



Report of the Chief Planning Officer

PLANS PANEL SOUTH AND WEST

Date: 5th December 2013

Subject: PREAPP13/01167 - Pre-Application Presentation for a Proposed Primary School, Former South Leeds Leisure Centre, Beeston Road, Beeston

APPLICANT

Public Private Partnership
Unit - LCC

DATE VALID

TARGET DATE

Electoral Wards Affected:

City & Hunslet

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

For Members to note the content of the report and presentation and to provide any comments on the proposals.

1.0 INTRODUCTION:

- 1.1 Children's Services have concluded a statutory process which aims to deliver a new primary school provision to be known as Lane End Primary School. The site was first earmarked as a potential school site following Executive Board approval in July 2011. The demand for additional primary school places has been set out in a supporting statement prepared by Children's Services which indicates that within this catchment a two form entry to accommodate up to 420 children as well as plus a 26 place nursery is required. The scheme will also be designed to accommodate an extension in order to provide a further form of entry should that be required.

2.0 PROPOSAL:

- 2.1 The project is to build a new two form entry primary school with a 26 place nursery on the site of the former South Leeds Leisure Centre together with parking, dedicated pedestrian routes, incidental playing space and a multi-use games area. The site also includes some allocated public open space (N1). It is anticipated that the development will be available for the start of the 2015/16 academic year.

3.0 SITE AND SURROUNDINGS:

- 3.1 The pre-application site consists of an area of land which was once occupied by a leisure centre and comprised of a two storey brick built development situated on Beeston Road within a residential area in Beeston. The building is currently in the process of being demolished however following Executive Board approval in July 2013 as the site was identified as a derelict and nuisance site.
- 3.2 Bordering the site to the north is the M621 which is partly separated by a band of trees. Bordering the east side adjacent to the playing fields is the A653. The site is located to the west side of the site and residential properties bound the south and west sides of the site. Access to the site is gained off Beeston Road. To the east are formal playing pitches (albeit allocated as N1 public open space).

4.0 RELEVANT PLANNING HISTORY:

- 4.1 No relevant history.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 The applicant has been engaged in pre-application discussions with the applicant since mid-2012.
- 5.2 A public consultation event is to be held on the 11th December 2013. Local Ward Members, the local community, local community groups, parents and governors have been invited.
- 5.3 Children Services have also met with Local Councillors to discuss the scope of the scheme. The feedback was generally positive.

6.0 PLANNING POLICIES:

- 6.1 The Submission Draft Core Strategy sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. On 26th April 2013 the Council submitted the Publication Draft Core Strategy to the Secretary of State for examination and an Inspector has been appointed. The examination of into the Core Strategy commenced on the 7th October 2013.
- 6.2 As the Council has submitted the Publication Draft Core Strategy for independent examination some weight can now be attached to the document and its contents recognising that the weight to be attached may be limited by outstanding representations which have been made which will be considered at the examination. The development plan includes the adopted Leeds Unitary Development Plan Review 2006 (UDPR) and the Natural Resource and Waste DPD, along with relevant supplementary planning guidance and documents.

- 6.3 The site of the former leisure centre and surrounding hard surfaced areas are unallocated in the Adopted Leeds UDP (Review, 2006). The remaining parcel of land, outside of the previously developed areas, is allocated as public open space (N1). The wider playing pitches to the east, which are not affected by the proposal, are also allocated as public open space although they function as playing pitches.

There are a number of relevant policies in the adopted Leeds UDP Review (2006) as follows:

BD5: New buildings should be designed with consideration of their own amenity and surroundings.

GP5: Development proposals should resolve detailed planning considerations.

LD1: Landscape schemes to provide visual interest.

N1: Public open space.

N8: Green corridor.

N12: Urban design: Spaces between buildings of importance, new buildings should be good neighbours and respect character and scale of surroundings.

N13: Building design should be high quality and have regard to character and appearance of surroundings.

T2: Development should not create problems of highway safety.

T24: Parking standards should be met.

National Planning Guidance:

- 6.4 National Planning Policy Framework – Encourages sustainable forms of development and good design.

7.0 MAIN ISSUES

Principle of development

- 7.1 Section 38(6) of the Planning & Compulsory Purchase Act 2004, indicates that in considering planning applications the determination must be made in accordance with the development plan unless material considerations indicate otherwise.
- 7.2 The site includes an area of land which is allocated in the Revised Unitary Development Plan as public open space (N1) as well as a green corridor (N8). The remainder of the site is the brownfield area which housed the former sports centre. The proposed layout shows part of the proposed school boundary encroaching into a small area of the N1 allocation. Although it is considered that this area is of limited value due to changes in land levels however it will be necessary to advertise the proposal as a 'departure from the development plan' and Sport England, as a statutory consultee in this instance, would be consulted as part of the planning consultation process.
- 7.3 It should be acknowledged however that there may be a planning requirement to introduce appropriate measures to compensate for the loss of N1 space as well as a community use agreement. Following the closure of the sports centre there is now a lack of changing facilities for users of the adjacent playing pitches which consists of a junior rugby league team and Gaelic football clubs. This creates a potential opportunity, perhaps with additional funds from existing S106 agreements, to provide a purpose built facility within the boundary of the school together with a separately funded multi use games area (MUGA) which will also be within the school boundary

and therefore looked after and maintained by the school, but accessible to the community through managed bookings.

Design and layout

- 7.4 The proposed new school involves a combination of single storey and two storey elements which are angled to reflect the geometry of the site and to respond to the curvature of the M621. The positioning of the proposed school provides an opportunity to make an architectural statement to the road frontage. The design uses the building to make a frontage to the roads and act as a buffer to the play spaces. Classrooms face as far as practicable away from the M621 which allows a passive ventilation system to be used, with service spaces and car parking positioned in between.
- 7.5 The current site layout addresses the many site challenges; adjacent motorway, site topography and site easements. The existing Sports centre area is generally level but the ground rises in large earth mounds to the south and east of the site. This topography presents a natural amphitheatre which has been utilised in both the location and orientation of the school building layout. The school building which comprises of series of box shaped areas is laid out in a curved design to sit within the primarily flat area facing the residential housing with its back to the motorway. This offers a protective shield against the impact of noise and pollution created by the motorway traffic. Although the former Sports centre land and car park are primarily flat there are grassed embankments to the south east of the site which help to screen the school from the nearby residential properties.
- 7.6 To the east of the main school building a MUGA is proposed and to the south soft play and a habitat area. To the south west lies the proposed access road, via Beeston Road which will provide both vehicular and pedestrian access to the proposed school. The indicative layout shows provision for a vehicle turning area and parent drop off.
- 7.7 The materials palette proposed are likely to include brick and render. It is also likely that the proposed large hall would have composite cladding and wall light panels to provide clerestory lighting.

General Highway considerations

- 7.8 A Transport Assessment has been submitted in support of the proposals. The school would initially be built as a 2FE facility, however the TA considers the travel and parking implications of a larger 3FE school as a worst case scenario should the school be expanded at a future date. The proposed vehicular entry and exit point will be located off the end of Beeston Road to the north of Lane End Place. There will be a turning area and a small drop-off layby for use by parents outside the main school entrance plaza. There are two proposed pedestrian access points to the school. Pupil access will be from Beeston Road and there is an internal footpath running alongside the school car park for use by staff and school visitors. A Service Area is provided within the grounds of the school with access being taken from the internal staff car park.
- 7.9 The proposed school is situated in close proximity to a number of other primary schools within the local area. Travel data for each of the schools over the 2012/13 academic year has been used to inform on the likely method of travel to the new school by pupils and staff. On the basis of this information, it is predicted that 81% of pupils would walk to the site with 14% travelling by car. This would equate to 94 pupils travelling to the school by car for a future 3FE school, and 62 pupils for the current 2FE facility. The staff travel data for the existing schools indicates that 65% of

staff are predicted to travel to the school by car, which equates to 46 staff car trips for a 3FE school and 33 staff cars for the proposed 2FE school.

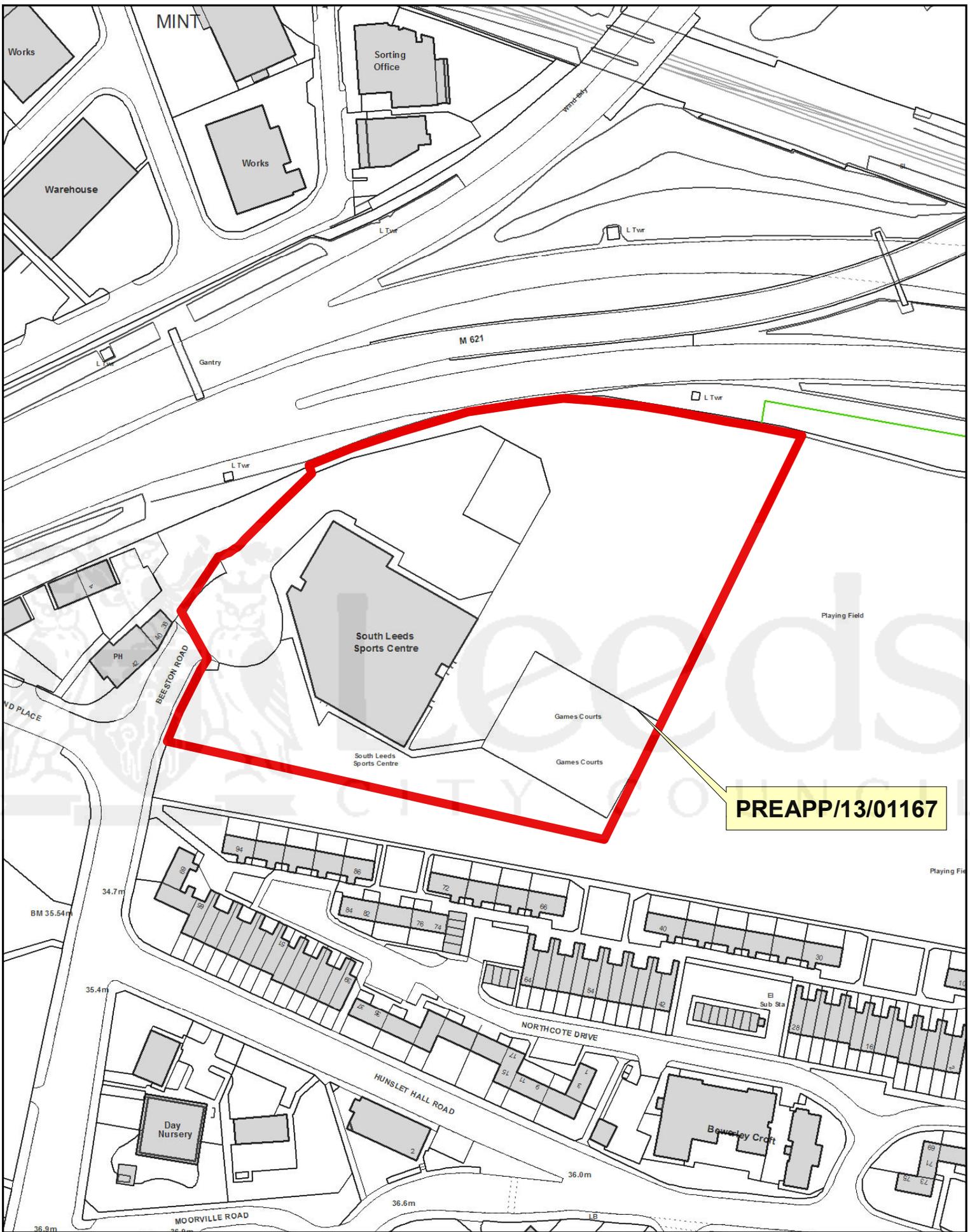
- 7.10 At the opening of the 2FE school the applicant is proposing to provide a car park of 38 spaces for staff and school visitors including three spaces for those with restricted mobility. It is proposed that the provision would be expanded to 48 spaces for a future 3FE extension. Access to the car park will be made from the site entrance on Beeston Road. There will be a small layby outside the school entrance for parents as a drop off/pick up area, however most parents bringing their children to the school by car would be likely to park on-street. The TA includes details of surveys carried out to assess the current demand for parking within the surrounding streets during the morning drop off and afternoon pick up periods. The survey information indicates that on-street parking already occurs within the local streets, however it concludes that there is sufficient spare capacity to accommodate the expected parent drop off/pick up parking demand.
- 7.11 It is proposed to introduce a package of highway improvement measures in connection with the proposed School. Traffic Regulation Orders are proposed around the turning area and at the junctions of Lane End/Beeston Road and Beeston Road/Hunslet Hall Road. School Keep Clear Markings and pedestrian guard rails are also proposed on Beeston Road outside the site. Footway build outs are proposed at the junctions of Lane End Place/Beeston Road and on Hunslet Hall Road, east of the Beeston Road/Hunslet Hall Road junction, to provide improved pedestrian linkages for pupils travelling to the site on foot. A 20mph zone and traffic calming features have recently been introduced within the streets on the approach to the site. The proposed package of measures will be introduced to Members as part of the presentation.

8.0 CONCLUSION

- 8.1 Members are asked to note the contents of the report and the presentation, and are invited to provide feedback on the issues outlined below:
- **What are Members thoughts on the principle of development?**
 - **Based on the presentation, what are Members thoughts on the proposed design of the building and the layout of the site?**
 - **What are Members views on the possible use of S106 monies to provide showers / changing facilities for users of the adjacent playing pitches?**
 - **What are Members views on the proposed highway access / parking and highway mitigation arrangements?**
 - **Based on the presentation do Members have any further points they want to raise?**

Background Papers

Case Files



PREAPP/13/01167

SOUTH AND WEST PLANS PANEL

