



Report of the Chief Planning Officer

SOUTH & WEST PLANS PANEL

Date: 29th April 2021

Subject: PREAPP/20/00475 - Proposed secondary school, Middleton Complex, Acre Road, Middleton

Applicant - The Elliot Group Ltd

Electoral Wards Affected:

Middleton

(Ward Members consulted)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: This report is brought to Plans Panel for information. The developer will present the details of the emerging scheme to allow Members to consider and comment on the proposals at this stage.

1.0 INTRODUCTION:

1.1 This presentation is intended to inform Members at an early stage of the emerging proposals for a new secondary school on land formerly relating to Middleton High School and most recently as LCC Highways Depot. The scheme is brought to South and West Plans Panel at an early stage to allow Panel to make comments to inform progression of proposals.

2.0 BACKGROUND

2.1 The proposed development comprises the erection of a whole school building, MUGA, associated parking and soft landscaping to function as Laurence Calvert Academy School. The school would be a 7FE providing 1050 mainstream school places for 11-16 year olds.

- 2.2 The growing pressure for secondary school places in south Leeds has been known for some time and in 2017, the Council supported the successful wave 12 Free School application from Cockburn MAT for the creation of a new 7 form of entry (FE) free school – Cockburn Laurence Calvert, to be delivered on the former Middleton High School site for September 2019. In supporting this ambition in September 2018 Executive Board approved the disposal of the Middleton Park Depot to the Ministry for Housing, Communities and Local Government in order to allow the construction of a new school for the Cockburn Laurence Calvert Academy Free School and by December 2018, the site was decanted in anticipation of the proposed school development.
- 2.3 The DfE are responsible for the delivery of the permanent Cockburn Laurence Calvert free school and their current programme shows a very constrained programme for the opening of the school for September 2022.
- 2.4 To date the on-going shortfall in South Leeds has been managed through placing temporary bulge cohorts and permanently expanding existing schools in the South. However, without the Cockburn Laurence Calvert free school opening for 2021 and potentially 2022, it is no longer possible to meet the full need through the existing school portfolio. As a consequence the council and the DfE sought planning approval (20/08268/FU) for a temporary school on land off St Georges Road, Middleton. Temporary approval for this was granted on the 24.2.21 for a period of two years and is due to open in September 2021.

3.0 SITE AND SURROUNDINGS:

- 3.1 The proposed site largely relates to the former Middleton High School site that was most recently used by the Council's highway service. Adjacent areas of land are nonetheless included within the red land site boundary which take in parts of the surrounding public greenspace land (to the east), a playing pitch (to the south) and also the landscaped area between the leisure centre building and the former school site (to the north west). Direct vehicular access is provided off the ring road to the north of the site which also serves Middleton Leisure Centre. A secondary point of access is also available via Acre Road.
- 3.2 It is understood that the site has now been cleared in preparation for development. In terms of the wider area, residential properties lie to the north and west although the leisure centre and associated outdoor sports facilities are an intervening use. To the east and south playing pitches and greenspace can be found. Further east a local shopping centre also exists.
- 3.3 To the east and south of the site there are several PROWs which provide connections across the playing fields. There is a PROW which continues east past the Leeds Corinthians Rugby Club and provides access to St George Road and the bus stops located on this road. The residential properties located to the east of the site can also be accessed using this PROW. The PROW to the south of the site provides connections to Wagon Road and the residential properties located south of the site. All footways are 1.5 metres wide and have a tarmacked finish.

4.0 PROPOSAL:

- 4.1 The proposed development comprises the erection of a new school building, MUGA, associated parking and soft landscaping. The proposed works involve the construction of a three- storey whole school block and associated external works. The school will accommodate up to 1050 pupils from ages 11-16. The school will be a member of the Cockburn Multi Academy Trust. It is proposed that the school will form a C shaped building with a total Ground Internal Floor Area (GIFA) of 7,716m, positioned towards the centre of the site.

5.0 RELEVANT PLANNING HISTORY:

- 5.1 20/08268/FU - Temporary planning permission for the erection of a secondary school building of up to two storey's, and associated car parking, for a period of 2 years. Approved 24.02.2021

22/159/02/MIN -Minerals planning permission was granted on 18th September 2002 for regrading of site for playing fields through deposit of inert waste

PREAPP/20/00475 – Proposed secondary school – Former Middleton Highways Depot, issued 18.1.21.

PREAPP/19/00339 - Proposal for a new build 7FE mainstream, 11-16 secondary school, Former Middleton Highways Depot, issued 18.9.19.

22/52/01/OT - Outline planning permission for residential development of land to the south and east of the site was granted on 10th January 2002, and was amended by variation of condition application (amendment to Condition 1) on 28th July 2003 (22/182/03/FU). The above development was granted on the proviso of a S106 agreement. The agreement related to provide 4 grass pitches (3 upgraded, and one new one to be created), and for the upgrade of the redgra pitch to a floodlit multipurpose games area, along with securing changing rooms and increased parking, all on the 'Sports Pitches'. The s106 agreement also required the developer to pay LCC towards their maintenance / repair / replacement of the pitches in perpetuity.

6.0 HISTORY OF NEGOTIATIONS:

- 6.1 Discussions are on-going following initial pre-application advice. This presentation is intended to inform Members at an early stage of the emerging proposals for a new secondary school and to enable Member comments to be taken into consideration.

7.0 RELEVANT PLANNING POLICIES:

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act states that for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan, unless material considerations indicate otherwise. The development plan currently comprises the adopted Local Development Framework Core Strategy (as amended 2019), those policies saved from the Leeds Unitary Development Plan (Review 2006) (UDP), the Aire Valley Leeds Area Action Plan (2017), the Natural Resources and Waste Local Plan (2013 and 2015), the Site Allocations Plan (July 2019) and any made neighbourhood plan.

Core Strategy (as amended, 2019)

7.2 Relevant Policies from the Core Strategy are:

General Policy – Sustainable Development and the NPPF
Spatial Policy 1 – Location of development
Policy P10 - Design
Policy P12 - Landscape
Policy T1 - Transport Management
Policy T2 - Accessibility requirements and new development
Policy G3 - Standards for Open Space, Sport and Recreation
Policy G6 - Greenspace protection and redevelopment proposals
Policy G8 – Protection of important species and habitats
Policy G9 - Biodiversity improvements
Policy EN1 - Carbon Dioxide reductions
Policy EN2 - Sustainable design and construction
Policy EN5 - Managing flood risk
Policy EN8 - Electric Vehicle Charging
Policy ID1 – Implementation and Delivery Mechanisms
Policy ID2 – Planning Obligations and Developer Contributions

Unitary Development Plan (UDP) Review (2006)

7.3 Relevant Saved Policies from the Leeds Unitary Development Plan (UDP) are:

Policy GP5 - General planning considerations.
Policy N1- Protection of urban greenspace
Policy N23 - Development and incidental openspace
Policy N24 - Development next to greenspaces
Policy N25 -Development and site boundaries
Policy LD1 - Landscape schemes
Policy BD2 - Design and siting of new buildings
Policy BD3 - Disabled access to new buildings
Policy BD4 - Plant equipment and service areas
Policy BD14 - Floodlighting proposals

Natural Resources and Waste Local Plan

7.4 The Leeds Natural Resources and Waste Local Plan (NRWLP) sets out how land is needed to enable the City to manage resources, e.g. minerals, energy, waste and water over the next 15 years and identifies specific actions which will help use natural resources in a more efficient way. The most relevant policies from the NRWLP are outlined below:

GENERAL POLICY1 –Support for sustainable development.
AIR1 – The Management of Air Quality through Development measures
WATER1 – Water efficiency
WATER2 – Protection of Water Quality
WATER7 – No increase in surface water run-off, incorporate SUDs
LAND1 – Land contamination to be dealt with
LAND2 – Development to conserve trees and introduce new tree planting.

Site Allocations Plan (SAP) (2019)

7.5 The Site Allocations Plan was adopted in July 2019. Following a statutory challenge, Policy HG2, so far as it relates to sites which immediately before the adoption of the

SAP were within the green belt, has been remitted to the Secretary of State and is to be treated as not adopted. All other policies within the SAP remain adopted and should be afforded full weight.

The site contains land designated as GS1 protection of greenspace.

Relevant Local Supplementary Planning Guidance/Documents

7.6 The following SPGs and SPDs are relevant:

SPG10 Sustainable Development Design Guide (adopted).
SPG13 Neighbourhoods for Living – in terms of separation distances (adopted).
SPG22 Sustainable Urban Drainage (adopted).
SPD Street Design Guide (adopted).
SPD Designing for Community Safety (adopted).
SPD Travel Plans (draft).
SPD Sustainable Design and Construction (adopted).
SPD Parking (adopted).

Neighbourhood Plans

7.7 None.

National Planning Policy

7.8 The revised National Planning Policy Framework (NPPF), published in 2019, and the National Planning Practice Guidance (NPPG), published March 2014, sets out the Government's planning policies for England and how these are expected to be applied. NPPG offers guidance in addition to the NPPF. One of the key principles at the heart of the NPPF is a presumption in favour of Sustainable Development.

7.9 The introduction of the NPPF has not changed the legal requirement that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

7.10 In terms of national policy, NPPF, at Paragraph 92 supports the provision of community facilities and other local services in order to enhance the sustainability of communities: To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
- ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community; and
- ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

7.11 Paragraph 94 attaches great weight to the need to create, expand or alter schools: The Government attaches great importance to ensuring that a sufficient choice of

school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.

7.12 Paragraph 124 of the NPPF relates to the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development *acceptable to communities*. *Being clear about design expectations, and how these will be tested, is essential for achieving this*. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 127 states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport network
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

7.13 In assessing school developments the decision maker must also be mindful of a policy statement issued jointly by the Secretary of State for Education and the Secretary of State for Communities and Local Government on 15th August 2011. This sets out the Government's commitment to support the development of state-funded schools and their delivery through the planning system. It states that the Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. It goes on to say that the Government believes that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools, and that the following principles should apply with immediate effect:

- i) There should be a presumption in favour of the development of state funded schools, as expressed in the National Planning Policy Framework.
- ii) Local authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions. The Secretary of State will attach significant weight to the need to establish and develop state-funded schools when determining applications and appeals that come before him for decision.

8.0 KEY ISSUES

8.1 Members are asked to comment on the proposals and to consider the following matters.

Principle of the proposed use

8.2 In planning terms, the principle of redeveloping the brownfield element of the site for a school (D1) is considered to be acceptable and as such would return to its previous educational use.

8.3 Policy G6 relates to the protection of existing green space and states Green space will be protected from development unless one of the following criteria is met:

- (i) There is an adequate supply of accessible green space/open space within the analysis area and the development site offers no potential for use as an alternative deficient open space type, as illustrated in the Leeds Open Space, Sport and Recreation Assessment; or
- (ii) The green space/open space is replaced by an area of at least equal size, accessibility and quality in the same locality; or
- (iii) Where supported by evidence and in the delivery of wider planning benefits, redevelopment proposals demonstrate a clear relationship to improvements of existing green space quality in the same locality.

8.4 In this case a justification will need to be made to evidence the third criteria of the policy above by providing wider planning benefits.

8.5 The requirements set out in policy G6 are important and particularly so as the initial layout has also been amended to now include the provision of an existing playing pitch to the south of the site.

8.6 It is understood that part of the site, as well as other adjacent playing fields and the community sports centre have already been identified for enhancement and community use as part of a S106 agreement linked to outline planning permission (22/52/01/OT) for a residential development approved in January 2002 (including subsequent reserved matters application 22/113/05/RM).

8.7 It is assumed, for safeguarding reasons alone, that the sports pitch will be enclosed and therefore in conflict with the requirements of the aforementioned S106. In such circumstances the S106 agreement relating to this land would normally need to be amended and altered by means of a deed of variation. The applicant has been

advised of this since the initial pre-application submission in September 2019.

- 8.8 It has been suggested however that as the land has been or is in the process of appropriation from public open space to educational use, that this process would extinguish any third party rights over the land and be for planning purposes pursuant to Section 122 of the Local Government Act 1972 and Part IV of the Town and Country Planning Act 1990.
- 8.9 This suggested approach does seem muddled, a S106 is first and foremost a contractually binding obligation. In this case it requires the council to provide these pitches and facilities in perpetuity, as the proposed development would conflict with this requirement, and as mentioned earlier, in such circumstances planning law would normally require the agreement to be amended by a deed of variation. This matter has been raised with the applicant at earlier stages of the planning process and requires clarification as this will inevitably lead to delays in the determination of any such planning application.

Do Members support the principle of a new school on this site?

Urban design considerations

- 8.10 The plans submitted show the scale of the building at mainly 3 storey with a single storey elements. It is proposed that the school is configured in broadly a C shaped building positioned towards the centre of the site with a courtyard arrangement providing play space. The main visitor and pupil entrances are shown at the east and west wings of the building on the ground floor along with the main hall and sports hall. The first and second floors accommodate predominantly classrooms with the stairways being located at the east, south and west of the building on the 'angles' of the C shape. It is understood the method of construction is to be modular with a cladding system introduced.
- 8.11 Soft play space is shown to the north and west of the main building as well as a MUGA also to the west. Staff car parking is proposed to the south of the access with access off Acre Road.
- 8.12 A building with a height of up to three storeys is considered to be broadly appropriate albeit the local context is generally 2 storey. The original submission, presented with an earlier pre application, contained extensive coloured cladding elements and use of coloured panels. These have been toned down to feature on corner areas of the building and replaced with simple and calm architecture. The building has been presented with a flat roof which is not characteristic of the area and a shallow pitch arrangement may be more appropriate in this context. Red brick is a common feature in this locality and reference to this material should also be included to help articulate the building. Clarification relating to the detailing of window reveals is also required as this is considered to be important in terms of helping break down to the scale and massing of the building.
- 8.13 Overall, the latest bundle of drawings are, architecturally, considered an improvement based on the budget constraints presented by the applicant and compared to the initial submission.

Do Members have any comments regarding the proposed layout and design?

Landscape proposals

- 8.14 The submitted landscape details are sketchy and lack sufficient detail.
- 8.15 A tree survey will be required in accordance with BS5837. In the absence of this it is difficult to make judgements on the quality of the existing trees on site. The current layout would result in reality the loss of just about all the trees on site bar a few when all factors are taken into account. It was noted at the pre-application meeting, that as part of the demolition of the building(s), it is understood two category B trees were damaged during this process, although this is yet to be confirmed. If this is the case, this is naturally regrettable but was totally avoidable. Furthermore, if it is the case that trees were been damaged as a consequence of demolition works, this is accentuated by the fact that a Prior Notification of Proposed Demolition under the Town and Country Planning (General Permitted Development) Order 1995 Schedule 2, Part 31 should have been submitted. This would have provided the LPA the opportunity to regulate the details of demolition in order to minimise the impact of that activity on local amenity. It must be made clear however that the demolition and clearance of the site was carried out on behalf of the council and not the applicant in this instance.
- 8.16 In terms of broader landscape comments, it is considered the building could articulate and assimilate better by breaking down the expanses of open space into smaller spaces on a human scale. The current scheme is considered bland, uninspiring and uninteresting. The drop off area and main entrance area appear to be very bland and comprise of large scale tarmac areas. Landscape buffers are also required as per policy N24 to south and east of the site and any boundary treatment needs to be of an appropriate design.
- 8.17 The development will require a landscape structure. Socialising is important for this age group so comfortable human scale spaces need to be included in the landscape that include all year round interest and good access. All boundaries should have a "soft finish" so palisade fencing is not appropriate. The footpath system should also be carefully handled to maintain/improve amenity for users.

Do Members have any observations in relation to the landscape proposals?

Transport and connectivity

- 8.18 The site complies with the Core Strategy Accessibility Standards for an Educational Use in that it is within 5min walk (400m) of bus stops on Middleton Ring that meet the requirement of a 15 minute service frequency to a major transport interchange (Service No.s 12, 13, and 75). The project team has indicated there are no existing plans to introduce a dedicated school bus service.
- 8.19 There are two main pedestrian access routes into the site, these being from the Ring Road Middleton (to the north) and via a network of public right of way footpaths (to the east & south). However, both of these routes have a number of potential issues/deficiencies to cater for the pupil movement associated with a 1050 place secondary school. As such, consideration as to what measures could be implemented to help improve the pedestrian access situation will be required.
- 8.20 The development proposals include two vehicular access points, the first is off the ring road and the second shown off Acre Road.

- 8.21 In relation to the Ring Road, consideration is currently being given to the improvements at the site's access with this road, these will need to be incorporated into any formal application. The vehicle access into the school site from the Leisure Centre will impact the existing car park layout with any lost car parking spaces requiring reinstatement. It should be noted that additional leisure centre parking bays will likely need to be relocated to remove any potential conflict. There is a gated entrance (with gate posts set within the carriageway) about 40m into the site from the Ring Road that is a restriction point. This should be removed/relocated to free-up the access.
- 8.22 The existing footway leading from the Ring Road access to the school is relatively narrow and this should be widened to the maximum practicable extent (min. 3m but wider if possible). Pedestrian priority should be provided across the access to the rugby club (raised table with implied zebra crossing).
- 8.23 The parent/visitor drop off within the school grounds should be reserved for access-needs pupils and not available for general parental usage. Vehicle tracking is required to demonstrate that the layout is suitable for use by coaches and refuse vehicles.
- 8.24 The Acre Road vehicular access is currently tight and would benefit from minor widening (though the existing width might just about allow two cars to pass at low speed). It is understood that the existing pedestrian entrance from Acre Road is gated/fenced. This should be opened-out to remove the restriction and widened to a minimum of 3m.
- 8.25 Servicing is proposed via the northern entrance, via the Ring Road access. A management plan is required to prevent services accessing the site via peak drop off and pick up times. Vehicle tracking is required to demonstrate that the layout is suitable for use by refuse and delivery vehicles.
- 8.26 Pedestrian routes within the site should be a minimum of 3m width, including entrances/exits to off-site off road footpath routes. Consideration should be given to removing the need for pedestrian movements crossing the car park to the south of the site.
- 8.27 It is inevitable that the leisure centre car park would become used as a parental drop-off area. It is considered that the external car park, which is arranged in a loop formation, would benefit from the introduction of a formalised one-way operation. At this stage it is recommended that the access proposals and routing of construction/ is discussed and agreed with Leeds City Councils Highways Departments. A Construction Management Plan must be submitted as part of any resulting planning application. This should clearly and fully explain how the site would be managed throughout the demolition and construction process, both within the site given and in terms of its impact on the adjacent highway network.
- 8.28 In respect of car parking provision, it will need to be demonstrated that the overall car parking levels of 100 spaces (84 staff spaces) would be in accordance with the requirements of the Parking SPD. The EVCPs will need to be provided at a ratio of 1 per 10 spaces (i.e. 10 spaces required). Additionally, cable enabled bays are required at 1 per 10 spaces. The EVCP bays should be a minimum 2.6m width.
- 8.29 The car parking layout should include an appropriate number of disabled parking spaces. A car park management plan is required, which should reflect additional

community uses of the site, and events likely to generate additional volumes of traffic.

- 8.30 The cycle parking provisions will need to be properly identified, in secure, covered and lockable compounds, consideration should also be given to the storage of adapted bikes, and supporting infrastructure – showers, lockers and repair stands/pumps. Staff and pupil storage should be separate.
- 8.31 A Transport Assessment and Full Travel Plan are required in accordance with the SPD on Travel Plans. The Transport Assessment needs to include an appraisal of the impact of the proposed development on the highway network, including junctions at:
- Lingwell Road/Ring Road
 - Acre Road/Middleton Park Avenue
 - Middleton Park Avenue/Thorpe Lane (A654)
 - Thorpe Lane (A654)/Bradford Road (A650)
 - Ring Road/Dewsbury Road (A653)
 - Sharp Lane/Leeds Road

A package of off-site highways works will need to be considered including:

- Improvements to bus stops and crossings on Middleton Ring Road
 - Improvements to access road from Middleton Ring Road and through Middleton Leisure centre car park
 - Improvements to access along Acre Road
 - Improvements to off road footpaths in the vicinity of the site
- 8.32 Once it is confirmed that any proposals are acceptable, a supplementary Independent Stage 1 Road Safety Audit (RSA1) may be required as a final check before the works can be formally accepted. Any subsequent agreed scheme of off-site highway works would be designed and constructed by the Council via a Section 278 Agreement (Highways Act 1980). A collision analysis will be required as part of the Transport Assessment in order to assess the implications of the development
- 8.33 Overall Highway officers are mindful that the original use for most of the site was as a school and accordingly this proposal would simply reintroduce this use. However, the level of supporting information currently provided is not considered to be sufficiently robust and/or complete to come to definitive view regarding the highway impacts of the development and importantly the acceptability of the mitigation currently proposed. Accordingly further work is required before the highway and access impacts of the development are fully understood.
- 8.34 The latest layout plan, received immediately before the dead line for issuing this report, shows the provision of a playing pitch to the south of the site. This will interfere/ obstruct an existing public right of way. Highways and PROW have been consulted and updated verbal comments will be provided at the time of the Plans Panel Presentation.

Do Members have any observations in relation to transport and connectivity?

Accessibility and Inclusion

- 8.35 It is expected that the development will be provided, in accordance with policy. Full details of the measures to ensure access for all users and visitors is achieved will be required as part of any subsequent planning application.

Sustainability and Climate Change

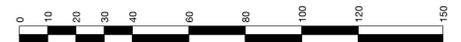
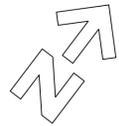
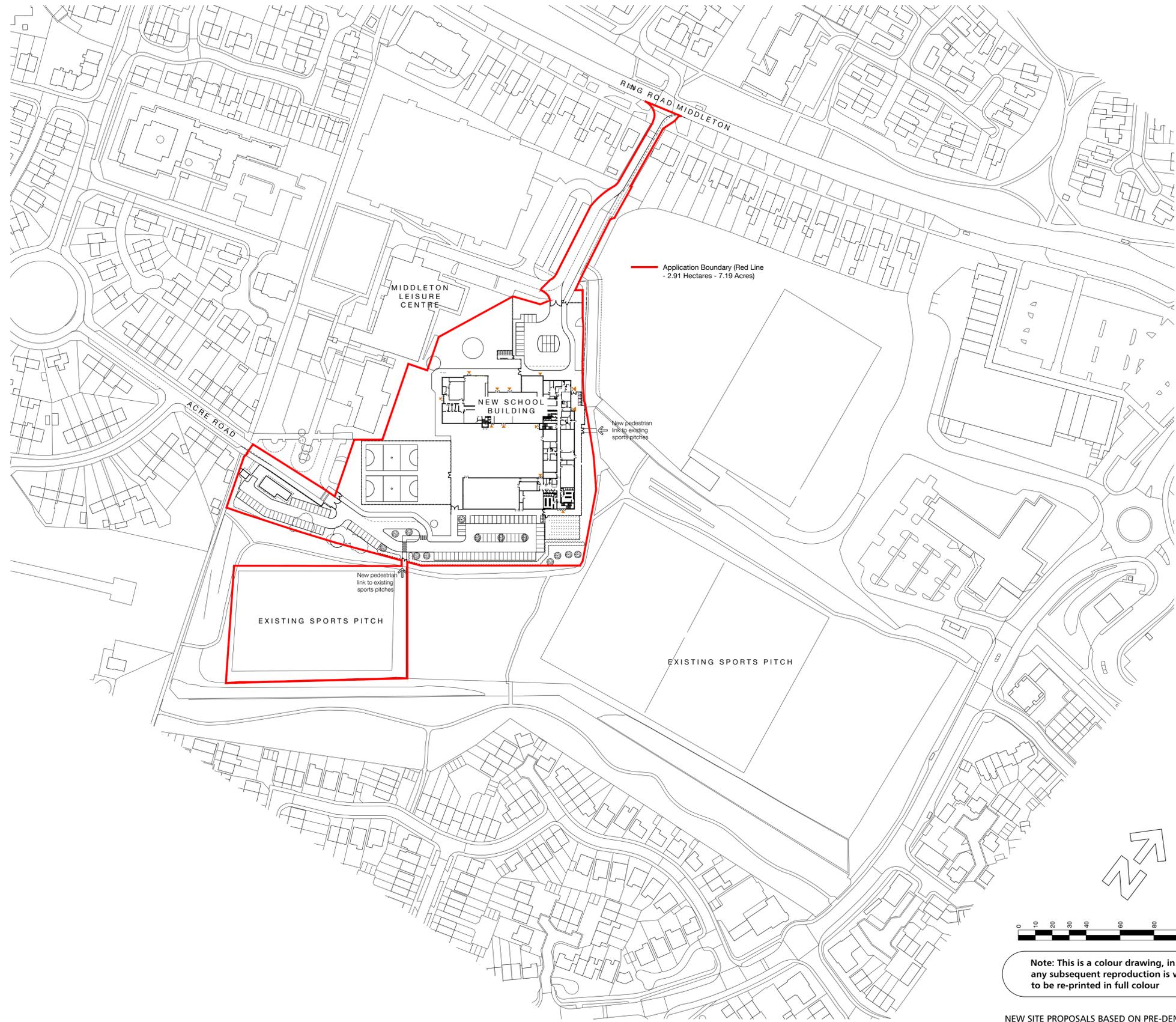
- 8.36 Members will be aware that the Council has declared a Climate Emergency. Existing planning policies seek to address the issue of climate change by ensuring that development proposals incorporate measures to reduce the impact of non-renewable resources.
- 8.37 Although at an emerging stage, it is expected that the proposals will meet the requirements of planning policies EN1 and EN2 to reduce total predicted carbon dioxide emissions to achieve 20% less than the Building Regulations Target Emission Rate and provide a minimum of 10% of the predicted energy needs of the development from low carbon energy. Additionally, the development should be provided with electric vehicle charging points, in accordance with policy EN8. Full details of the measures that will be employed to address sustainability will come forward as part of any subsequent planning application, such that sustainability measures will be integrated into the detailed design.

9.0 CONCLUSION

- 9.1 Members are asked to note the contents of the report and the presentation. In addition, Members are invited to provide feedback, in particular, in response to the key questions asked in the report above and as follows:
- 9.2 Do Members support the principle of a new school on this site?**
- 9.3 Do Members have any comments regarding the proposed layout and design?**
- 9.4 Do Members have any observations in relation to the landscape proposals?**
- 9.5 Do Members have any observations in relation to transport and connectivity?**
- 9.6 Are there any other matters which Members would wish to raise?**

Background Papers:
PREAPP/20/00475

REVISIONS			
P1	12/03/21	PSL	LM
FIRST ISSUE FOR COMMENT			



Note: This is a colour drawing, in order to ensure any subsequent reproduction is viewed correctly it is to be re-printed in full colour



55 St Pauls Street | Leeds | LS1 2TE
0113 887 3100
www.dla-architecture.co.uk

PROJECT
LAURENCE CALVERT ACADEMY
LEEDS

TITLE
SITE PLAN
APPLICATION BOUNDARY

SCALE 1:1250 DATE @A1 12/03/21

DLA REF	DRAWN	REVIEWED
2019-047	PSL	LM

PROJECT	ORIGIN	ZONE	LEVEL	TYPE	ROLE	NUMBER
LRCE	DLA	ZZ	OO	DR	L	90101

STATUS	REVISION
S3	P1