched roof concealed behind a parapet and faced with a red brick. Elevations would be expressed by infill grey brick panelling and aluminium louvres (Plans 5 and 6). Aluminium framed windows and doors are proposed. The entrance to the school building would be positioned centrally on the south-western elevation, identified by school signage displayed at ground floor level, and the subject of Advertisement Consent to be considered by Ashfield District Council.
18. Roof-top plant would be set back 2m from the roof edge, enclosed by a 1.1m high guardrail and partially screened by the brick parapet of the school building. A kitchen extract and three boiler flues would project above the parapet by a maximum of 0.3m and would be below the height of the guardrail.
19. Classrooms would be provided on both floors linked by a central corridor. The nursery and reception classrooms would be provided at ground floor on the south-western elevation, with four infant classrooms provided on the opposing side of the building. Eight junior classrooms would be provided at first floor level, as well as the staff room and support facilities (Plan 7). A single central stairwell with an adjacent lift would be provided. The school hall and kitchen would be provided at the south-eastern end of the building. The school staff room would be provided at first floor level with windows on both the south-west (front) and south-east (end) elevations. The distance between the staff room window and the first floor window in the side elevation of Lathkil would be 42m (Plan 4).
20. A sprinkler tank and pump housing would be provided to the south-east of the building, sited 17.7m from the boundary with Lathkil. While the design of the structures has not been specified in the application, the tank is anticipated to be 3.5m in height with an associated pump house 2.5m in height, enclosed by timber fencing of a corresponding height. It is proposed that design details are reserved by condition. A bin storage area enclosed by a 2.5m high timber enclosure would be provided to the south-west of the sprinkler tank.
21. Hard and soft play areas would be provided outside the nursery and reception classrooms. The hard play area of the existing Infant School (to the west of the proposed building) would be retained and re-used. An existing area of hard play, to the north of the Junior School building would also be retained and used as a Multi-Use Games Area (MUGA) (Plan 8). A path would be provided to link the proposed school building to the retained MUGA.
22. The school building would be sited on existing playing field. Replacement playing field would be provided on the site of existing school buildings following

demolition. New areas of playing field would be provided to a standard equivalent to the area of playing field impacted by the siting of the proposed building. An area of playing field to be provided on the site of the Junior School building would require Category B cherry trees two groups of cypress and one red oak, situated between the teaching wings of the existing building (Paragraph 10) to be removed.

23. Although the proposed final use has yet to be determined, the existing CLASP nursery building would be retained. The building may be used to accommodate a relocated Sure Start Centre. Planning permission is sought to use the building for uses within Use Class D1 Non-Residential Institution which would include use as a Sure Start Centre, education or community use where residential accommodation is not provided. The former nursery building would be provided with its own 11 space car park (presently serving the Junior School building) within a secured compound accessed as at present from the main school drive.
24. The existing one-way circulatory system would be retained, although a footway would be provided along the eastern side of the exit drive (past the sub-station) and northern side of the vehicle circulation area before leading to the school. Pedestrians approaching from Salterford Road/ A611 bridge would be able to walk along the existing footway at the side of the main school drive, turning towards the new school building before reaching the vehicular entrance point. Routes segregated from vehicular traffic would be provided within the site for pedestrians and cyclists approaching the school building.
25. A 45 space staff and visitor car park, including three disability parking spaces, would be provided at the front of the school (with car parking spaces in front of the existing Infant School building being re-used), accessed from the vehicle circulatory road. 16 parking spaces (in total) would be provided for parent drop-off and pick-up to either side of the vehicle circulatory route. A lay-by on its northern side, in addition to being used for parent drop-off/pick-up (four spaces), would be used for refuse collection and operational deliveries. A pedestrian route between High Leys Road opposite Annies Close leading to the building entrance would cross the circulatory road by means of raised crossing point giving priority to pedestrian users. A pedestrian route to the rear of the car parking spaces provided on the southern side of the circulatory area would be marked so as to provide a defined route leading to the raised crossing point. A rail would be provided to segregate pedestrians from vehicles, also serving to prevent vehicles from parking on the footway.
26. 30 cycle parking spaces, 50% of which would be covered, would be provided at the front of the school behind security fencing. An existing nursery shelter adjacent to the proposed cycle spaces would be retained.
27. Existing school perimeter security fencing would be retained. 2.4m high security fencing would be relocated to provide a secure line between the main school drive and the new school building, and between the new building and the eastern boundary. A 2.4m fence-line between the Junior School car park and the north-eastern boundary is proposed, making it easier to manage and control child movement on the 6ha site. An area of re-provided playing field and the MUGA would be secured by perimeter fencing with access to that area controlled by the school. The area of playing field to the south-west of the main school drive would remain unfenced as at present. Areas of car parking and paths leading to the school would be lit by fittings mounted on 5m high lighting columns and wall mounted fittings would be fixed to the building at a height of 3m. Two CCTV dome cameras would be installed on 6m high columns within

the car park, and one fixed CCTV camera would be fixed to the school at a height of 3m to monitor the entrance to the building.

28. As part of site landscaping works, surplus soils would be used to form mounds on the site of the Infant School, to the north of the A611 bridge access road and to the east of the new school building adjacent to the eastern site boundary. Although mounds were originally to have been formed adjacent to Lathkil, they have now been omitted.

Sustainability

29. The proposal has been assessed as capable of achieving a minimum BREEAM (Building Research Establishment Assessment Method) rating of 'Good', considering broad environmental concerns of climate change, pollution, impact on occupants and the wider community, and going beyond the requirements of the Building Regulations. The proposed development would incorporate sustainable features in its design; high levels of thermal insulation; good natural day lighting; low energy lighting; solar control; energy efficient appliances; low water use; sustainably sourced timber; locally sourced construction materials; recycling facilities; recycling facilities for construction and operational waste; and the provision of dedicated cycle storage facilities.

Drainage

30. The application as originally submitted incorporated above ground storage of surface water. However, following infiltration testing and the ground being found to have poor soakaway characteristics, the drainage strategy has been revised with surface water from the proposed development to be attenuated in underground tanks designed to accommodate the 1 in 100 year storm plus a 20% allowance for climate change, before being discharged at the greenfield run-off rate to the watercourse in the eastern corner of the site. The watercourse lies beyond the school fence and whilst NCC does not have registered title to the land between the fence and watercourse, the land formed part of the deed of transfer to NCC dating from 1949.

Phasing of development

31. Indicative phasing of construction works has been submitted in support of the application. In the initial phase of construction (approximately 10 months), the internal vehicle circulation route would be retained, with an area to the north-east stoned-up and used as a site compound and construction related parking. Deliveries to site would be made outside of school start and finish times. When deliveries by larger vehicles are made to site, a gate on the internal circulation road would be closed and the delivery under the supervision of a banksman, would be made via the exit road onto High Leys Road. The construction area would be fenced to segregate school and construction activity. Site welfare/offices within the compounded area would be single storey in height only.
32. Following completion and occupation of the new school, buildings to be demolished and associated existing areas of car parking impacted by the development would be fenced so as to allow the safe demolition and reinstatement on the site of school buildings, and the construction of new areas of car parking. This phase of work is anticipated to last six months. During the period of demolition, the construction compound used to build the school would be used as a temporary school parking area while the existing former Infant School car park is enlarged over an anticipated three month

period. The former Junior school car park would be provided for the relocated Sure Start Centre. The internal vehicle circulation route and related parking spaces would be available in its completed form at this stage of works. Following the completion of site re-instatement works the temporary car park/former construction compound would be removed and reinstated as a grass amenity area.

Consultations

33. **Ashfield District Council** – No objection in principle. However, further consideration should be given to the design of the proposed school. *The building has a utilitarian appearance and it appears the main design focus has been in providing a functional school building. The building is considered to be of limited architectural merit with limited use of innovative design or features.*
34. *Although the building is designed to surpass Part L of Building Regulations (Conservation of Fuel and Power) by 10%, innovative design goes much deeper than this. It is therefore considered that the proposal would be of limited design quality to the visual amenity of the area.*
35. Conditions are recommended to require the submission of documentary evidence that any reclaimed hardcore, sub-soil or topsoil brought to site contains no significant levels of contamination; and that an asbestos survey is carried out and submitted before the commencement of demolition works, asbestos containing material to be removed off site, and for a validation report to be submitted.
36. **NCC Highways Development Control** – No objection subject to a planning condition to require the submission of an environmental management plan to include details of lorry routing for construction; prevent debris being deposited on the highway; management of parking by persons involved in the construction; segregation of vehicle and pedestrian movements on site. Conditions are also recommended to require the timely provision of car parking and servicing areas; on-going review of the School Travel Plan; and a review of the School Zone.
37. *The development is located on an existing school site which benefits from established patterns of travel for pupils and staff. Essentially the new primary school will replace the existing 420 format school, including nursery provisions and there will be no increase in overall design capacity for the number of pupils that could potentially attend this site. The Highway Authority considers any change/increase in new traffic generation will be marginal. The school plans to maintain the maximum roll at 420 pupils plus 39 nursery places in the future, with no net increase above the existing design capacity.*
38. *The location of the school and catchment area it serves has resulted in the majority of pupils walking, cycling and travelling by bus to and from the site. This location also benefits from a footbridge link over the A611, which extends the walking and cycling catchment into the adjacent residential estate, to the west of the A611 by-pass.*
39. *The site makes good use of its proximity to local cycle routes, good pedestrian permeability of the local area and frequent bus services for public transport provision.*

40. *From recent surveys and the existing School Travel Plan, at least 74% of total pupils travel to and from the site by sustainable modes of travel. This figure is significantly higher than the national average for similar school sites of this scale. This would support the view that the location of the proposed school has well established pedestrian, cycle and public transport facilities in close proximity. The Highway Authority considers that the facility provides staff, visitors and pupils with good alternatives to car use which penetrate well into the local residential and catchment areas.*
41. *It is acknowledged that there have been local issues previously with traffic in the vicinity of the school. This is not a unique problem and is widespread at most schools throughout the country in local neighbourhoods. However, this problem only occurs over a short duration and always results from indiscriminate parking by parents on the highway in positions that are likely to cause highway safety problems or irritation to nearby residents. On street parking on the public highway is acceptable if carried out appropriately in accordance with any traffic regulation order that may exist. High Leys Road is a standard width residential highway with most adjacent residential properties having off-street parking facilities, allowing the normal capacity for considerate on-street parking.*
42. *Whilst parent parking may be an irritation to nearby residents, the Highway Authority is not aware of any recorded incidents where obstructive parking has caused difficulties with access by emergency service vehicles. From experience and previous discussions with emergency services, in most incidents, any difficulties are quickly overcome by appropriate behaviour and assistance by any highway users that may be present on the street.*
43. *Furthermore, safety concerns have been raised by residents, but the reality is that the practices of the parents/children attending a school facility at peak drop-off and pick-up times rarely result in significant injury collision problems outside schools. This has been corroborated by NCC's own accident statistics for the area (Paragraph 55).*
44. *The redevelopment of the site should not initially see any changes in the volumes of vehicles associated with the school and therefore there should be no change in overall traffic conditions. Even if the school progressively increases its roll from the existing 377 to 420 plus the 39 nursery places it has been calculated using the modal split of existing travel patterns that there will only be an additional 23 pupils travelling by car, in the worst case scenario. It is expected that the arrival and departure of this traffic will be staggered to suit individual's journey times and destinations. It is common practice for people to adjust their car travel patterns to avoid the most congested times.*
45. *Current ministerial guidance and the National Planning Policy Framework (NPPF) highlights that to consider refusal of a development on highway grounds the impact of it must be 'severe'. In light of the above, where in a worst case scenario there will only be an additional 23 vehicles, it is considered that the measure of 'severe' cannot be made in relation to the impact of any additional traffic associated with the school. It is also noted that the successful implementation of a revised School Travel Plan should have a positive impact in reducing the use of cars by those going to and from the school. It is accepted that robust management of the Travel Plan initiatives by a school can significantly reduce the number of single car occupancy generated by the facility.*
46. *Current staff parking provision on site will be consolidated and rationalised as part of the proposal. It is proposed that new car parking provision will have 45*

spaces (including 3 accessible spaces) and this should address the current issues and meet anticipated demand for part and full time staffing levels. This will also reduce the number of vehicles and potential conflicts using the single private drive leading to the west of the school complex.

47. *There have been suggestions that more on-site parking should be provided to assist with on-street congestion during peak times. However, considering that there is no net increase in the size of the replacement school, this would be extremely difficult to justify in planning/highway terms, as the proposal will not make conditions significantly worse than already exists.*
48. *For those parents wishing to drop-off or pick up their children at the school there will be a rationalised access/egress with improved circulatory parent drop off/pick up facility which will assist in ensuring that any disruption to traffic in the local area is minimised.*
49. *There are proposed additional pedestrian/cyclist access routes which will be segregated from vehicular traffic in the site. This is considered to be appropriate and will enhance on-site safety measures. The Highway Authority recommends any in-site pedestrian crossing points are raised table arrangements to assist with prioritising pedestrian movements and reducing vehicle speeds.*
50. *The Highway Authority welcomes the provision of additional cycle stand facilities which should assist in encouraging staff and pupils to change travel patterns to and from the school reducing dependency on private car use.*
51. *Suggestions have been made to provide a dedicated access directly onto the A611. The Highway Authority would not support this because of constructional expense, future maintenance liability and increased interruptions to by-pass flow through additional turning manoeuvres both left and right.*
52. *The Highway Authority is aware that there is a current scheme proposed to review and formalise the school safety zone - keep clear zone immediately outside the school. This will assist significantly with vehicle management in this area.*
53. *In summary, the Highway Authority considers that the proposed measures that will be incorporated into this development will not worsen the current overall situation. Therefore, there are no substantive transport reasons that should prevent the granting of planning permission for the proposed replacement school. Guidance in NPPF Promoting Sustainable Transport Paragraph 32 has been taken into account, and advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*
54. **NCC Road Safety** - Conditions are recommended to exclude construction deliveries during school start and finish times (08:00-09:15 and 14:30-15:45), the submission of details of the segregation of pedestrians from construction activities, the provision of the parent drop-off/pick-up area with appropriate directional signage, a School Travel Plan to promote sustainable travel promoting education relating to sustainable travel, provision for safe cycling, management of student drop-off and pick-up, and management of parent traffic during school evening events.
55. *The collision history on Annes Close and High Leys Road is very encouraging and there have been no reported injury collisions in the latest 3.5 year period. Account has been taken of the junction with Watnall Road (1 serious - 20:22*

hours 26.5.11) and the nearby zebra crossing (1 slight 11:04 hours 2.5.13) but neither of these appear to be attributed to school activity.

56. *Safety concerns have been raised by residents, but the reality is that the practises of the parents/children on the school run rarely result in significant injury collision problems outside schools. Safety improvements could be made (e.g. ramping the zebra or upgrading it to a light controlled crossing) but based on present collision history such improvements could not be justified.*
57. *The proposed site internal layout appears safe and sensible. The pedestrian desire line to the school is reasonably served by paths. Vegetation should be cut back to improve visibility at the pedestrian entrance to the site from High Leys Road. The ramp at the pedestrian crossing point within the site is appropriate to slow vehicle speeds.*
58. *Construction vehicle movement should be excluded from school start/finish times, and vehicle movements should be assisted by a banksman.*
59. *A School Travel Plan should promote safe and sensible travel and minimise impacts of the school run and irresponsible parking that cause issues and frustration. However any such plan needs to be managed/enforced by the school. The school could create a 'Parents Charter' educating parents and highlighting the impact of school day practices on residents/restrict of access for emergency vehicles etc., possibly linked to the school merit system whereby a parent spotted or reported by a resident for selfish practices could acquire demerits for their child.*
60. **Police Force Architectural Liaison Officer** – *The following response takes account of matters raised in the representation received from Mark Spencer MP. The provision of a new car park of 45 spaces is noted and is understood to be greater than the existing parking provision as the Sure Start Centre staff will now park in their own parking area and will not share the schools car park (as at present). However these details are difficult to ratify with the enclosed planning documents.*
61. *With reference to the issue of congestion at school drop off and pick up time, this problem is not unique to this school and only usually occurs for 10-15 minutes twice each day, although during these time periods tempers can fray. There have been only six incidents reported in the past 12 months, where conflicts between residents, persons dropping/collecting children, and local transport users have caused the Police to be called. However there are likely to be many more incidents where the Police have not been informed.*
62. *The drop/off collection area gives rise to concern. Young children are unlikely to be dropped off by their parents and allowed to make their own way into the school. They are likely to be escorted by the parent, after parking their vehicle. The issue of local congestion is still likely to continue on the local streets. It may be that increasing the number of available temporary parking spaces to this school would alleviate some of the parking and congestion issues, the use of grasscrete could be considered.*
63. *The school does not suffer greatly from crime and disorder but there have been a few significant incidents, mainly burglary of the existing school premises. Security issues will need to be discussed with the applicant. Advice is provided on issues of security requiring further discussion.*

64. **East Midlands Ambulance Service** – *There are no recorded incidents of delays around Holgate Primary School that have warranted a warning being placed on [the alert] system. East Midlands Ambulance Service has no objection to the new proposal as ambulance crews are well aware that around schools the roads tend to be very busy. Staff are very well trained and can also park near to a patient and go the rest of the way on foot should they need to.*
65. **Nottinghamshire Fire and Rescue Service** – No response received.
- [Comment: Although a consultation response has not been received, Nottinghamshire Fire and Rescue Service advise that it does not respond to planning consultations. However, the Service would respond to a consultation under the Building Regulations 2010.]
66. **NCC Countryside Access Team** - *There are no recorded definitive public rights of way in the vicinity of the school but it is always possible that public rights of way may exist which have not been registered.*
67. **NCC Design Services** - Supportive of the scheme. *The siting seems reasonable and effective, given existing constraints. The distance and height of the building is appropriate on this site. The new building would be a huge improvement on the existing facilities with the use of grey brick and the windows' detail being acceptable, which would make it visually appealing. The inclusion of rooflights should introduce some limited daylight into the heart of the building. The proposed use of red brick is appropriate in the context of the site*
68. *The entrance appears to be poorly expressed, which may be confusing for visitors. In addition the lobby area seems cramped. The hard play area near the school appears cramped with the remaining provision well away from the new school which is not ideal.*
69. **NCC Energy and Carbon Management Team** – No response received.
70. **NCC Landscape Team** - *The location of the building will probably have a neutral impact on the surrounding neighbourhood. The main school building is located to a different part of the site but neighbouring housing benefits from large gardens that act as a buffer zone.*
71. *Access to the kitchen service area is along a pedestrian access route. Whilst it is clear there is an alternative pedestrian route to the school, this shared access seems less than satisfactory.*
72. **Sport England** – No objection. The proposed replacement playing field area would meet the requirements of Sport England Planning Policy Statement, *A Sporting Future for the Playing Fields of England* in terms of quantity and quality. Conditions are recommended to require a baseline assessment of the playing field that would be lost through baseline assessment, new playing field area being to a standard replicating that lost, the submission of levels of new areas of hard play and replacement playing field.
73. Sport England has confirmed that areas identified on Plan 9 would not impact on or result in the loss of existing or proposed playing field area. Sport England would not object to the loss of any or all of these areas for car parking.
74. **Natural England** – No objection. *The proposal is unlikely to affect any statutorily protected sites or landscapes. The application has not been assessed*

for impact on protected species, covered by standing advice which should be applied.

75. *In accordance with Paragraph 118 of the National Planning Policy Framework, the application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application.*
76. **NCC Nature Conservation Team** - No objection subject to recommendations of the Extended Phase 1 Habitat Survey Report (October 2013), such as provision of temporary fencing, Bat Presence/Absence Survey (October 2013), and Bat Method Statement (November 2014) being secured by planning condition.
77. *A great crested newt presence/absence survey has been carried out. No great crested newts were found and no further action is required in this respect.*
78. *Two small common pipistrelle bat roosts have been identified in two existing buildings to be demolished. All species of bat are European protected species and subject to the Conservation of Habitats and Species Regulations 2010 (the 'Habitats Regulations'). Under regulation 53 of the Habitats Regulations, activities which would otherwise contravene the strict protection regime offered to European Protected Species under regulation 41 (which includes the destruction of roost sites) can only be permitted where it has been shown that certain tests have been met. What this means is that consideration must be given (during the planning determination process) to whether or not the following three tests have been met:*
 - a) *The activity is for the purpose of preserving public health or safety or for other imperative reasons of overriding public interest ("IROPI");*
 - b) *There is no satisfactory alternative;*
 - c) *The favourable conservation status of the species in question is to be maintained.*
79. *An Outline Bat Method Statement has been submitted which demonstrates that the favourable conservation status of bats will be maintained during and after development. A condition is recommended to require compliance with the recommendations of the Outline Bat Method Statement, unless amended or superseded by the requirements of a European Protected Species licence (which will need to be obtained by the applicant separately).*
80. *Conditions are recommended to require the use of good practice working methods such that open trenches are covered overnight or left with a sloping ramp so that any protected species or other mammals that may fall in can escape; the control of vegetation clearance during the bird nesting season; the production of a method statement facilitating the removal of invasive non-native Japanese rose; the submission of a detailed landscaping scheme which should, where appropriate, use native species appropriate to the local area, or ornamental species of wildlife value; and the submission of a lighting scheme, designed to be bat-sensitive and generally in accordance with the Bat Conservation Trust publication, entitled "Artificial lighting and wildlife: Interim Guidance: Recommendations to help minimise the impact artificial lighting" (June 2014).*

81. **Nottinghamshire Wildlife Trust** - *Bats have been found roosting in one of the existing school buildings. A European Protected Species (EPS) Licence will need to be obtained from Natural England before works commence. Substantial mitigation must be provided, as part of the EPS licence.*
82. *Bat surveys are time limited. If the building is not demolished by March 2015, there may be a requirement to undertake additional bat surveys, in order to determine suitable mitigation.*
83. *The Extended Phase 1 Habitat Survey and Protected Species Survey make recommendations which should be included in proposed mitigation, including the provision of bat boxes during demolition, low intensity lighting directed away from boundary/foraging habitat, and landscaping enhancements to benefit bats. Features identified as having potential within the Protected Species Report such as hanging tiles and barge boards should be removed by hand under the supervision of a licensed ecologist.*
84. **NCC Archaeology Team** - No further archaeological investigation is recommended.
85. **NCC Reclamation Team** - Further site investigation work is required. The submitted desk study recommends intrusive site investigation and chemical testing of soils and waters, and investigation of the gas regime. An interpretative report is omitted from the submitted technical summary. No assessment of ground conditions has been made and a remediation strategy has not been developed.
86. **NCC Project Engineer (Noise)** - No objection subject to conditions to control construction and operational noise from activities and fixed plant. *The noise assessment submitted has considered the acoustic design requirements for the new school building to ensure optimum acoustic standards on internal spaces. It is recommended that the design incorporates the recommendations of the submitted Performance Standards for Primary School Building Programme specification report.*
87. *An 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 effect at 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 LAeq,1hr is applicable and it is therefore recommended that noise levels do not exceed this level. The contractor should outline what steps they will take to minimise noise impact from construction activities within a Construction Environmental Management Plan, which would be conditioned as part of any granting of permission.*
88. *The noise assessment has considered the potential noise impact from fixed plant on the nearest residential receptor ~40m to the east of the new school building and recommends plant noise levels do not exceed the existing background noise level (L90). To avoid unacceptable noise levels at the school building facade the report recommends that the plant is designed to ensure a maximum noise level of 50dB(A) at 3m from any façade. Assuming this level is complied with; it is unlikely that complaints will occur from residential properties due to plant noise.*
89. *The noise assessment has not considered noise impact from external activities such as children playing, however given these activities are of*

relatively short duration and only occur during school hours in term time, it is rare for this type of transient noise to cause a strong adverse reaction. In this case, outdoor hard surfaced play areas will remain in the same location, with some redistribution of grassed play spaces over the site. Most notably a new sports pitch is indicated on an area of existing green space to the south of the site which is not currently used for outdoor activities by the school. There are residential properties to the south east which border the proposed area earmarked for a new sports pitch. While noise levels will be audible at these properties when the pitch is in use, the nature/duration/frequency of the noise is unlikely to provoke an adverse reaction from residents. There are no proposals for any part of the school to be used by outside groups/organisations outside of normal school hours.

90. *With regards to the remainder of the site there is clearly an established precedent of noise from external school activities over many years. The school currently has a capacity for 420 pupils and no increase in capacity is proposed. This will help maintain the prevailing noise climate, and should help minimise any adverse reaction from surrounding neighbouring residential properties.*
91. **Environment Agency** - No objection subject to conditions. *It is imperative that land drainage issues are not exacerbated by the proposal.* Conditions are recommended to require the submission of a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, and that development shall be carried out in accordance with the approved Flood Risk Assessment (FRA) and the following mitigation measures detailed within the FRA:
- a) finished floor levels shall be set no lower than 94.2 m Above Ordnance Datum
 - b) mitigation measures to be fully implemented prior to occupation and timing/phasing arrangements set out or as otherwise agreed
92. Sustainable Drainage System (SuDS) design guidance is provided.
93. A recommended condition seeks the submission of details of how suspended solids are to be removed from surface water run-off during construction works.
94. **Severn Trent Water Limited** - No response received.
95. **Western Power Distribution** – No response received.
96. **National Grid (Gas)** - Apparatus has been identified in the vicinity of the site.

Publicity

97. 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.

98. Mark Spencer MP has written raising the following objections:
- a) The current parking regime causes problems for local residents during school drop-off and pick-up.
 - b) Lack of adequate parking provision proposed.
 - c) A questionnaire has been completed by 24 residents of Annes Close and 12 residents of High Leys Road. The majority of respondents draw attention to difficulty in being able to access/get off drives at school times, a fire appliance or ambulance being unable to attend an emergency, a worsening in school traffic since the start of Autumn term 2014, and a need to enforce parking restrictions.
 - d) The school rebuild does not do anything to assist or improve current parking issues in the area.
 - e) The number of disability parking spaces will reduce from three to two [Comment: amended to three places in revised plans].
 - f) Although the number of parking spaces would increase there would be insufficient parking spaces for current staff levels.
 - g) The space allowed for parent parking and drop-off is insufficient to accommodate the increased number of parents coming to the Infant school when amalgamated with the Junior School.
 - h) The situation will worsen if the school increases its intake.
 - i) Concern about access for emergency vehicles due to congestion. The Fire, Police and Ambulance services should be consulted.
 - j) More parking should be provided including more space for parents to drop-off and pick-up children safely.
99. Letters have been received from three residents who do not object in principle to the replacement of the school, although raise concerns in respect of the submitted detail (summarised below). Supportive comments identify the rebuilding of the school as a positive way forward and that it is good to have new local facilities.
100. Seven letters from six properties on High Leys Road, 10 letters from residents of Annes Close, four letters from residents of Fox Meadow, and one letter from a resident of Long Hill Rise raise the following concerns.

Highway issues:

- a) Existing school parking problems causing congestion (11). There is insufficient capacity on the highway. Parking takes place on both sides of Annes Close and High Leys Road.
- b) Obstruction of the highway prevents access by emergency vehicles (15).
- c) Parking restrictions are not/should be enforced (5). Disregard for zig-zag markings (3). Illegal parking is dangerous. Parking on kerbs (6). Minor

collisions from parking on corners. Poor visibility as a consequence of parking. Speeding (2). Driving along pavements.

- d) Pedestrian and child safety/obstruction of the footway forces pedestrians onto the carriageway (10). Routes are also used by secondary school children.
- e) Obstruction of residents' drives (12). Obstruction of the school bus (2) causing delays.
- f) Traffic has worsened recently (2). The proposal will make traffic worse (2).
- g) A Traffic Regulation Order will only alleviate a small part of the problem. Parking restrictions near the school may encourage parking further along High Leys Road (3), Annies Close and smaller roads. A Traffic Regulation Order will make matters worse unless better parking is provided.
- h) Parents will park as at present and not use the drop-off area.
- i) Construction traffic will make highway issues worse.
- j) Highway markings need re-marking.
- k) Abuse from parents/drivers (7).

Parking issues:

- l) The proposed 42 space staff car park is inadequate for 60+ staff (2).
- m) Insufficient parking for dropping off children/no additional parking is proposed/ increased parking provision should be made (14).
- n) Disability parking will be reduced (2) from 3 to 2 spaces. More disability parking is required. [Comment: Disability parking has increased to three places in revised plans].
- o) Obstruction of disability spaces. Disability parking spaces are not enforced.

Potential highway and parking solutions are proposed:

- p) The new build is an opportunity to address an existing highway problem (6).
- q) All of Annies Close and High Leys Road should have a parking restriction from 8:00-9:15 and 15:00-16:00 hours.
- r) There should be single sided parking on High Leys Road and Annies Close only.
- s) A larger car park should be provided within the site on the land north of Annies Close (2).
- t) A one-way system should operate at the site entrance.
- u) There should be concerted effort to encourage children to walk to school.
- v) Alternative entrance should be provided from A611.

Siting, Design and Ecology

- w) The building is too close to neighbouring property/should be sited a further 15m away from residential property.
- x) The building is unattractive. The proposed school could look more inviting i.e. painted with murals to introduce colour.
- y) Residents should have an input on finishes and landscaping. More trees should be provided to control heat and provide shade.
- z) Bats need to be relocated.

Drainage

- aa) Proposed discharge to a watercourse that already causes a flooding problem in Hucknall. Controlled run-off to the watercourse is inadequate (2).
- bb) There is an existing surface water flooding problem (4) which impacts neighbouring property. A very high risk of groundwater flooding has been identified. Improved drainage is required. Existing combined site drainage should be used.
- cc) Inadequate surface water drainage will be made worse (3). Building closer to Fox Meadow will reduce the area for surface water infiltration.
- dd) A pond is proposed close to residential property (2) and may flood. The pond will hold stagnant water during periods of low rainfall. [Comment: the pond has been omitted in the revised drainage strategy.]
- ee) Intrusive survey has affected the water table.
- ff) Future property structural issues.
- gg) The outfall from the pond will cross land in other ownership.

Operational impact

- hh) Concern raised over future expansion of the school.
- ii) Noise from plant and machinery (2).
- jj) Fumes from heating system affecting residents.
- kk) The sports field would be open to public use.

101. Councillor John Wilmott, Councillor John Wilkinson and Councillor Alice Grice have been notified of the application.

102. The issues raised are considered in the Observations Section of this report.

Observations

Strategic Education Provision

103. The proposal would replace school buildings that are reaching the end of their design life and are no longer suitable for the delivery of a modern educational curriculum. The proposed school with a design capacity of 420 pupil places and a 39 place nursery, would replicate current provision and staff numbers would remain unchanged.

104. Great importance is attached to ensuring that sufficient choice of school places is available to meet the needs of new and existing communities in NPPF *Promoting Healthy Communities* (Paragraph 72). Great weight should be given to the need to create, expand or alter schools. 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 2).
105. In determining this application, consideration needs to be given to whether the proposed development would give rise to significant harm that could not be mitigated through the imposition of conditions.

Highway Impact, Traffic and Movement

106. NPPF *Promoting Sustainable Transport* Paragraph 32 advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. The proposal would re-provide existing site activities (school and Sure Start Centre), but would not result in an expansion or increase the capacity of the school. Whilst concern is raised in representations (Paragraph 100hh)) about future school expansion, it is not proposed in the application presented for determination. In considering a future application, consideration would need be given to highway impacts that may arise from change or more intensive use of the site.
107. Ashfield Local Plan Review (Adopted November 2002) (ALPR) Policy ST1 *Development* will permit development (amongst other criteria) that will not adversely affect highway safety, or the capacity of the transport system.
108. Access to the school is gained from the end of a cul-de-sac and the representations received draw attention to highway issues on High Leys Road and Annies Close at the beginning and end of the school day. Whilst the concerns of local residents are acknowledged, and a planning application to replace the school appears to offer an opportunity to resolve issues, those concerns relate to existing operational use. Members are advised that it would be unreasonable to withhold planning permission for the redevelopment of the site which would not materially change the character of the existing use on highway grounds. If planning permission was not to be granted the existing school would continue to operate and existing highway issues would continue. The issue of emergency access has been the subject of consultation, as requested by Mark Spencer MP. The Police Force Architectural Liaison Officer has drawn attention to reported incidents but describes the situation as not being unique to this school and of short duration limited to the beginning and end of the school day (Paragraph 61). East Midlands Ambulance Service does not raise concern in respect of emergency access. A consultation response has not been received from Nottinghamshire Fire Service.
109. A Traffic Regulation Order is to be introduced before the end of March 2015 as part of the County-wide programme to provide 20mph zones outside schools, which includes provision of an enforceable 'No Waiting' restriction on the 'School Keep Clear' zig-zags. In addition, the same time-limited 'No Waiting' restriction is being introduced at the junction of High Leys Road and Annies Close, which may relieve some of the issues experienced by local residents. The Order has been made following separate procedure under the provisions of the Road Traffic Regulation Act 1984 and has been the subject of public consultation.

110. A new pedestrian entrance would be formed along the southern edge of the exit road onto High Leys Road. The new pedestrian access point would not be covered by Traffic Regulation Order 4144, and it would be appropriate to consider the need to modify the Order as part of a review of the School Zone following the completion of the development (Condition 29). The effect of the measures of the Traffic Regulation Order to be introduced by the end of March 2015 will be able to be considered as part of the review.
111. 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. However, poor parking by parents and the obstruction of drives by parked vehicles is an understandable source of annoyance but is not one that can be remedied through a Traffic Regulation Order. The school is best positioned to influence parent behaviour. A robust School Travel Plan that is both deliverable and enforceable will be required to maximise the use of non-car modes of transport and it is recommended that education relating to sustainable travel; demand for, and future provision of additional covered cycle spaces; and management of student drop-off and pick-up both on and off the school site should be targeted (Condition 27).
112. Residents have made suggestions that they consider would help alleviate the existing highway problems. Alternative highway parking restrictions (Paragraph 100q) and 100r)) may be considered appropriate in compliance with recommended Condition 29. A one-system for traffic movement (Paragraph 100t)) is proposed and modifications to the existing site layout are proposed to better control vehicle movement, parking and provide safe routes for pedestrians. Encouraging children to walk to school (Paragraph 100u)) would be a sustainable objective of the School Travel Plan (Condition 27). The suggestion that a new access to the school is formed from the A611 (Paragraph 100v)) would not be supported by NCC Highways Development Control.
113. It is suggested at Paragraph 100s) that a larger car park for parent drop-off and pick-up could be provided on playing field within the site to the north of properties on Annies Close. This option has been explored with Sport England which has confirmed such a proposal would lead to loss of playing field contrary to Sport England's Planning Policy Statement, *A Sporting Future for the Playing Fields of England*. However there are areas which are not presently playing field which Sport England would not object if they were to be used for car parking (Plan 9).
114. Consideration has to be given to whether the provision of additional on-site car parking for parent drop-off and pick-up is necessary, and that without it the proposal would otherwise be unacceptable. At present there are in total 45 car parking spaces and three disability parking spaces available to staff and visitors to the school and Sure Start Centre. The application proposes that the potential Sure Start Centre building would be provided with its own 11 space car park which would be adequate to serve its operational requirements. A total of 58 car parking spaces and three disability parking spaces would be provided for the new school. Setting aside the parking provision for the Sure Start Centre, the number of proposed car parking spaces to be provided would increase by 13. ALPR Policy TR3 *Pedestrians and People with Limited Mobility* will permit development where suitable provision is made for safe and convenient access by pedestrians and people with limited mobility. Disability parking spaces would be provided close to the entrance to the school building. The existing number of disability parking spaces would be replicated at the new school, and is considered to be acceptable.

115. Having regard to risk, it is normal practice not to permit parents to drive on school premises. However, if parents are to be given access to the site, safety, particularly that of pedestrians, needs to be given careful consideration. The opportunity has been taken to consider safe movement on the site and modifications to the existing circulatory area are proposed. The access road would be reduced in width, a raised crossing point within the car park would reduce vehicle speeds and give priority to pedestrians; knee rail would direct pedestrian movement around the edge of the car park, segregate pedestrian and vehicular movement, and prevent vehicles from parking on the pavement; and an efficient parking layout would be provided adjacent to the vehicle circulatory area. The proposed increase in the number of car parking spaces, and provision for service vehicles and deliveries are considered to be adequate to meet the operational needs for the school. The increase in parking will help alleviate highway issues experienced on roads near the school.
116. Although there would appear to be potential to provide additional on-site parking, to do so would be contrary to sustainable travel objectives. Additional car parking may have the effect of encouraging parents to drive to school which may worsen impacts on High Leys Road immediately outside the school. The project is also constrained by a limited budget in which to deliver the replacement school and unjustified additional parking would not attract the funding needed.
117. ALPR Policy TR2 *Cycling Provision in New Developments* will permit development to which cyclists would reasonably expect to have access where provision is made for safe and convenient cycle access. The initial provision of 30 cycle parking spaces is considered to be appropriate for a 420 place school. 50% of the spaces would be covered and located in a secured area close to the school building entrance. The need for the provision of additional and covering of cycle spaces is proposed as an objective of the School Travel Plan, set out in recommended condition 27.
118. The cutting back of vegetation at the point where the new pedestrian access point emerges on to High Ley Road raised by NCC Road Safety Team (Paragraph 57), would be addressed through recommended Condition 22c).

Built Development and Landscape Impact

119. ALPR Policy ST1 *Development* will permit development (amongst other criteria) that will not adversely affect the character, quality, amenity or safety of the environment.
120. The redevelopment of the school site and replacement of the existing school with one of the same capacity on an established school site would not alter the character of the site or its impact on neighbouring properties. The impact of development on neighbouring property requires further consideration.
121. Existing single storey school buildings would be replaced by a two-storey building on a compact footprint. The orientation of the building would present the end elevation (20m in width) towards Lathkil (Plan 4) and, sited at closest 32.2m from the site boundary and a height of 7.35m, the relationship to that property is considered to be acceptable. It has been suggested in representations that the building could be sited further from the site boundary, but could impact on replacement playing field provision. The relationship between the first floor staff room window in the end elevation of the proposed school building and the first floor secondary bedroom window of Lathkil has been considered. At a distance of 42m it is advised that the relationship between the windows should not give

rise to unacceptable loss of privacy and is acceptable in compliance with ALPR Policy ST1 *Development*.

122. Whilst not objecting to the application, Ashfield District Council has commented that the functional design of the building lacks innovation and would be of limited design quality. The unattractive appearance of the building has been raised in representations (Paragraph 100x). However this is contrary to the independent design review undertaken by NCC Design Services reported at Paragraph 67. In response to representations critical of the design, the applicant has made the following statement: *The proposed compact building form complements the desired internal spacial relationships and enhanced energy performance. Brick is proposed as a robust, long lifespan, high quality and low maintenance finish, which reflects the dominant material characterising the surrounding residential properties and helps the school blend more effectively with its surroundings. The textured red brick will be broken up with abstract areas in a contrasting grey to create playful elements of visual interest. Facade detailing is kept simple to promote good security and discourage vandalism. School signage, incorporating the school colours/logo, will highlight the main entrance. Although the proposed appearance may be considered utilitarian, the design is deliberately understated in consideration of the surrounding context, minimising the visual impact on surrounding neighbours, and avoids visual statements which might date easily or require onerous maintenance to ensure a high standard of appearance can be achieved in the long term.*
123. The use of red brick, with grey infill panels and grey window frames and louvres are considered to be acceptable. The NCC Design Review comments on poor expression of the building entrance, but this would be defined adjacent school signage (subject to separate Advertisement Consent being obtained from Ashfield District Council).
124. Existing areas of outdoor hard play would be retained and re-used. Whilst the MUGA towards the northern site boundary would be in a location remote from the new school building, it would remain within the school site. The overall provision for hard play is considered to be acceptable and makes efficient use of legacy areas of outdoor play. The MUGA would lie outside of a secure fenced line and use of the area would need to be controlled and monitored by the school.
125. With reference to the representation reported at Paragraph 100kk), the unfenced area of playing field would be accessible by the public, as at present.
126. Playing field to the east of the existing Junior School and Infant School buildings and to the west of the school drive is the subject of ALPR Policy RC3Ho, which seeks to resist the development which would lead to the loss of formal open space unless (amongst other criteria) new formal open space would be provided locally.
127. Sport England Planning Policy Statement, *A Sporting Future for the Playing Fields of England*, explains that Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or any part of a playing field unless one of a number of exception criteria can be met.
128. Policy E4 would be met where *the playing field or playing fields, which would be lost as a result of the proposed development, would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or*

greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development.

129. ALPR Policy EV8 *Trees and Woodlands* will not permit development which would adversely affect trees worthy of retention. Where trees would be lost as a result of development, replacement or mitigating planting will be required.
130. The satisfactory re-provision of playing field would require trees to be felled. The loss of smaller tree specimens, although generally of good quality, needs to be balanced against provision of playing field. The trees that would be lost stand within a relatively remote part of the site, largely screened from the south by the Junior School building. Larger specimens to the south of the Junior School building would be retained. On balance the removal of the trees to facilitate the provision of replacement playing field is considered to be acceptable subject to the provision replacement tree planting (Condition 22). It has been suggested (Paragraph 99y)) that residents should be engaged in the details of finishes and landscape. Whilst the applicant may wish to engage with the community, landscaping would not directly impact neighbouring property, and an appropriate Informative is recommended (Note 6).
131. Replacement playing field would need to be of a quality equivalent to that lost, and recommended conditions require the submission of a baseline pitch assessment to be used as a minimum specification for the area of replacement playing field (Condition 10 and Condition 23).
132. The provision of defined paths and hard play areas, along with grassed areas marked out for sports pitches would be consistent with school design and setting. Whilst some trees would be lost, the largest trees would be retained and satisfactory replacement tree planting is proposed.

Contamination, Noise and Emissions

133. The submitted desk top study is considered to be satisfactory. The consultation response from NCC Land Reclamation Team (Paragraph 85) has identified the need for further intrusive site investigation work to be carried out and is the subject of recommended Condition 11.
134. There is the potential for asbestos containing materials to be encountered when the existing school buildings are demolished. The two existing school buildings would be demolished separately and recommended Condition 25 would require a pre-commencement asbestos survey and validation report for each building to be submitted to confirm that the post-demolition footprint does not contain asbestos containing materials.
135. With reference to the conditions recommended by Ashfield District Council (Paragraph 35), it is not anticipated that reclaimed materials will need to be brought to site. If required, the import of materials to the site would require Waste Management Licence exemption from the Environment Agency and, controlled by other legislation, does not need to be a condition of a grant of planning permission. An Informative is recommended (Note 4).
136. Construction work has the potential to generate significant levels of noise and construction activities and deliveries to site should be controlled through planning condition (Condition 8 and Condition 9e)). The movement of construction traffic during periods at the beginning and end of the school day should also be restricted (Condition 8b)). In addition, the demolition of the

existing school buildings should be controlled and is the subject of recommended Condition 26.

137. The consultation response from NCC Project Engineer (Noise) considers the potential noise impact from operational outdoor activity but does not anticipate that use of areas of playing field would provoke an adverse reaction from residents. The consultation response also identifies an established precedent of noise from external school activities on the site. The existing school capacity would remain unaltered and would maintain the prevailing noise climate, minimising any adverse reaction from surrounding neighbouring residential properties.
138. Whilst it is considered unlikely that fixed plant will give rise to adverse noise impacts at neighbouring properties, a precautionary condition is recommended (Condition 32).
139. Concern is raised at Paragraph 100jj) that emissions will impact neighbouring properties. The school would be heated by gas and the installed boiler and emissions would need to comply with requirements of the Building Regulations.

Sustainability

140. Sustainable features set out at Paragraph 29 of the report are appropriate and are considered to be acceptable.

Security & Lighting

141. The site would be secured by a combination of existing perimeter fencing and relocation of existing fencing to form secured areas within the site and is considered to be acceptable. Although the Police Force Architectural Liaison Officer wishes to discuss security issues with the applicant, they do not relate to matters which would require planning permission.
142. The precise details of the height and design of the sprinkler tank and associated pump housing is not yet known, and the detail of the design and height of the surrounding enclosure would be reserved by recommended Conditions 3f) and 17a).
143. CCTV will provide suitable supervision of the car park and building entrance. The submitted lux plot demonstrates that proposed lighting will not give rise to significant impacts outside the site and is considered to be acceptable.

Ecology

144. Habitat during construction would be safeguarded through the erection of fencing as recommended in the Extended Phase 1 Habitat Survey Report (Condition 6).
145. Ecology issues, particularly potential impact on bats have been satisfactorily addressed, and mitigation and compensation measures set out in the Bat Method Statement are the subject of recommended Condition 21.
146. The recommendations of NCC Nature Conservation Team are incorporated in recommended planning conditions to *require the use of good practice working methods in respect of protected species or other mammals on the construction site* (Condition 9h)); *the control of vegetation clearance during the bird nesting season* (Condition 4); *the production of a method statement facilitating the removal of invasive non-native Japanese rose* (Condition 9i)) ; *the submission of*

a landscaping scheme to include a Landscape Management Plan to guide ongoing management of created and retained habitats (Condition 22 and Note 7); and the submission of a bat-sensitive lighting scheme (Condition 20).

Site Drainage

147. NPPF Paragraph 103 advises that when determining planning applications, it should be ensured that flood risk is not increased elsewhere. Existing surface water drainage issues and concern that development may worsen drainage problems has been raised in representations received from residents of Fox Meadow and reported at Paragraphs 100aa)-gg). The proposed drainage strategy for the development, which includes discharge to the watercourse at the Greenfield run-off rate, is acceptable to the Environment Agency subject to development being carried out in accordance with the Flood Risk Assessment supporting the application (Condition 13). The detailed drainage proposals will be expected to demonstrate that flood risk to adjoining property is not exacerbated (Note 5).
148. Site investigation has established that there is a high water table locally and may be the source of the existing problems experienced at Lathkil. The issue of water from the school site impacting neighbouring property and impact of site investigation work is the subject of a separate enquiry being considered by NCC Property, but is not material to the determination of this planning application.
149. Although the surface water outfall to the watercourse would not be formed across land within the red line of the application site (Paragraph 100gg)), the CPA is satisfied that the area of land in question is in the control of the applicant by virtue of the 1949 deed (Paragraph 30) and can be the subject of relevant planning conditions. There is no evidence to suggest that the action referred to in Condition 13 could not be performed within the time limit imposed by the condition.

Construction

150. The proposed site compound would be of a size suitable to accommodate parked construction vehicles, although there may be periods during the build when a greater number of vehicles would be at the site. Recommended Condition 9c) requires the submission of how parking associated with construction of the school would be managed.
151. Proposed measures for the management of deliveries to site are acceptable in principle, although further detail of aspects of the construction would be required by recommended Condition 9. Restrictions on the timing of deliveries to site, permissible hours of construction, and noise generated by construction activities are the subject of recommended Condition 8.
152. The stoned-up site compound would need to be provided with temporary drainage and the submission of drainage proposals for the period of construction is the subject of recommended Condition 9f).

Other Options Considered

153. 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

154. 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

155. 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.

Financial Implications

156. A recommended condition, should planning permission be granted, requires the review of a Traffic Regulation Order and may require Order T4144 to be revoked and re-made. The applicant has confirmed that the costs associated with such an Order would be met by the applicant department.

Crime and Disorder Implications

157. The school site would be secured through existing and additional security fencing. An Informative is recommended advising the applicant to discuss school security issues with the Police Force Architectural Liaison Officer (Note 9).

Human Rights Implications

158. 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 proposals have the potential to introduce impacts such as noise and disturbance on the amenity of residents living close to the school, particularly at the beginning and end of the school day. However, it is considered that these impacts would be no greater than those experienced at present and may improve through the provision of additional on-site car parking. These impacts need to be balanced against the wider benefits the proposals would provide through the provision of a replacement school on an existing 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

159. The proposed development includes the retention of existing security measures and the provision of additional fencing to adequately safeguard children at the school.

Implications for Sustainability and the Environment

160. These are set out and considered at Paragraphs 29 and 140 of the report.
161. There are no implications arising for Human Resources or Equalities as a consequence of the development.

Statement of Positive and Proactive Engagement

162. In determining this application the County Planning Authority has worked positively and proactively with the applicant by entering into pre-application discussions; scoping of the application; assessing the proposals against relevant Development Plan policies; the National Planning Policy Framework, including the accompanying technical guidance and European Regulations. The County Planning Authority has identified all material considerations; forwarding consultation responses that may have been received in a timely manner; considering any valid representations received; liaising with consultees to resolve issues and progressing towards a timely determination of the application. Issues of concern have been raised with the applicant, such as impacts of traffic; parking; site landscape; and privacy, which 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

163. 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 3. Members need to consider the issues, including the Human Rights Act issues, set out in the report and resolve accordingly.

JAYNE FRANCIS-WARD

Corporate Director Policy, Planning and Corporate Services

Constitutional Comments

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

[SLB 08.01.2015]

Comments of the Service Director - Finance

The financial implications are set out in the report.

[SEM 08/01/15]

Background Papers Available for Inspection

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

Electoral Division(s) and Member(s) Affected

Hucknall	Councillor John Wilmott
	Councillor John Wilkinson
	Councillor Alice Grice

Report Author / Case Officer

David Marsh

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

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