



Report of the Chief Planning Officer

PLANS PANEL WEST

Date: 2nd December 2010

Subject: APPLICATION 10/03424/LA – DEMOLITION OF EXISTING SCHOOL AND ERECT REPLACEMENT SINGLE STOREY SCHOOL WITH SOFT PLAY AREAS, CAR PARKING AND LANDSCAPING AT ST PETERS AND ST PAUL’S SCHOOL, NEW ROAD, YEADON, LEEDS, LS19 7HW.

APPLICANT

Education Leeds

DATE VALID

23 July 2010

TARGET DATE

22 October 2010

Electoral Wards Affected:

Guiseley & Rawdon

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

GRANT PERMISSION Subject to the following conditions and any other conditions/directions that are deemed appropriate)

1. Time limit (3 years).
2. Plans to be approved.
3. Samples of walling and roofing materials to be submitted.
4. The footpath to the rear of the site which links SS Peter and Paul School with Yeadon Westfield Infants School and Yeadon Westfield Junior School must be in place and operational on completion of the full development i.e. when the existing school has been demolished and all related works including laying out of pitches etc have been completed. The footpath must be retained and maintained for the lifetime of the development.
5. The development shall not be occupied or brought into use until that part of the site shown to be used by vehicles, on the approved plans, has been laid out, drained, surfaced and sealed, as approved, and that area shall not thereafter be used for any other purpose other than the vehicle related use approved.
6. Disabled parking provision to be approved
7. Cycle parking to be approved
8. Prior to the commencement of development a scheme shall be submitted to and approved in writing by the Local Planning Authority to detail both on site and off site traffic

management measures including provision for staff and visitor and construction traffic and parking during the construction phase and including a timetable for implementation. This shall include any necessary carriageway markings (TROs), traffic speed reducing features, signage and pedestrian guard railing.

9. Measures to prevent mud on the highway and to suppress dust required.
10. Green Travel Plan required.
11. Landscaping scheme to be submitted and implemented.
12. Bat Survey.
13. Existing trees/vegetation to be preserved.
14. Trees and other vegetation to be protected during construction.
15. Trees lost to be replaced.
16. Details of fencing and walls to be provided.
17. No development shall take place until details of a sound insulation scheme designed to protect the amenities of the occupants of nearby residents from noise emitted from the application premises has been submitted and approved in writing by the planning authority. The use hereby approved shall not commence until the works have been completed, and such noise insulation scheme as may be approved shall be retained thereafter.
18. The hours of delivery to and from the premises including refuse collection shall be restricted to 7:30 hours to 18:30 hours Monday to Saturday with no deliveries or collections on Sundays and Bank Holidays.
19. No works of demolition and construction nor deliveries into the site shall be undertaken before 0730 hours or after 1830 hours on any weekday or before 0800 hours or after 1330 hours on Saturdays nor at any time on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority.
20. Provision of grease trap (for kitchen)
21. Lighting scheme to be approved.
22. The hours of use of the sports pitches shall be restricted to 8:00 hours and 20:00 hours.
23. Land Contamination to be dealt with.
24. Details of surface water drainage to be approved
25. In granting permission for this development the City Council has taken into account all material planning considerations including those arising from the comments of any statutory and other consultees, public representations about the application and Government Guidance and Policy as detailed in the Planning Policy Guidance Notes and Statements, and (as specified below) the content and policies within Supplementary Planning Guidance (SPG) and The Development Plan consisting of the Leeds Unitary Development Plan Review 2006 (UDPR).

Policies GP5, N12, N13, T2, T5, T6, T7aT24, BD5

PPS1: Delivering Sustainable Development;
PPG17: Planning for Open Space, Sport and Recreation.

On balance, the City Council considers the development would not give rise to any unacceptable consequences for the environment, community or other public interests of acknowledged importance.

1.0 INTRODUCTION:

1.1 This application is brought to the Plans Panel because it relates to a substantial and significant redevelopment proposal of significant community interest to the Yeadon area of the city in addition to the immediate area surrounding the site.

1.2 The proposal forms part of the Education Leeds Primary Capital Programme, with a specific focus in this context on improving the teaching and learning environment of the school and increasing the diversity of use of the school for pupils and the wider community.

2.0 PROPOSAL:

2.1 The new school will be single storey with pitched roofs of varying heights and will be constructed on part of the existing car park. The existing school will remain fully operational during construction and will be demolished upon completion of the new school. The new building will provide spaces for the existing single form entry (210 pupils). The footprint of the existing school will be used to provide new hard and soft play areas.

2.2 Overall, the proposal will result in the demolition of 1362 square metres of gross internal floorspace, whilst the new school will provide 1340 square metres, a net decrease of 22 square metres.

2.3 The new school will be constructed with a steel frame and will be finished with a buff brickwork, render and proprietary cladding panels, high performance timber double or triple glazed windows, high performance timber external doors and a metal standing seam roof.

2.4 Externally, in addition to the provision of a new hard and soft play area on the footprint of the demolished second building, parts of the existing footprint and hard play areas will be used for extended car parking and servicing.

3.0 SITE AND SURROUNDINGS:

3.1 The proposed development site is the existing St Peter & Paul Primary School, on Crofters Lea, Yeadon, Leeds. It is in a predominantly residential area and dwellings adjoin the western edges of the site. The site is shared by two other schools with Yeadon Westfield Junior School to the east and Yeadon Westfield Infant School to the south. There are no physical boundaries between the schools. The north boundary faces onto Crofters Lea, alongside which is a landscaped Right of Way along the line of the disused railway.

3.2 Access to the site includes a main vehicular entrance from Crofters Lea which also includes a bus lay-by and turning circle. The vehicle entrance provides access to a car park for 54 vehicles, also on the north boundary is a service vehicle entrance. Pedestrian access is also provided to the front of the school from Crofters Lea.

3.3 The site includes one main building and land associated with the existing school. The site has a general north-south orientation and slopes upwards from north to south with a height difference of approximately 5 metres. The school building is at the centre of the site, with hardstanding areas for car parking and service to the north and hard play areas and grassed areas to the south. Overall the existing buildings include a gross internal floorspace of 1362 square metres.

3.4 The existing school building is single storey, with varying heights, constructed with brick and timber cladding, timber windows, flat and shallow pitch roofs.

4.0 RELEVANT PLANNING HISTORY:

4.1 Following a review of the Council's records the following planning history on the site is considered relevant:-

- Planning permission was approved in July 2009 for a Timber constructed pavilion and detached bicycle shelter to the school, under reference 09/01775/FU; and
- Planning permission was granted in December 2000 for a single storey rear extension to the school, under reference 28/187/00/FU.

4.2 There is no other relevant planning history for the site.

5.0 HISTORY OF NEGOTIATIONS:

5.1 The Council's Statement of Community Involvement, which forms part of its emerging Local Development Framework, sets out recommendations for applicants to undertake pre-application discussions with the Council and community consultation before submitting applications. The objective of this lead-in process is to minimise delays during the formal application process.

5.2 Initial discussions were held with the Planning Department and the Highways Department to provide an overview of the proposed scheme.

5.3 Public consultation was also organised by Education Leeds, who invited School Governors and Staff to a presentation and Q&A session early in the design process. Local residents were also invited by letter to attend a drop-in session at the school on 6 July 2010. This has given the local community the opportunity to learn more about the proposals and make comments on the plans prior to this formal submission.

6.0 PUBLIC/LOCAL RESPONSE:

6.1 The application has been duly advertised on site by the means of a site notices and notice was also published in the local press. The application has also been made available for public inspection at Yeadon Library.

6.2 2 letters of objection have been received from local residents and their objections can be summarised as follows: -

- A bat survey must be conditioned;
- Loss of a view;
- Affect on property prices;
- Location of the bins store; and
- Replacement boundary fences.

7.0 CONSULTATIONS RESPONSES:

Statutory Consultees:

SPORT ENGLAND:

7.1 No objections to the proposals.

HIGHWAYS:

7.2 No objections, subject to the imposition of conditions.

MAINS DRAINAGE:

7.3 No objections, subject to the imposition of conditions.

YORKSHIRE WATER:

7.4 No objections, subject to the imposition of conditions.

ENVIRONMENT AGENCY:

7.5 No objections, subject to the imposition of conditions.

Non-Statutory Consultees:

CONTAMINATED LAND TEAM:

7.6 No objections, subject to the imposition of conditions.

WEST YORKSHIRE POLICE:

7.7 Support the scheme.

TRANSPORT POLICY (TRAVEL WISE):

7.8 No objections, subject to the imposition of conditions.

NGT/PUBLIC TRANSPORT:

7.9 No objections, subject to the imposition of conditions.

METRO:

7.10 No objections, subject to the imposition of conditions.

ACCESS OFFICER:

7.11 No objections, subject to the imposition of conditions.

NEIGHBOURHOODS AND HOUSING:

7.12 No objections, subject to the imposition of conditions.

8.0 PLANNING POLICIES:

8.1 As required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 where in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Regional Planning Policies:

8.2 On the 6 July 2010, the Secretary of State for Communities announced the revocation of the Regional Strategies which would leave the Leeds Unitary Development Plan (Review 2006) as the sole statutory Development Plan. Although the High Court has recently ruled that the Secretary of State's decision to revoke the Regional Spatial Strategies was unlawful, the coalition government has confirmed that it will be introducing the Localism Bill to Parliament, which will remove Regional Strategies through the parliamentary process.

Local Planning Policies:

8.3 Locally Leeds City Council has begun work on our Local Development Framework (“LDF”) with the Local Development Scheme most recently approved in July 2007. This provides a timetable for the publication and adoption of the Local Development Documents.

8.4 In the interim period a number of the policies contained in the Leeds Unitary Development Plan (“UDP”) have been ‘saved’. The Leeds UDP Review was adopted in 2006. The most relevant Policies in the adopted Leeds Unitary Development Plan are listed below: -

- GP5 requires development proposals to resolve detailed planning considerations including access and drainage and to avoid loss of amenity and maximise highway safety;
- N12 refers to development proposals to respect the priorities for urban design;
- N13 refers to the design of all new buildings should be of high quality and have regard to character/appearance of their surroundings;
- T2 refers to development that should be adequately served by existing or proposed highways, capable of being served by public transport and have provision for safe and secure cycle use and parking;
- T5 refers to safe and secure access for pedestrians and cyclists to new development;
- T6 refers to satisfactory access to new development for disabled people and people with mobility problems;
- T7A refers to secure cycle parking required in new developments;
- T24 refers to car parking provision guidelines; and
- BD5 states that all new buildings should be designed with consideration to their own amenity and that of their surroundings.

National Planning Policy:

8.5 In addition to the principal elements of planning policy other advice contained in Planning Policy Guidance Notes and replacement national Planning Policy Statements (PPS) may be of relevance to the submitted proposal. This includes:

- PPS1: Delivering Sustainable Development;
- PPG17: Planning for Open Space, Sport and Recreation.

9.0 MAIN ISSUES:

9.1 Having considered this application and representation, it is the considered view that the main issues in this case are:

- Principle of the development and impact on protected playing pitches;
- Highway, access, parking issues, green travel and public transport implications;
- Design issue and visual amenity Considerations;
- Impacts on residential amenity;
- Tree, Landscape, Boundary Treatments, Ecology and Biodiversity Issues;
- Flooding and drainage issues; and
- Other Material Considerations.

10.0 APPRAISAL:

Principle of development and impact on protected playing pitches:

- 10.1 The site has on it an existing primary school and no current UDPR proposals provide any basis for which this use should not continue.
- 10.2 The proposal is for the redevelopment of the school on the footprint of the existing school buildings and car park. The existing playing field and pitch to the east of the site will be unaffected and the area of 2275 square metres will remain in sporting use. The existing school will remain operational during the construction and temporary classrooms will not be required. Sport England is satisfied the proposal is acceptable. The application proposals will not result in the reduction in the supply of conveniently located, quality playing fields for sport to satisfy current and likely future demand.

Highway, access, parking issues, green travel and public transport implications:

- 10.3 There are currently two vehicular access points for the school, both from Crofters Lea. These will both be retained following the redevelopment although the internal car park layout will be different. Pedestrian access from Crofters Lea will also be retained. The existing 54 space car park will be extended from 54 to 57 spaces. Four of these will be designated as disabled spaces. The car park will also be used as an overspill facility for the adjacent schools and the Church. There will be no increase in pupil numbers or teaching staff following the redevelopment and therefore, it is unlikely that any new trips will be generated. As a result the impact on the surrounding highway network is considered to be immaterial. The site is well located to benefit from the traffic free cycle route and footway to the north of the site. Furthermore, the site is located within 400m of several bus stops which ensures that walking, cycling and bus travel are realistic modes of travel for staff and pupils. Various off site highway improvements works are proposed and can be secured through conditions.
- 10.4 The school is actively in contact with the Council's TravelWise Section to produce a school travel plan. Following discussions, amendments have been made to the School's Travel Plan and it is considered that the application proposals include sufficient measures to encourage and promote access by sustainable modes of travel. These measures can be secured and monitored through the imposition of a suggested condition in accordance with the Council's adopted SPD on Travel Plans.
- 10.5 The proposal is therefore considered to be acceptable and there are no traffic and transportation reasons why planning approval should not be granted.

Design issue and visual amenity Considerations:

- 10.6 The proposed new school building is to be built on the site of the existing school car park to the front of the existing school. The new building would retain some car parking to the Crofters Lea frontage and the remainder would be displaced to the side and rear of the new building. The new building would create a more positive urban frontage onto Crofters Lea and careful attention has been paid to the design in terms of its scale and massing and outlook to achieve an attractive building which also seeks to minimise any potential amenity impacts, in terms of daylight and privacy on adjacent residential properties.

SECURED BY DESIGN:

- 10.7 The development which is the subject of this proposal falls in an area which suffers crime in line with the national average for England and Wales. West Yorkshire Police have stated that they have been involved with this proposal from the concept stage are content with the way the proposal is developing in relation to security. They have also confirmed that they will be able to certificate the school building to "Secured by Design".

ACCESS FOR ALL:

- 10.8 It is considered that the application proposals are well planned in terms of access. The scheme proposes acceptable levels of disabled persons parking spaces and their locations as close as possible to the principal entrance. Additional work has been undertaken to the layout to ensure that all pedestrian routes, entrance doors, bollards and other potential obstacles within this site are amended to ensure a safe and secure environment in accordance with UDP Policy A4.

Impacts on residential amenity;

- 10.9 The development would be entirely contained within the existing school complex where there is adequate scope to accommodate the new builds. It is considered that given the achievable separation distance between the proposed special needs facility and the nearest dwellings, coupled with the presence of fencing and vegetation to the common boundary the location of the proposed building will not overlook or over-dominate nearby residential properties.

Tree, Landscape, Boundary Treatments, Ecology and Biodiversity Issues:

- 10.10 The proposed development involves the removal of some small trees on the western boundary to accommodate the proposed car park. An arboricultural report was submitted with the application. It is considered that the loss of the trees will not have a detrimental impact on the overall quality of landscaping on the site.
- 10.11 The building is to stand on an existing hard surfaced car park there are no trees or shrubs affected. A landscape scheme has been provided and it is considered that these details improve the landscape quality around the proposed building, in compliance with Policy LD1.
- 10.12 The proposed development will result in the general retention of existing boundary features. A 2.4m high security gate will be provided between the west gable of the proposed school and the existing west boundary. The existing dwarf wall will be removed and security fence to the east boundary will be altered to join with the new school and will include a new personnel gate. It is considered that the boundary treatment strikes an appropriate balance in terms of accessibility, security and visual appearance. As such, details have been submitted with this application, which are considered to meet the requirements of Policy N25.

ECOLOGY AND BIODIVERSITY ISSUES:

- 10.13 It is considered that there is a reasonable likelihood of bats being present and affected by the development. This is due to the existing school buildings having features which could be used by roosting bats. In addition, the trees along the western boundary of the site provide some bat feeding habitat and the disused railway corridor to the north provides excellent feeding habitat and a commuting route for bats.

- 10.14 An ecology report was therefore submitted with the application proposals. Following discussions with the Council's Ecologist, it is considered that the presence or otherwise of protected species and the extent that they may be affected by development can be established and controlled through the imposition of conditions to provide biodiversity enhancements and additional bat surveys, in accordance with UDP policy N51 and guidance contained within PPS9.

Flood risk and drainage issues

- 10.15 The site is identified by the Environment Agency as being located in a Flood Zone I, and is thus not vulnerable to flooding and The Environment Agency and The Council's Land Drainage Section have confirmed that they have no objection in principle to the proposed development subject to conditions.
- 10.16 In terms of foul sewerage, Yorkshire Water have raised a current objection as the plans shows land drainage to be connected and/or discharged to public sewer. This matter can however be resolved and is addressed through a recommended planning condition.

Other Material Considerations:

LAND CONTAMINATION:

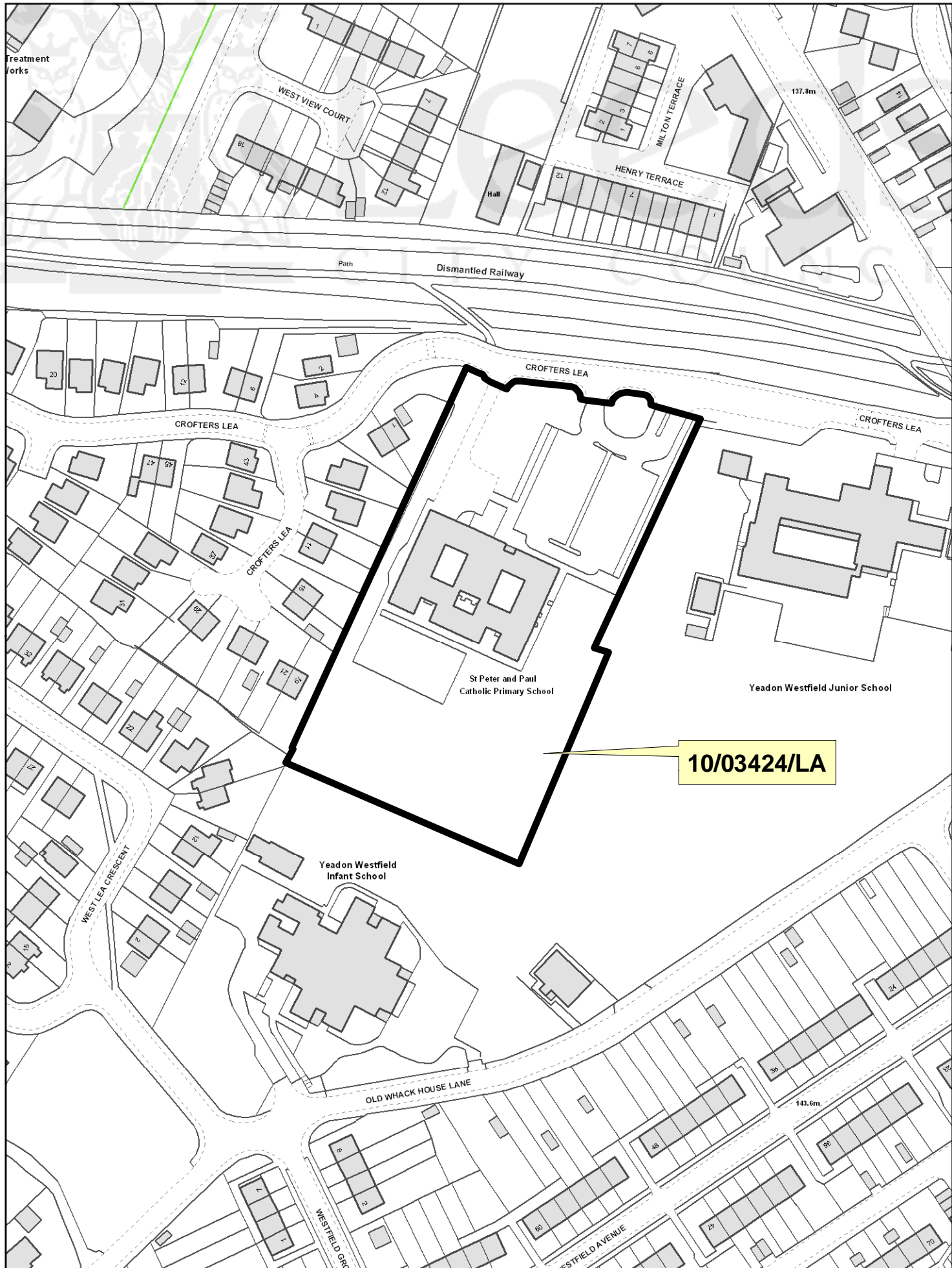
- 10.17 Turning to land contamination matters, the application site was undeveloped until 1970s when the school was built and there is no reason to believe the site would be contaminated. It is considered reasonable to impose a planning condition to require the developer to report any unexpected contamination encountered during construction works.

11.0 CONCLUSION:

- 11.1 The proposed development is considered to facilitate the provision of improved education accommodation and there is adequate space around the site to provide appropriately designed buildings and ensure the amenities of nearby residents are not unduly affected. The provision of new sports and education facilities is considered beneficial and the proposal will realise improvements to the accessibility of the site. The proposed development seeks to make adequate provision for the mitigation and protection against highway impacts and drainage which shall be secured by planning condition.
- 11.2 Therefore, the proposed development is considered to be acceptable and is accordingly recommended for approval.

Background Papers:

Application and history files.
Certificate of Ownership.



WEST PLANS PANEL