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| meeting | <b>PLANNING COMMITTEE</b>      |                             |
| date    | <b>13 JULY 2004</b>            |                             |
| from:   | <b>Director of Environment</b> | agenda item number <b>5</b> |

**RUSHCLIFFE BOROUGH COUNCIL 8/04/00337/CTY  
NEW ACTIVITY HALL, STORAGE AND ENTRANCE FOYER  
DAYNCOURT COMPREHENSIVE SCHOOL, GLEBE LANE, RADCLIFFE-ON-  
TRENT, NOTTS  
APPLICANT: NOTTS COUNTY COUNCIL EDUCATION DEPARTMENT**

**Purpose of Report**

1. To consider a planning application for the construction of a new activity hall, storage and entrance foyer at Dayncourt Comprehensive School, Glebe Lane, Radcliffe-on-Trent. The proposals are linked to associated sports facilities at the site which are the subject of a separate application reported elsewhere on this agenda. The key issues relate to impacts upon existing access and parking arrangements. The recommendation is to grant planning permission subject to conditions.

**The Site and Surroundings**

2. Dayncourt Comprehensive School lies towards the southern side of Radcliffe-on-Trent directly north-west of the slightly elevated Grantham Road (A52). The site's south-western boundary abuts residential development situated on Cropwell Road, Cropwell Gardens and Glebe Lane, which provides vehicular access to the site. Further residential development situated on Victoria Street, Lincoln Grove, Eastwood Road, Gatcombe Close and Bingham Road abuts the school's north-western boundary. The rear gardens of residential properties on Golf Road and Grantham Road adjoin the school's north-eastern boundary. Allotment gardens lie to the south-east of the A52 opposite the site beyond which lie further residential properties on Grantham Road and Cropwell Road (see Plan 1).
3. Dayncourt Comprehensive School occupies a large, irregularly shaped campus which is shared with Radcliffe-on-Trent Junior and Radcliffe-on-Trent Infants and Nursery Schools. The various buildings comprising the comprehensive school are concentrated towards the site's south-western end. An existing sports hall of 523 sq.m. occupies the south-eastern corner of this area of built development attached to which are existing single storey changing rooms. An enclosed swimming pool with associated changing rooms lies adjacent.

4. The eastern part of the school comprises a substantial area of grassed playing fields separated from the A52 by a stretch of palisade fencing with tree planting on the school side. Established planting also lies within the rear gardens of properties abutting the site's north-eastern boundary. Various areas around the school buildings are used for car parking including areas adjacent to the sports hall and swimming pool (see Plan 1).

### **Proposed Development**

5. The application seeks planning permission for the construction of a new activity hall, stores and entrance foyer that would link the existing sports hall with the building containing the swimming pool. It is proposed to construct the development from the existing sports hall's south-western elevation on land which is currently occupied by a grassed mound with tree planting. Three trees would need to be removed.
6. The activity hall and stores would measure approximately 23.6m x 12.7m providing an activity hall of 195 sq.m with 90 sq.m of stores. A small entrance foyer measuring 12.7m x 9.3m (max) would complete the link between the two existing buildings (see Plan 2).
7. The development would feature a shallow pitched, V-shaped metal roof over the entrance foyer and activity hall to a maximum height of 5.4m and 6m respectively. The stores would have a mono-pitched roof to a maximum height of 4.7m. It is proposed to construct the walls from coloured panels.
8. The proposals are the subject of a bid to the Active England Initiative administered by Sport England from Lottery funds. The scheme would piece together with parallel proposals to provide a floodlit artificial pitch, replacement changing rooms and other ancillary facilities which are the subject of a separate planning application. The proposed opening hours would be from 7.30 am – 10.00 pm seven days per week. The facilities would be used exclusively by the school during normal school hours and be available for wider community use thereafter on a formally managed basis.
9. Access to the facilities is proposed to continue to be solely from Glebe Lane with members of the public arriving by car expected to utilise existing car parking spaces within the school.

### **Planning Policies**

10. Central Government advice in respect of Planning for open space, sport and recreation is set out in Planning Policy Guidance (PPG) Note 17.
11. Policy 5/12 of the Nottinghamshire Structure Plan Review (SPR) states, outside Nottingham city centre, that new development will be expected to provide appropriate off-street parking which seeks to reduce the pressure for on-street parking, but does not contribute to generating unnecessary traffic.

12. SPR Policy 7/1 states that provided there is no major adverse environmental and traffic impact, permission will be granted for recreational facilities which inter alia:
  - a) are located where the need is greatest, especially in areas of social and environmental disadvantage where existing facilities are inadequate;
  - b) where appropriate, are reasonably accessible to all sections of the community, thus minimising the need to travel;
  - c) increase range and choice, especially by the multiple use of resources and facilities, and the enhancement of facilities of local and regional importance;
  - d) reduce the pressure for recreational developments on areas vulnerable to environmental damage; or
  - e) minimise conflicts with other recreational activities and land uses.
13. Policy ENV1 of the Rushcliffe Borough Local Plan confirms that planning permission will normally be granted for new development provided various criteria are met. These include there being no significant adverse effect upon the amenity of adjoining properties; compliance with car parking standards; sufficient amenity/circulation space; and the scale, height, design and materials of the proposal are neither unsympathetic to the character of its surroundings nor overbearing on neighbouring properties.
14. The Local Plan also comments that the sharing of facilities, especially school buildings, is successfully carried out in certain areas of Rushcliffe and the Borough Council wishes to continue to encourage this policy. Accordingly CRT/A gives a Statement of Intent that the Borough Council will actively pursue with the County Council or boards of governors, the greater use of educational buildings and facilities for community and recreational uses outside normal school hours.
15. Similar policies are contained within the Rushcliffe Borough Replacement Local Plan Deposit Draft.

### **Consultations**

16. **Rushcliffe Borough Council** – no response. Any observations received will be orally reported to Committee.
17. **Radcliffe-on-Trent Parish Council** do not object to the proposals but, bearing in mind the other application lodged at the site, raise serious concern in respect of car parking provision.
18. **Transco** raise no objection although a copy of their advice is to be forwarded to the applicants.
19. **Central Networks** and **Severn Trent Water Ltd** have not responded.

### **Publicity**

20. The application has been publicised by means of site notices and neighbour notification letters sent to the nearest occupiers. Five letters of representation have been received objecting to the proposals on the following grounds:

Access & Parking:

- a) Proposals would exacerbate present traffic problems caused by the school buses, parents' vehicles, teachers and pupils parking along Cropwell Road particularly since the installation of lockable gates at the school. Additional traffic "going to and fro at all times of the day and evening" would create more problems particularly with access to the school being off the very narrow Glebe Lane;
- b) During school hours vehicles often park on Glebe Lane right up to its junction with Cropwell Road causing incoming cars to brake hard to avoid hitting vehicles forced to use the other side of Glebe Lane. Many near accidents witnessed involving cars emerging from properties on Glebe Lane and lorries forced to use the footway;
- c) Delivery lorries regularly reverse along Glebe Lane being too large to turn within the school premises and have to mount the pavement to do so due to parked cars. On occasions (e.g. during 'Summer Schools') cars are parked on both sides of Glebe Lane including gateways (photographic evidence provided) preventing residents from accessing their properties and lorries/emergency vehicles from accessing the school which could have serious implications given additional scope for sporting injury. People with pushchairs have been forced to walk down the middle of the lane. Larger events result in traffic becoming grid locked;
- d) Buses collecting pupils park on Cropwell Road right up to its junction with Glebe Lane making it impossible to see oncoming vehicles on Cropwell Road;
- e) Parking in Golf Road at the start and end of the school day would continue until 10.00 pm. Further parking should be provided within the school site for staff and visitors;
- f) A risk assessment should be carried out to investigate the consequences of extra curricular activities and displaced parking within surrounding residential roads;
- g) Parking restrictions welcomed on Glebe Lane except for residents;

Alternative Vehicular Access:

- h) Access should be provided off the A52 for HGVs, school buses and emergency vehicles;

Noise/Litter:

- i) Noise/disturbance from the site would be experienced seven days a week from 7.30 am until 10.00pm;

- j) Increased use of site likely to exacerbate existing litter problem at the site;

Fencing/Security:

- k) Recent money spent on erecting a security fence will have been wasted as the gates would have to be left open most of the time;
- l) Concerns regarding security arising from increased usage of the site until late at night;

Alternative Location:

- m) A large area could be developed for such facilities at the end of Bingham Road.
21. The applicants have also provided the results of a questionnaire aimed to establish local opinion regarding the development of additional specified sports facilities. A sizeable majority of respondents supported provision of additional sporting and social facilities and confirmed they would use them. The questionnaire also resulted in a small number of adverse comments including the access and parking problems cited above. These issues are considered in the Observations Section of this report.

**Highway Observations**

22. No objection on highway grounds.

**Observations**

23. Dayncourt Comprehensive School is a Specialist Sports College which serves a catchment of Radcliffe-on-Trent, Cotgrave, Holme Pierrepont and the Meadows area of Nottingham. These proposals have developed as a result of an extensive local survey assessing future sporting/community needs. The scheme is the subject of a funding bid through the Active England Initiative, administered by Sport England with lottery funds. Linked proposals, the subject of a funding bid through the Football Foundation, are being pursued through a separate planning application on this agenda.
24. The proposed activity hall aims to benefit the school and community in providing improved flexibility to accommodate various activities identified within the survey including fitness, gymnastics, dance and self defence classes. The store would serve both the activity hall and the existing sports hall. The foyer would be revamped to provide improved access to both the swimming pool and other facilities promoted in the linked application.
25. Planning Policy Guidance Note No.17 recognises that sports and recreational facilities have an important role to play in promoting healthy living and preventing illness, a topic which has recently been highlighted in the national media. The Local Plan offers general support for greater use of educational buildings for

community and recreational uses. The proposals would accord with relevant Structure and Local Plan policies provided they would not have significant adverse environmental effects.

26. Concerns regarding existing access and parking arrangements are noted. The school's sole vehicular access via Glebe Lane and the significant proportion of pupils arriving via school buses, together with vehicles used by parents, teachers and sixth formers all contribute to congested conditions at peak times.
27. Whilst such arrangements are clearly not ideal, the proposals would principally be for use by the school during normal school hours with community use allowed thereafter. On that basis the proposals are unlikely to exacerbate existing conditions since community users would be free to park within designated areas on the school campus which are largely vacated at the end of the school day. Provision of additional parking within the school site is, therefore, not considered necessary.
28. The incidence of 'near misses' caused by existing traffic conditions is regrettable although the parking of vehicles on the public highway is a traffic management issue, as is any imposition of parking restrictions. The introduction of resident only parking on Glebe Lane would only serve to displace existing problems to a wider area. Concerns that the proposals would generate parking in surrounding roads is considered unlikely given the availability of on-site parking in closer proximity to the proposed facilities. Consequently it is highly unlikely that parking in Golf Road would "continue until 10.00 pm", particularly since Glebe Lane would provide the only means of access to the proposed facilities. No assessment as suggested is therefore considered necessary.
29. The site has been inspected at various times and the presence of vehicles parked along Glebe Lane was noted. Whilst this is not ideal, since two way traffic is prevented from flowing freely, it was noted on all occasions that vehicles park on the southern side of the lane and observed signs requesting that access ways be kept clear.
30. Photographic evidence has been provided showing parking on both sides of Glebe Lane although this would appear to relate to infrequent events. Claims that HGVs have been forced to reverse down Glebe Lane/the footway have been raised with the applicants. The applicants point out that the largest vehicles visiting the site are waste collection vehicles which access and egress the site in forward gear. Any incidence of drivers reversing down Glebe Lane is therefore understood to be infrequent and relate to driver laziness since sufficient turning space is clearly available within the school. No objections are raised on highway grounds.
31. Requests for an access to the school site from the A52 for school buses, HGVs and emergency vehicles is essentially a matter for the Highways Agency to advise upon. At present the Highways Agency oppose a new access primarily because the policing of such an access would be out of their control and thus open to abuse by general traffic other than the intended contract buses. It is

understood that the school is, nevertheless, keen to pursue discussions on this as a future option.

32. The proposals have the potential to increase noise and disturbance to some residents, notably those on Glebe Lane and its junction with Cropwell Road. The proposed facilities would, however, be relatively remote from residential development and enclosed within new building. As such noise and disturbance would be limited to users returning to vehicles and leaving the site. Bearing in mind that evening activities in connection with the existing sports hall presently conclude at 9.30 pm with school gates being locked at 10.00 pm it is unlikely that the proposals, even when taken into account with additional usage proposed under the associated proposals, would give rise to any significant additional adverse impacts. Planning conditions could control the hours of use to require a 9.30 pm finish.
33. The recently erected security fence will not have been a “waste of money” as it helps to secure the site outside any permitted hours of operation. In any event the gates are presently locked at 10.00 pm after existing activities have finished and the proposals do not seek to extend that period. Whilst it is accepted that the proposals aim to attract more people to the site, equally it can be argued that such an increased presence, coupled with caretakers remaining on duty, would deter breaches of security. Litter is a management issue and would need to be attended to by site maintenance staff. The applicants plan to set up a Community Management Group and propose to invite Governors, Parish Councillors, Senior Management and Resident Associations to be represented. Any particular operational concerns could, therefore, also be channelled through this Group.
34. Existing sports facilities exist nearby on Bingham Road run by the Radcliffe-on-Trent Sports Association (ROTSA). Whilst development of at least some of the proposed facilities could be feasible at this site, there are other significant drawbacks associated with doing so. The present scheme clearly intends to enhance facilities for the school and the community and this is clearly best achieved by improving existing facilities at the school site. Whilst the school is permitted use of the ROTSA facility, it does not do so during mornings due to the consequential loss of a significant portion of lesson time in accessing that facility coupled with the procedures required under the risk assessment associated with taking pupils off campus. The proposals have clearly been designed to upgrade existing facilities.
35. The proposed development would neither extend beyond the southern building line of the existing sports hall nor the western building line of the swimming pool building. The existing sports hall, having a pitched roof with a ridge height of 8.3m, would be substantially larger than these proposals whilst existing school buildings would screen the development from residential properties to the south-west. Consequently the proposals would be visually well contained within the site.
36. Three trees within the grassed mound adjacent to the sports hall would be lost as a result of the proposals. A condition could be attached, however, requiring their

replacement with semi-mature trees to the rear of the sports hall and proposed store to soften the expanse of building elevation.

### **Human Rights Act Implications**

37. The relevant issues arising out of consideration of the Human Rights Act have been assessed in accordance with the Council's adopted protocol. Rights under Article 8 and Article 1 of the First Protocol may be affected. The proposals have the potential to introduce impacts of noise and disturbance associated with expected increase in usage. However, this consideration needs to be balanced against the significant benefits the proposals would bring in enhancing sports facilities for both the school and the wider community and the fact that the proposals would not extend beyond current hours of use associated with the existing sports hall.

### **Statutory and Policy Implications**

38. This report has been compiled after consideration of implications in respect of finance, equal opportunities, personnel, Crime and Disorder and users. Where such implications are material, they have been brought out in the text of the report. Attention is, however, drawn to specifics as follows:-

### **Crime and Disorder Implications**

39. The development would be located within the existing school campus which benefits from security fencing and it is understood that further CCTV coverage is proposed to be installed to enhance security. Community use of the facility would be on a formally managed basis.

### **Statement of reasons for approval**

40. The County Council is of the opinion that the proposed development gives rise to no material harm, is in accordance with the relevant Development Plan policies and that there are no material considerations that indicate that the decision should be made otherwise. The County Council recognises that the proposals would provide benefits to both the school and wider community and considers that any potential harm as a result of the proposed development would reasonably be mitigated by the imposition of the attached conditions.

### **RECOMMENDATION**

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

PETER WEBSTER  
Director of Environment



## **Legal Services' Comments**

Committee have power to decide the Recommendation. [SHB 25.6.04]

## **Director of Resources' Financial Comments**

This report considers only the planning application and has no direct financial consequences. [DJK 28.6.04]

## **Background Papers Available for Inspection**

1. Letter from Transco dated 10.3.04
2. Letter from local resident dated 11.3.04
3. Email from local resident dated 15.3.04
4. Letter from local resident dated 21.3.04
5. Letter from local resident dated 21.3.04
6. Letter from local resident dated 23.3.04
7. Email from Radcliffe-on-Trent Parish Council dated 25.3.04

## **Electoral Division(s) Affected**

Radcliffe-on-Trent

***Please note. Copies of plans referred to in this report may be obtained from: John Sheffield, Environment, Trent Bridge House, Fox Road, West Bridgford, Nottingham NG2 6BJ, tel 0115 977 4499, email john.sheffield@nottscc.gov.uk or from Peter Barker at the same address, tel 0115 977 4416, email peter.barker@nottscc.gov.uk.***

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24 June 2004

## **SUGGESTED PLANNING CONDITIONS**

## **APPENDIX 1**

1. The development hereby permitted shall be begun within three years of the date of this permission. The date of commencement shall be notified in writing to the County Planning Authority (CPA) at least seven days prior to the permission being implemented.
2. Unless otherwise previously agreed in writing by the CPA the development hereby permitted shall be carried out in accordance with the details shown on Drawing Nos.AL SK4-2, SK4-7 received by the CPA on 27 February 2004.
3. No development shall take place until details of the proposed facing materials and finishes have been submitted to the CPA for its written approval. The development shall thereafter be carried out in accordance with the approved details unless any variation is subsequently agreed in writing by the CPA.
4. Unless otherwise previously agreed in writing by the CPA, or in the event of an emergency, no construction work shall be carried out or plant operated except within the hours of 0730 – 1800 hrs Mondays to Fridays and 0800 – 1300 hrs on Saturdays. No construction work shall take place on Sundays, Public or Bank Holidays.
5. Unless otherwise previously agreed in writing by the CPA the development hereby permitted shall only be used between the hours of 0730 – 2130 hrs, 7 days per week.
6. Within 3 months of the commencement of the development hereby permitted a landscaping scheme shall be submitted to the CPA for its written approval. Such a scheme shall provide suitable regrading and mounding to create usable informal space, replacement tree planting to soften the rear of the built development and grass sowing.
7. The regrading, planting and sowing shall take place in accordance with the scheme approved under Condition 6 above in the first available planting season following the substantial completion of the development. The planting scheme shall be maintained in accordance with good arboricultural practice for a period of five year following its implementation and any trees which become damaged, diseased, die or are removed within that period shall be replaced in the following planting season with similar specimens to those originally planted.

### Reasons

1. To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended.
2. To ensure a satisfactory visual appearance for the development and for the avoidance of doubt.
3. To ensure a satisfactory visual appearance for the development and to accord with Policy ENV1 of the Rushcliffe Borough Local Plan 1996.
- 4-7 To protect the amenities of nearby residents.

### Notes to Applicant:

1. The applicant's attention is drawn to the content of Transco's letter dated 10 March 2004, a copy of which is attached to the decision letter.

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