



24 May 2016

Agenda Item: X

REPORT OF CORPORATE DIRECTOR – PLACE

GEDLING DISTRICT REF. NO.: 7/2015/1450NCC

PROPOSAL: UPPER SCHOOL: ERECTION OF SINGLE STOREY 60 PLACE FREESTANDING DOUBLE CLASSROOM WITH ASSOCIATED STEPS AND RAMP ACCESS. LOWER SCHOOL: DEMOLITION OF NO.1 BOILER SHED AND EXCAVATION TO ENLARGE EXISTING STAFF CAR PARK, AND PROVISION OF NEW HARD PLAY AREA

LOCATION: STANHOPE PRIMARY & NURSERY SCHOOL, KEYWORTH ROAD, GEDLING

APPLICANT: NCC CHILDREN, FAMILIES AND CULTURAL SERVICES

Purpose of Report

1. To consider a planning application for the erection of a 60 place double classroom building on an area of existing outdoor play and associated ramped access works at Stanhope (Upper) Junior School, and the provision of an enlarged staff car park and area of outdoor play at Stanhope (Lower) Infant and Nursery School, Keyworth Road, Gedling. The key issues relate to traffic impact associated with school expansion and potential noise arising from an increase in pupil numbers and displacement of children from areas of outdoor play as a consequence of the proposed development. The recommendation is to grant planning permission subject to the conditions set out in Appendix 2.

The Site and Surroundings

2. Stanhope Primary and Nursery School is located in a residential area 2km to the north-west of Carlton and 300m to the south-west of Arnold Lane (A6211). The site is bounded by Keyworth Road, Shelford Road and Rutland Road, while the rear gardens of properties on Bayliss Road adjoin the northern boundary of the school (Plan 1).
3. The 240 place school has a Published Admission Number (PAN) of 35 but currently has 289 pupils on roll (revised Transport Statement April 2016). The school operates as a Primary and Nursery School on a site of 2.53ha., occupying two groups of buildings at the northern and southern ends of the site, separated by playing field. There is a significant change in level across the site with higher ground to the north. Buildings, areas of outdoor play and playing field are formed on a series of plateaux.

4. The Key Stage (KS) 2 'Upper' school and Foundation 1 (F1) and nursery are located at the northern end of the site. In addition, Jesters, a 15 place pre-school facility operated by a private provider, and community facilities are provided at the southern end of the Upper school building.
5. The school building is primarily of single storey CLASP construction with a two storey element at its eastern end, taking account of changes in site level. Areas of formal outdoor hard play lie to the north of the school, at a level approximately 2.5m below the level of Keyworth Road, with mature trees established along the boundary with properties on Bayliss Road. Additional circular areas of hard play are provided to the west of the school, set within trees.
6. Access to a car park which can accommodate six cars, although 10 vehicles can be accommodated with tandem parking, is formed opposite 17 Keyworth Road. No specific provision is made for disability parking. There is one point of pedestrian access on Keyworth Road 30m to the south of the vehicular access to the site. Pedestrian access to the Upper school can also be gained from a pedestrian access gate on Rutland Road at the southern end of the site.
7. Foundation2 and KS1 are accommodated in single storey CLASP buildings at the southern end of the site with separate KS1 and Foundation play areas to the east. Vehicular access to a four place car park is provided from Shelford Road opposite the junction with County Road, although a fifth car can be accommodated through tandem parking. A separate pedestrian access is provided 25m to the south. Pedestrian access to the Lower school is also gained from two points on Rutland Road (Plan 2).
8. The area is hilly and no provision is made for cycle parking on the site.
9. The school day starts at 08:45 hours, ending at 15:30 hours, while Jesters operates between 07:30 – 18:00 hours. 36 staff in total are employed, comprised of 12 full time staff and 27 part-time staff. There are 11 full-time and 12 part-time teachers and teaching assistants.

Proposed Development

Background

10. The Education Statement supporting the application has identified a shortfall of 173 Primary School places in the Carlton pupil planning area by 2018/19 (Plan 3). Stanhope Primary School has been identified as having potential to expand to provide an additional 180 places, increasing the school capacity to 420 with a corresponding increase of the PAN to 60 places.
11. Internal works not requiring planning permission were carried out in the summer of 2015 that reduced the number of places at the Lower school KS1 building from 122.5 (including part-time nursery places) to 110 places. As a consequence of part of the Upper School ceasing to be used as a Sure Start Unit and relocation of the nursery and pre-school from the Lower School, the number of places at the Upper School increased from 134 to 162 places. The total number of children on roll has subsequently increased from 272 to 289 (Paragraph 3). Through internal reorganisation of the Upper School, with Jesters Nursery and the Foundation 1 being accommodated in part of the school formerly used as a Sure Start Unit, the remaining requirement for

additional pupil places is proposed to be met through the erection of an additional two classrooms.

Proposed Development

12. Planning permission is sought to erect a free-standing two-classroom building with a shared group room and toilet facilities on the outdoor hard play area to the north of the KS2 school building (Plan 4).
13. The building would have a footprint of 17.5m x 9.4m and would be 3.7m in height. The dark grey metal deck roof and eaves (RAL 9023) would have a minimal curve, draining to each side of the building. The elevations would be finished in white render (RAL 9010) with green central panels (RAL 6018) framing centrally positioned doors and windows on the end elevations. The building would stand on a grey plinth applied to the face of the building raft (RAL 7000). Doors and window frames would be of white aluminium construction. White rainwater downpipes are proposed (Plan 5).
14. Surface water would discharge to a soakaway to the north of the building.
15. The building would be sited 23m from the rear of the nearest house to the east (21 Bayliss Road) (Plan 4). Windows in the east elevation of the proposed building would be between 25m and 31m from the facing properties at 17 and 19 Bayliss Road. Having regard to changes in site level, the eaves level of the proposed single storey building would be approximately 0.6m above the eaves of the adjacent (two-storey) houses. The applicant has indicated that a log wall retaining enclosure would be erected outside the east facing elevation of the classroom. The height of the structure has not yet been determined, but is proposed to be of a height that would prevent overlooking and unacceptable threat to the privacy of occupiers of Bayliss Road from the classrooms (Plan 7).
16. The building would be set down such that the eaves of the building would be approximately 1.0m above the level of Keyworth Road. The roof of the building would be seen when viewed from the adjacent highway.
17. The building would be constructed using a 'flat pack' system, delivered to site for final assembly. A temporary access for small tracked vehicles would be opened from Keyworth Road to allow small plant to access the outdoor play area for construction. The route would run between trees, with trackway installed on sand blinding to protect root systems, and no trees in this part of the site would need to be removed. Grassed areas would be reinstated following the completion of site works.
18. As a consequence of development an area of outdoor hard play would be lost, the implication of which would be that an increased number of pupils may use the remaining area of outdoor hard play closer to the properties on Bayliss Road. The school has submitted a statement to confirm that from September 2016 the round outdoor hard play areas to the south-west of the school would be used for all playtime and lunchtime activities as well as the main meeting and greeting point for the Upper school (Plan 6).
19. A new pedestrian gate would be provided adjacent to the vehicular access to the Upper school. The pedestrian route within the site would be marked to provide a safe walking route for pedestrians, and would cross the vehicular drive by means of an elevated platform designed to give priority to pedestrians. A

ramp would be formed to the north of the existing Upper school building to provide a suitable step-free access to the proposed building.

20. No alterations are proposed to the Upper car park, although one designated disability parking space would be provided.
21. An additional ramp would also be provided to the west of the Upper school building to provide a step-free access to the main school entrance from the pedestrian access on Keyworth Road, and between the school building and the round areas of outdoor play. The provision of the ramp would require the removal of one tree.
22. By 2021 a total of 55 staff would be employed comprised of 21 full-time and 34 part-time staff. There would be 20 full-time and 12 part-time teachers and teaching assistants (an increase of nine full-time teachers and teaching assistants).
23. The Lower school car park would be enlarged to accommodate 18 cars and provision for on-site turning, requiring the removal of a former boiler shed, and the bank on the northern side of the car park to be cut away and retained by a 1.4m high artificial stone wall (Plan 8).
24. An additional 187m² of hard play for the KS1 Lower school would be provided to the north-east of the car park (Plan 6). The tree survey supporting the application recommends that adjacent trees are safeguarded by the erection of protective fencing during construction.

Consultations

25. **Gedling Borough Council** - No objection.
26. **NCC Highways Development Control** - No objection in principle subject to conditions to control the time of vehicle movements and highway matters related to construction; the provision of the car park before the development is brought into use; a review of the School Zone; and the submission of a Travel Plan with subsequent annual reviews. *The proposal is unlikely to have a detrimental impact on the highway in the vicinity of the site, and internal parking arrangements for vehicles are being improved.*
27. *The car park is proposed to be altered in order to provide additional off-street parking spaces for staff/visitors. According to the submitted information, the provision of the additional classroom space would enable the school to increase its capacity from 289 pupils to 420 pupils. As the increase will be tied to the Published Admission Number (PAN), the increase to capacity will be gradual, with enrolment increasing incrementally over a number of years. Staff numbers are proposed to be increased to accommodate the increased number of pupils.*
28. *With regards to the off-street parking areas for staff/visitors, the Highway Authority considers that the additional spaces are likely to accommodate the expected increases in staff numbers as a result of the extension, and would potentially help alleviate the existing issue of staff parking on-street. This would help reduce the impact of on-street parking associated with staff.*

29. *A review of the road safety records (01/01/09–31/12/15) on the highway network in the vicinity of the school is contained in section 3.2 of the Transport Assessment. This indicates that there are three recorded collisions over the survey period, and that there have been no incidents since July 2012. As there is no direct correlation between the three collisions, and a low number of incidents, the Highway Authority considers that pupil drop-off and pick-up by vehicles does not create a highway safety issue on the roads in the vicinity of the site.*
30. *With regards to on-street parking for parents dropping off and picking up their children, the Transport Statement determines that the surrounding roads have adequate capacity to accommodate the additional demand for short stay parking. From visiting the site, and assessing the submitted data, the Highway Authority is satisfied with the assessment of the surrounding road network, and with the predicted impacts of the proposal on the roads in the vicinity of the site. Notwithstanding this, concerns have been raised [in representations] regarding the potential impact that parked vehicles would have on the roads in the morning and afternoon periods when children are being dropped off and picked up. The roads where the most concern has been raised are Keyworth Road, Rutland Road and Shelford Road. It is recommended that following the classrooms coming into use, monitoring of the roads in the vicinity is carried out, and if required consideration given to the use of parking restrictions.*
31. *The Highway Authority recognises that on-street parent parking at school opening and closing times is going to be a concern to the residents in the vicinity of the school. However the time period over which this occurs is very brief. Commonly, the pm peak is worse than the am peak with vehicles beginning to park 20-30 minutes before closing time. Generally the roads are back to normal by about 15 minutes after the school closes.*
32. *This is not a unique problem and is prevalent at most schools throughout the country in local neighbourhoods. However, 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. Notwithstanding this, considerate on-street parking on the public highway is acceptable if carried out appropriately in accordance with any Traffic Regulation Orders that already exist. To assist with the issue of inconsiderate parking outside schools and parents ignoring Traffic Regulation Orders, the County Council has recently activated a dedicated CCTV car to monitor and issue Penalty Charge Notices for motorist contraventions in restricted areas subject to Traffic Regulation Orders.*
33. *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' (paragraph 32). In light of the above, the Highway Authority considers that the measure of 'severe' cannot be made in relation to the impact of additional traffic associated with the school. Furthermore, the current Government attaches great importance to ensuring sufficient choice of school places is available to meet the needs of new and existing communities in the NPPF Promoting Healthy Communities (Paragraph 72). Great weight should be given to the need to create, expand or alter schools. Also, in a policy statement letter (2011) 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.

34. *There are no substantive transport reasons that should prevent the granting of planning permission for the proposed school extension. However, the Highway Authority recommends appropriate planning conditions that require the updating of the School Travel Plan to incorporate the increased capacity of the school. Also, the short term parent parking issue should be an integral part of this plan. The school must proactively manage this by including measures and strategies to reduce the reliance of single occupancy vehicles and encourage visits by sustainable modes of travel. The travel plan must be kept up to date, independently monitored and acted upon. 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 widely 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.*
35. **NCC Road Safety Team** - No response received. Any response received will be orally reported.
36. **NCC Design Services** - No response received. Any response received will be orally reported.
37. **Police Force Architectural Liaison Officer** - No objection.
38. **Sport England** - No objection. *The proposal involves the loss of the only area of playground which could (if improved) be marked out as a games court. Whilst it would not appear that this area was constructed as a formal games court area (hence no objection in this regard) Sport England would support improvement of one of the other hard surfaced areas to enable a court to be marked out.*
39. **NCC Nature Conservation Team** - No objection subject to conditions to control vegetation clearance and to mitigate risk to mammals during construction.
40. **NCC Project Engineer (Noise)** - No objection subject to conditions to control noise during construction, a baseline noise assessment, and the submission of a management plan to ensure that pupil numbers using the remaining outdoor play area (to the east of the proposed building) are comparable to existing. *The dominant noise source from school sites is activity noise from children playing outdoors which is generally short duration and occurs only on school days during term time and it is therefore rare for this type of transient noise to cause a strong adverse reaction. However, in addition to the extra pupils from the new classroom block, the proposed development at the Upper School has the potential to displace existing children playing on the playground where the new building will be sited onto the lower playground nearer to properties on Bayliss Road, which could lead to a notable increase in noise levels at the rear of these properties. A baseline noise measurement should be taken adjacent to the rear boundary of Bayliss Road properties prior to the commencement of development to determine a representative baseline noise level which can be used as a comparison against any future noise levels in the event of a complaint. Where a complaint is considered justified, a review of the outdoor play management plan may need to be undertaken.*

41. *The school propose to limit the number of KS2 children using the lower playground to the north by relocating a proportion of the KS2 children onto the circular playgrounds to the west of the site. The circular playgrounds are further from residential properties and would not increase noise levels at the more sensitive rear facades/garden areas of properties on Keyworth Road. This is considered to be an acceptable solution so long as appropriate measures are put in place to ensure that this is managed properly.*
42. *Noise levels when windows in the new classroom block are opened during warmer days to provide natural ventilation would not be expected to be at a level or duration that would give rise to noise complaints.*
43. **NCC Land Reclamation Team** - No objection subject to conditions requiring a watching brief for contamination in made ground and a pre-demolition asbestos survey of the boiler shed.
44. **NCC Flood Risk Management Team** - No objection.
45. **Severn Trent Water Limited** - No objection subject to a condition requiring the submission of details of foul and surface water drainage.
46. **Western Power Distribution** - No objection. *Attention is drawn to a sub-station in proximity to proposed works.*
47. **National Grid (Gas)** - No objection. *Apparatus is identified on the site.*

Publicity

48. The application has been publicised by means of site notices and neighbour notification letters sent to the nearest occupiers in accordance with the County Council's adopted Statement of Community Involvement Review.
49. The following representations have been received from the Gedling Borough Councillor for Phoenix Ward:
 - a) No objection to the building.
 - b) Impact of traffic needs to be addressed. Expansion will worsen parking problems. Traffic problems have worsened since the 2015 school expansion.
 - c) Staff parking on the highway. Daytime parking on Keyworth Road.
 - d) Increased parent parking drop-off/pick-up. Increase in parking/congestion near school entrances.
 - e) The road is narrow. Increased risk of accidents from blocked pavements.
 - f) Increased off-road parking is welcomed but may not be sufficient.
 - g) Travel Plan suggestions are commended but require voluntary actions.
 - h) The Transport Statement is out of date. [*Comment: A revised Transport Statement has been submitted in support of the application.*]

- i) Zigzags do not extend to cover a recently installed pedestrian gate on Rutland Road.
 - j) Suggestion – The Traffic Regulation Order on Rutland Road should be extended and review carried out of the School Zone around a recent pedestrian access gate on Rutland Road.
50. Three residents of Bayliss Road have written making the following representations:
- a) Building is sited too close to residents/could be sited elsewhere (2).
 - b) Children will use the lower play area closer to residents. Increased noise (2).
 - c) Lack of tree maintenance (3).
 - d) Healthy trees are to be removed (2).
 - e) Lack of community engagement (2).
51. Two letters have been received from residents of Keyworth Road:
- a) Increasing school numbers will worsen existing problems.
 - b) There is insufficient parking to stop teachers parking on the road. Proposed parking will not ease problems at the Upper School site.
 - c) All-day parking on Keyworth Road. Staff and parent parking restricts access to properties/junctions.
 - d) Reduced safety/visibility. Obstruction of drives by parent drop-off/pick-up.
 - e) Parking on Keyworth Road/Shelford Road related to out-of-school activities.
 - f) Keyworth Road is not on a gritting route leading to congested dangerous conditions in bad weather.
 - g) Noise from early morning deliveries. Noise of gate closure.
 - h) It is suggested that on-site staff and visitor parking is increased; a dedicated on-site drop-off zone should be provided; and pedestrian/vehicular entrance points should be relocated.
52. Councillor Jim Creamer and Councillor Darrell Pulk have been notified of the application.
53. The issues raised are considered in the Observations Section of this report.

Observations

Strategic Education Provision

54. The proposal would complete the two-phase expansion of Stanhope Primary and Nursery School achieved through works within the Lower School building in 2015, internal reorganisation of the Upper School, and the provision of the

proposed two-classroom building. The proposal would contribute to available school places in the Carlton pupil place planning area. Additional places have also been provided through expansions at Central Infant School (2015) and Central Junior School (2016), both within the Carlton pupil place planning area. Government guidance advises that 5%-10% additional places should be provided.

55. Broxtowe Borough, Gedling Borough and Nottingham City Aligned Core Strategy 2014 (ACS) Policy 12 *Local Services and Healthy Lifestyles* will support extended or improved community facilities where they meet local need and should be in locations accessible by a range of sustainable transport modes. 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 1). 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

56. ACS Policy 14 *Managing Travel Demand* seeks to reduce demand to travel by car through development in the most accessible locations. The proposed development would provide school places for the local community and is accessible by a bus route on Shelford Road.
57. NCC Highways Development Control has provided a comprehensive response considering the highway related issues of the proposed development. NPPF *Promoting Sustainable Transport* Paragraph 32 advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
58. The Transport Statement identifies that there is capacity in the highway network to accommodate additional short stay parking associated with the proposed development. The Highways Authority has commented that the roads near the school have adequate capacity to accommodate additional demand for short stay parking, but recommend that following the proposed classrooms being brought in to use, monitoring of the parking should be carried out and if required consideration given to the use of parking restrictions. It is considered that parking problems are unlikely to worsen at school entrance points as a consequence of the school expansion, but rather that existing problems are likely to extend further afield.
59. The proposed development would increase the school roll by 25 children at first admission in each year, and the cumulative impact of the development may only become evident over time. Notwithstanding the representation reported at Paragraph 49j), having regard to the initial small increase in pupil numbers and the advised capacity of roads near the school to accommodate on-street car parking, the making of a Traffic Regulation Order is not considered to be essential when the expanded school first opens. However, pupil numbers will

increase in successive years. School Travel Plans can be effective in reducing the impact of school traffic and encourage a modal shift in travel to and from school. It is recommended that annual traffic/parking monitoring is carried out, and that consideration is given to the need for additional enforceable traffic measures to be implemented, as a specific item in an annual report of a School Travel Plan (Condition 18).

60. With reference to the representation reported at Paragraph 49i), the adequacy of highway markings and signage would be reviewed in compliance with recommended Condition 16. The issue of unsafe parking blocking pavements and visibility is raised in representations. However, the Highways Authority has reviewed the road safety records and considers that pupil drop-offs and pick-ups by vehicles does not create a highway safety issue on the roads in the vicinity of the site.
61. 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, inconsiderate parking by parents across driveways, parking on pavements, or in breach of a Traffic Regulation Order can be a source of irritation and is a matter that can be best addressed through parental education through the School Travel Plan. Visible presence of the County Council CCTV car which can monitor and issue Penalty Charge Notices may also be effective in influencing parent behaviour.
62. Gedling Borough Replacement Local Plan (2005) (GRLP) Saved Policy T10 *Highway Design and Parking Guidelines* states that developers will not be required to provide more parking spaces than they consider necessary unless failure to provide enough off-street parking would harm road safety or prejudice the flow and management of traffic in nearby streets. As a consequence of the proposed change to the PAN, pupil numbers at first admission would increase by 25 and the school population would grow in successive years as the larger admission number pass through the school. By 2021 nine additional full-time teaching staff would be employed and there would be a net increase of 13 parking spaces through expansion of the school car park. The proposed number of new car parking spaces would exceed that required for the proposed development, and the provision of additional parking spaces may help alleviate the issue of staff on-street parking identified in representations (Paragraph 49c). The school will be able to influence staff parking behaviour, including directing them to the availability of parking spaces at the Lower School site, reinforced by the requirement of recommended Condition 17e).
63. Although there are no proposals for cycle parking given the hilly location of the school, demand for cycle facilities may change and is a matter that should be regularly reviewed through the School Travel Plan (Condition 17i)).
64. It is suggested at Paragraph 51h) that a dedicated on-site drop-off zone should be provided and that staff and visitor parking is increased. The provision of additional car parking would be likely to encourage travel to school by car and is not considered to be sustainable.
65. Parking on Keyworth Road and Shelford Road related to out-of-school activities has been raised in representations (Paragraph 51e)). It is not anticipated that traffic associated with out of school activities would be greater than the normal operational use of the school.

66. It is identified in representations that Keyworth Road is not on a gritting route which may lead to congestion and dangerous conditions in bad weather (Paragraph 51f)). The maintenance of the public highway is a matter for the Highways Authority and has not been raised as a concern in their consultation response.

Amenity Impact of Traffic

67. It is considered that an increase in on-street parking would not unacceptably alter the character of the area although may extend further afield than at present. On-street parking may be an inconvenience to residents but it is considered that the parking of cars on the public highway for relatively short periods on weekdays during school terms would not cause significant detriment to residential amenity.
68. A review of the School Travel Plan Review should be submitted, to reflect the increased capacity of the school, promoting sustainable travel objectives and aims that include; environmental education; raising awareness of the problems car journeys can create, including short term parent parking; reducing travel by vehicles to and from school; promoting car sharing; raising awareness amongst parents of the issues of travel to school; and to reduce congestion around the school. Implementation of a robust 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.
69. Recommended Condition 17 and Condition 18 would require the submission of a School Travel Plan to address targeted issues and the submission of an annual report for a minimum period of five years and until Travel Plan targets have been met. The school would be required to appoint a Travel Plan Co-ordinator who should actively engage with local residents and civil enforcement officers in the annual review of the School Travel Plan.

Siting and Design

70. There is concern expressed by residents of Bayliss Road that the building is sited close to neighbouring property and could be sited elsewhere (Paragraph 42a)). An alternative proposal in the site evaluation considered the siting of a three classroom building to the south of the Upper School building which would have required trees to be felled. However, suitable accommodation can be provided through the erection of a two-classroom building in combination with internal works and reorganisation of existing school buildings. Consideration needs to be given to whether the proposed siting gives rise to significant impacts which cannot be mitigated through design or planning conditions.
71. GRLP Saved Policy ENV1 *Development Criteria* will grant permission for development of a high standard of design which has regard to the appearance of the area and is acceptable in terms of scale, layout and materials. The building would be set down within the site when viewed from Keyworth Road, and the scale and siting of the building are considered to be acceptable. The proposed choice of facing materials is considered to be acceptable and no additional details are required by planning condition.

72. Whilst windows in the east elevation of the proposed classroom would be 25m-31m from windows of properties on Bayliss Road, and would be considered to be an acceptable distance between facing residential properties, the occupation and use of school buildings is different. Through careful design the proposed fence to the east of the classroom would be able to screen views from the building and activity immediately outside the classroom. It is recommended that the height of the fence, which would acceptably safeguard privacy in compliance with GRLP Policy ENV1 *Development Criteria* (which requires that development would not have a significant adverse effect on the amenity of neighbouring occupiers) is determined on site once the classroom has been sited and is the subject of recommended Condition 14.
73. No details of proposed lighting have been submitted. To be acceptable proposed lighting would need to comply with Institute of Lighting Professionals *Guidance for the Reduction of Obtrusive Light – Zone E2* which sets out acknowledged acceptable lighting levels for different environmental zones (Condition 12).

Noise

74. The proposed building would be sited on the area of hard play most suited to court-based outdoor sports. However, the area is not formally marked. There is concern, expressed in representations, that in addition to there being an increased number of children on the site, the children displaced from the area of the proposed building would use the remaining area of hard play, closer to the rear gardens of houses on Bayliss Road. However, the hard play area adjacent properties on Bayliss Road is in a condition that would not be suitable for court-based sports. The school has stated that outdoor play is to be directed to the circular areas of hard play to the south of the school, and will be a matter for the school to manage. It has been satisfactorily demonstrated that suitable games courts could be accommodated on the circular hard play areas (Plan 6).
75. There are a mixture of boundary treatments on the site boundary with properties on Bayliss Road, in some cases providing little or no screening from outdoor school activity and noise. In determining the application, consideration should be given to whether potential noise impacts could be satisfactorily controlled so as not to give rise to unacceptable impact on residential amenity.
76. It is recommended, prior to the commencement of development, that a base line noise assessment is undertaken (Condition 5). The base line noise assessment could subsequently be used to determine in the event of noise complaints whether noise impacts have become significantly worse, requiring further action to be taken. The school would be in the best position to control activity in the area close to Bayliss Road properties, and directing outdoor play to the south of the existing school may not worsen present noise impacts. Alternatively, consideration may need to be given to physical measures, such as the erection of acoustic fencing, to mitigate noise impacts (Condition 19).
77. Noise from early morning deliveries are not anticipated to be different to other schools. The noise from a pedestrian gate is a management issue to be dealt with through routine school maintenance (Paragraph 51g)).

Trees

78. Submitted representations from residents of Bayliss Road make reference to the removal of healthy trees (Paragraph 50d)). Trees would not be impacted by the siting of the proposed building and existing trees close to the construction access would be protected during site works. Satisfactory measures are proposed in the submitted Tree Survey to safeguard nearby trees during the construction of the proposed extended Lower School car park and additional hard play area.
79. The methodology for the temporary classroom construction access, passing between trees, is considered to be acceptable and no additional information related to tree protection during construction is required by planning condition.
80. The submitted tree survey was prepared for an alternative development and does make reference to the removal of other trees on the site. However, the applicant has confirmed that as there is no need to fell identified trees that they would be retained.
81. A lack of tree maintenance has also been identified by residents at Paragraph 50c). However, the trees are not impacted by the proposal and a lack of tree maintenance is not a material consideration in the determination of the planning application.

Other Matters

82. While pre-application community engagement is to be encouraged there is no statutory requirement for engagement to be carried out before submitting a planning application (Paragraph 50e)).

Other Options Considered

83. 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

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

Crime and Disorder Implications

85. The site would benefit from existing site perimeter security fencing.

Human Rights Implications

86. 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 increase activity associated with the expansion of the school. The proposals have the potential to introduce impacts such as noise and disturbance from increased comings and goings and outdoor play upon neighbouring residents. However, these potential impacts need to be balanced against the wider benefits the proposals would provide through the provision of additional school places. Members need to consider whether the benefits outweigh the potential impacts and reference should be made to the Observations section above in this consideration.

Safeguarding of Children Implications

87. The site would benefit from existing site perimeter security fencing.

Implications for Sustainability and the Environment

88. Implications for Sustainability and the Environment are considered in the report.
89. There are no implications for Service Users, Finance, Equalities or Human Resources.

Statement of Positive and Proactive Engagement

90. In determining this application the County Planning Authority has worked positively and proactively with the applicant by entering into pre-application discussion; assessing the proposals against relevant Development Plan policies; all material considerations; consultation responses and any valid representations that may have been received. Issues of concern have been raised with the applicant and addressed through negotiation and acceptable amendments to the proposals. This approach has been in accordance with the requirement set out in the National Planning Policy Framework.

RECOMMENDATIONS

91. 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.

TIM GREGORY

Corporate Director – Place

Constitutional Comments

The subject of the attached report falls within the scope of Planning and Licensing Committee and this is the appropriate body to consider the report.

[RHC 13.05.16]

Comments of the Service Director - Finance

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

[SES 13.05.16]

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 Members Affected

Carlton West	Councillor Jim Creamer
	Councillor Darrell Pulk

Report Author/Case Officer

David Marsh

0115 9932574

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

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