



## Report of the Chief Planning Officer

### Plans Panel East

Date: 5<sup>th</sup> January 2012

**Subject: Full application 11/03893/LA – Proposed single storey one form entry school comprising of 7 classrooms with associated landscaping, play areas, staff and parent car parking and new access / egress – Site of the former Carr Manor High School, Stainbeck Lane, Moortown LS17 5DJ.**

#### APPLICANT

Children's Services

#### DATE VALID

7<sup>th</sup> October 2011

#### TARGET DATE

6<sup>th</sup> January 2012

**Electoral Wards Affected:**  
Moortown

Yes Ward Members consulted  
(referred to in report)

#### Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

**RECOMMENDATION: Approve in principle and defer and delegate approval to the Chief Planning Officer subject to the expiry of the extended public consultation period and no new material planning issues being raised and the following planning conditions:**

1. Time Limit (3 years).
2. Development to accord with approved plans.
3. Details of levels to be submitted and approved.
4. Materials details and samples of external walling and roofing to be submitted and approved.
5. Surface materials to be submitted and approved.
6. Details of boundary treatments to be submitted and approved.
7. Landscape scheme to be submitted and implemented.
8. Landscape management plan
9. Tree protection measures to be submitted and approved.
10. Scheme for replacement trees to submitted and approved.
11. Arboricultural method statement.
12. Biodiversity protection and enhancement measures to be submitted and approved.
13. Area used by vehicles laid out, surfaced and drained.
14. Details of cycle parking and storage to be submitted and approved.
15. Submission of updated travel plan.

16. Scheme to detail widening of footway across site frontage to be submitted.
17. Scheme to detail off site highway improvement and pedestrian safety measures.
18. Details of staff and visitor parking including entry control to be submitted.
19. Specified operating hours (construction); no Sunday / Bank Holiday operations.
20. Construction management plan to be submitted and approved.
21. Scheme to detail dust suppression.
22. Scheme to detail mud prevention
23. Bin storage details to be submitted and approved.
24. Separate systems of drainage for surface water and foul to be submitted and approved.
25. Details of works for dealing with surface water discharges to be submitted and approved.
26. No piped discharges of surface water until completion of drainage works.
27. Feasibility study into the use of infiltration drainage methods to be submitted and approved.
28. Scheme for surface water discharge from the development.
29. Sprinkler details and screening to be submitted and approved
30. Oil / grease Interceptor to be submitted and approved.
31. No development to take place with 3.5m of a sewer.
32. Details of external lighting to be submitted and approved.
33. Plans to require 1:20 typical detailing of door / window and eaves treatment to be submitted and approved.
34. Community use agreement to be submitted and approved.
35. Amendment of remediation statement to be submitted and approved.
36. Submission of verification report to be submitted and approved.
37. Report on unexpected contamination
38. Litter control Action Plan to be submitted and approved.
39. Submission of sustainability scheme to minimise carbon output and deliver renewable energy.
40. Parent car parking to be made available and retained for the life of the development.
41. Vehicular access and egress points to be gated and opened at times to be agreed with the LPA.
42. Details of playing pitch layout and specification to be submitted.

This application has been considered in accordance with the requirements of the RSS and UDPR 2006 and policy guidance within PPS1, PPG13, PPG17 and policy statement Planning for New School Development and it is considered that the proposed primary school is in an appropriate location and of an acceptable design and quality. It is also considered that it would not have a detrimental impact on the residential amenity enjoyed by nearby properties or cause any additional harm to highway safety. The application is considered to comply with the following policies:

BD5, GP5, N6, N12, N13, T2, T5, T6, T7A and T24.

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.

**i. SUMMARY OF ISSUES AND MEMBER COMMENTS ARISING FROM PLANS PANEL MEETING HELD ON THE 1<sup>ST</sup> DECEMBER 2011**

- i.i Members did not object to principle of providing a new school on this site nor were any issues raised in relation to the proposed siting, design and external appearance of the building.

- i.ii Members expressed major concerns in relation to the implications the development would have upon the surrounding road network and sought assurances that the two other schools, on this campus, had also been taken into account when assessing the proposed off site traffic management measures. Significant concerns were also raised in view of the fact that no provision had been made for parent parking or drop off facilities within the site that it was unacceptable for parent parking to be displaced on to the public highway. Members also sought further assurance that a robust and meaningful travel plan would also be put forward as part of a package of broader measures to deal with highway issues.

### **Summary update**

- The scheme has been amended to provide a dedicated parent drop-off facility to the west of the school which accommodates 42 car parking spaces. The scheme also provides 22 staff parking spaces including 2 disabled bays. The car park has been redesigned to create a loop system resulting in the need to provide both an access and egress arrangement off Stainbeck Lane. These works will also be complemented by a package of off site highway measures to deliver traffic management improvements. At the time of writing this report work to update the submitted travel plan is still on going. Sections 10.18 -10.30 of this report address wider highway issues.

- i.iii An updated version of the previous report is set out below for Members information.

## **1.0 INTRODUCTION**

- 1.1 This application is re-presented to Members for determination following a previous application presentation to Panel Members on the 1<sup>st</sup> December 2011. Previous Member comments have been summarised in this report as well as detailing amendments to the scheme in response to the issues and observations raised. These changes have resulted in a material change to the description of the development and as a consequence the proposal has been re-advertised. This consultation extends beyond the date of Plans Panel.

- 1.2 Members are aware that this proposal relates to a substantial and significant development proposal affecting the local communities in the Meanwood, Chapel Allerton, Potternewton and Harehills areas of the City, in addition to the immediate area surrounding the site.

## **2.0 PROPOSAL**

- 2.1 Children's Services have concluded a statutory process which aims to deliver additional primary school provision on the former site of former Carr Manor High School, as part of a 4-18 years through school from 2012. This proposal was approved by Executive Board at their meeting of 27 July 2011. The demand for additional primary school places is set out in an accompanying supporting statement prepared by Children's Services which indicates that within this catchment a single form entry to accommodate an additional 210 children is required.
- 2.2 The scheme under consideration consists of a mainly single storey rectilinear development with a sports hall which will read as a two storey element. The proposal is situated on the site of the former Carr Manor High School. The design of

the school is simple but of a contemporary style. The single storey element of the building is essentially modular and would be constructed from a light-weight steel frame and clad with composite paneling. The sports hall / assembly hall would be constructed in the form of a traditional steel frame with block work and cladding panels to match the remainder of the building.

2.3 The proposed vehicular access and egress is via Stainbeck Lane which will provide access to a dedicated parent and staff car park as well as providing servicing arrangements to the proposed school. Pedestrian access to the school is proposed from three points, Stainbeck Lane, Carr Manor Road and also via the public footpath to the north.

2.4 The site was once occupied by Carr Manor High School prior to it being re-built on adjacent land under the BSF Programme. All buildings associated with its former use have been cleared albeit floor slabs remain in situ.

### **3.0 SITE DESCRIPTION**

3.1 As already described, the site comprises of land formerly occupied by Carr Manor High School – to the north east lies the new Carr Manor High School together with its playing fields. A public footpath nestles between the two which links Carr Manor Road with Stainbeck Lane. Beyond the existing school and further north east, also lies Carr Manor Primary School. The site slopes down in an approximately north-east/south west direction. It is bounded on its south-east and south-west sides by Carr Manor Road and Stainbeck Lane respectively, both of which have existing residential property fronting onto them. In the far north-west corner, the boundary abuts a private hotel. To the west of the existing Carr Manor Primary School. The remaining boundaries abut open land, including public playing fields and tennis courts. Apart from the school buildings, the site is largely open but with some mature trees, particularly a belt of woodland to the north-west.

### **4.0 RELEVANT PLANNING HISTORY:**

4.1 30/407/04/OT - Outline application to demolish school and erect replacement high school and layout sports playing pitches. Approved 08.09.2004

4.2 30/784/04/RM - Reserved matters for replacement high school with sports playing pitches. Approved 14.02.2005.

4.3 Various other applications relating to the sites former use as a school.

### **5.0 HISTORY OF NEGOTIATIONS:**

5.1 Negotiations have taken place during the course of the application to revise the internal servicing and turning arrangements in addition a package of external highway improvements has also been sought.

5.2 Following the Plans Panel meeting of the 1<sup>st</sup> December 2011 further revisions to the scheme have been made. These include the provision of a dedicated on site parent car park / drop off facility to accommodate 42 spaces with separate access and egress arrangements. Members also sought confirmation that traffic survey work in the area had been undertaken to help understand any current highway issues and for work to continue in order to update the travel plan.

### **6.0 PUBLIC/LOCAL RESPONSE:**

- 6.1 The application was originally advertised as a major development and as affecting a public right of way by site notice on the 21<sup>st</sup> October 2011. Following the receipt of amended plans, which introduce a significant and material change to the development proposed, the scheme has been re-advertised. At the time of writing this report no representations have been received, albeit at the time Children's Services conducted a statutory consultation process, a deputation to full Council of 13 July 2011 was made by the Carr Manor Road Safety Group. The details of which have been considered and assessed as part of this report.
- 6.2 A public consultation event was also held at Carr Manor High School on the 26<sup>th</sup> January 2011.

## **7.0 CONSULTATIONS RESPONSES:**

### **7.1 Statutory:**

7.2 Sport England - No objection in principle subject to conditions.

7.3 Highways Development Control The scheme has also been re-appraised in the light of Member concerns expressed at Plans Panel on the 1<sup>st</sup> December 2011 where it was determined that a dedicated parent drop-off facility capable of resolving on-street parking issues would be provided. Highways advise that a car park in the order of 42 spaces would be required to accommodate all parent parking associated with the school.

7.4 While the drop-off facility is not considered to be the preferred solution, Highway colleagues have raised no objection to the amended plans subject to off site highway works to deliver traffic management improvements, the implementation of such and the updating of the travel plan.

7.5 Environment Agency - No objection subject to conditions.

### **7.6 Non-statutory:**

7.7 Public Rights of Way – No objections in principle subject to no obstruction to adjacent footpath number 37.

7.8 West Yorkshire Police - No objections in principle.

7.9 Flood Risk Management - No objection subject to conditions.

7.10 Land Contamination – No objection in principle subject to conditions.

7.11 Yorkshire Water – No objections subject to conditions.

## **8.0 POLICY CONTEXT:**

### Development Plan

8.1 The development plan includes the Regional Spatial Strategy to 2026 (RSS) and the adopted Leeds Unitary Development Plan (Review 2006) (UDP). The RSS was issued in May 2008 and includes a broad development strategy for the region, setting out regional priorities in terms of location and scale of development. In view of the relatively small scale of this proposal, it is not considered that there are any particular policies which are relevant to the assessment of this application.

8.2 The former school buildings and hard play areas are unallocated in the Adopted Leeds UDP (Review, 2006). The playing fields to the south are allocated as a

Protected Playing Pitches. Moreover, the indicative plan shows the new build to be constructed on the previously developed area with no part of the development encroaching in to allocated Protected Playing Pitches, Policy N6.

Other relevant policies are:

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

GP5 refers to development proposals should seek to avoid loss of amenity.

N12 refers to priorities for urban design to be respected.

N13 refers to the design of all new buildings should be of high quality and regard to character/appearance of 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.

#### National Planning Policy Guidance

PPS1 Delivering Sustainable Development.

PPG13 Transport.

PPG17 Planning for Open Space, Sport and Recreation.

Planning for New School Development – Policy Statement 15<sup>th</sup> August 2011

#### Community Engagement

- 8.3 Children's Services have conducted a statutory consultation process required to establish additional primary provision by changing the age range of Carr Manor High School, and use the former site of the high school for the 210 place primary provision. A deputation to Full Council of 13 July 2011 was made by the Carr Manor Road, Road Safety Group. This raised concerns about significant road safety risks in the Carr Manor Road area. In response to the Children's Services proposal to build an additional new primary provision on the former site of Carr Manor High School, a petition had also been submitted requesting that the Council addresses the pre-existing road safety issues and raising objections to the provision of the proposed primary school.

## **9.0 MAIN ISSUES**

1. Principle of development.
2. Suitability of the site and relationship to adjacent area.
3. Siting, design and external appearance.
4. Landscape and tree issues.
5. Access to the site, public transport, traffic and car parking.
6. Sustainability of the building.
7. Other issues.
8. Conclusion.

## 10.0 APPRAISAL

### Principle of development

- 10.1 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.
- 10.2 The wider site forms part of, or constitutes a playing field as defined in Article 10(2) the Town and Country Planning (General Development Procedure) Order 1995 (as amended by SI 1996/1817 and SI 2009/453), in that it is on land that allocated for the use as a playing field in a development plan. It should be noted however that the development area itself is on the footprint of the former school and will not therefore impinge on any of the protected playing pitches.
- 10.3 Sport England has therefore considered the application in the light of its playing fields policy. The aim of this policy is to ensure that there is an adequate supply of quality pitches to satisfy the current and estimated future demand for pitch sports within the area. The policy seeks to protect all parts of the playing field from development and not just those which, for the time being, are laid out as pitches.
- 10.4 As indicated above, the proposed new school and ancillary facilities will be constructed on the footprint of the former Carr Manor High School buildings. The playing fields to the south will be retained, two mini soccer pitches will also be marked out and effectively will bring these back into use. The proposal is therefore considered to accord with Sport England's Playing Fields Policy in this regard.
- 10.5 On this basis Sport England does not wish to raise an objection to this application, subject to a condition requesting a community use agreement is put into place.
- 10.6 Members should also be mindful of a new policy statement issued jointly by the Secretary of State for Education and the Secretary of State for Communities and Local Government on the 15<sup>th</sup> 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.
- 10.7 Against this background it is considered that the principle of development is acceptable.

### Suitability of the site and relationship to adjacent area

- 10.8 The site is a former school site, and as such, no objections are raised in principle to the proposed development in respect of its impact on the immediate environment and local highway network subject to appropriate mitigation measures.

#### Siting, design and external appearance

- 10.9 The proposed school would be located on the northern fringe of the site, extending on a north east / south west axis. The ground conditions are essentially level having been the floor plate of the old Carr Manor High School. The layout of the development is in a simple linear style incorporating a central circulation spine with classrooms and all other services feeding directly off it.
- 10.10 The building style is rectilinear and generally of a single storey scale with the exception of the sports hall which will read as a two storey feature. Both the single storey and two storey elements have a shallow monopitch roof which slope in opposite directions, this feature, together with the variation in height, creates a simple but appealing design element. The proposed scale and massing of the building is reflective to that of the character of the immediate residential area and subordinate to the scale of the bulky and dominant Carr Manor High School to the north. In this context, the proposed scale and massing of the development has been assessed in relation to its surroundings, topography, the general pattern of heights in the area as well as views, vistas and landmarks. It is considered that the proposal satisfies RUDP planning policies BD5 and N12 in this regard and represents an acceptable design solution.
- 10.11 The development would consist of 7 classrooms and an assembly / sports hall. All of the classrooms are orientated to face south and would overlook the open playing fields. Due to issues related to solar gain, a detached canopy is proposed which will run across the full length of the frontage, and create, to some degree, the image of a floating roof. The canopy would also function as shelter for parents and children as well as providing an area for covered external play space. The northern elevation consists of office space, plant rooms, kitchen and dining space as well as the sports / assembly hall.
- 10.12 The appearance of the development adopts a simple but contemporary style. The single storey element of the building is essentially modular. Constructed from a light weight steel frame and clad with composite paneling. A brick plinth will however completely wrap round the building to 'anchor' it to the ground and to help make the building more durable and permanent. The sports hall / assembly hall would be constructed in the form of a traditional steel frame with block work and cladding panels to match the remainder of the building. Clerestorey windows below the hall roofline will give the impression of a floating roof at times when the hall is artificially lit. Again it is considered that the proposal is of an acceptable design quality and satisfies RUDP policy N13.

#### Landscape and tree issues

- 10.13 The site already contains pockets of hard development, essentially located to the north of the site associated with the sites former use and includes the footprint of the former building, related service and car parking areas. Although this section of the site is partly hard surfaced there are also a small number of trees in this area and some of these will need to be removed to facilitate the development.
- 10.14 Most significantly, to the east of this previously developed area, stands a large and imposing oak tree. This is to be retained as a positive landscape feature. Elsewhere sporadic trees exist which have been planted or have self set within the wider



grounds. A further and important landscape characteristic is the well established boundary treatment which consists of both trees and hedging, this creates both a strong defensible boundary and visually helps mask much of the site. Whilst the hedging is mature and fairly robust, there are gaps within it where it has been removed / died or simply because it was used as an access point to the former school.

- 10.15 The proposed layout effectively aims to utilise the developed and undeveloped areas in the way they were previously laid out with the hard elements including the proposed building, access and circulation road, car parking and playground concentrated on the previously developed area. The southern area, which also contains the protected playing pitches are not to be developed and will be laid out as two junior sized football pitches.
- 10.16 As previously described, it is proposed that some trees will be lost to facilitate this development. A full tree report has been submitted with the application to enable a detailed impact assessment to be undertaken this has also taken into account construction matters and the impact that this will have upon tree cover and their root protection areas.
- 10.17 The Council's Landscape Architect has commented on the proposal and has made no objection to the principle of development subject to conditions to protect the trees during construction as well as their tree root zones. Comments have however been made in respect of the established existing hedgerow and the need to complete this landscape enclosure by infilling any gaps. It is also recognised however that there is a lack of definition across the northern boundary and the danger is that this site will blend into the adjacent school creating one huge expanse that might be bleak and exposed. This issue is accentuated further following the introduction of extended vehicle parking and circulation space. A substantial landscape structure is therefore required and will need to be delivered as part of a wider landscaping scheme.

#### Access to the site, public transport, traffic and car parking

- 10.18 The proposed vehicular route to the development is off Stainbeck Lane with the revised proposal changes to provide an access and egress arrangement to serve a dedicated parent car park (42 spaces) and staff / visitor car park (22 spaces) as well as a service road area. The main pedestrian / cycle access is also close to this route where a segregated footpath leads directly to the principal entrance. The staff and visitor parking is located to the west of the school. Two other pedestrian points are proposed via Carr Manor Road (which will also provide cycle access) and to the north, off the adjacent public footpath. Cycle shelters are also proposed as part of the development.
- 10.19 In terms of public transport there are two existing bus stops on Stainbeck Lane which are located close to the proposed vehicular access point. Metro have been consulted to determine whether or not these stops need to be relocated as a consequence. No dedicated school bus services will be provided for pupils. However pupils will on occasion be taken to other venues. On site provision has been made for a bus to access the site and to enter and leave in a forward gear.
- 10.20 As described earlier, at the time this proposal was discussed at Full Council (13<sup>th</sup> July 2011), a deputation by the Carr Manor Road Safety Group raised concerns about significant road safety issues in the area. The specific highway issues which have been raised within the deputation are as follows:
- The road is a busy major bus route

- The road has been narrowed as a traffic calming measure and as a consequence there is less available space for on-street parking for parents and visitors to the school.
- Buses have to squeeze past parked cars.
- There is a cycle route on the pavement
- High school pupils waiting at a bus stop have caused damage to properties (this is not a highway safety issue – needs to be reported to the police / school.)
- Carr Manor Primary School Governors are proposing a road and community safety project but the Council should be proactively ensuring that safety is ensured for all.
- The absence of parking facilities on Carr Manor Road leads to parents parking illegally, creating hazards in the road. This would be exacerbated by provision of another school.
- Additional traffic associated with another school will impact on the environment and the health of all local residents by increasing pollution.

10.21 In addition a concerned resident raises issues that:

- On street parking provision was reduced as part of the high school scheme
- Provision of a new school would bring far too much disruption to the road system

10.22 Local residents are clearly very concerned about the current situation on Carr Manor Road. They are also concerned this may be exacerbated by any further primary provision.

10.23 To assess the scale of the issues, a road safety review of the area has been carried out by the Council's Road Safety Team. This has been summarised below by the Council's Highway Engineer who has made the following observations:

10.24 There has not been any worsening in the road safety record within the vicinity of the school site since the high school was re-located. In relation to the roads surrounding the school sites a comparison between the 4 year period prior to the new high school being opened in September 2006 and the 4 years since, there has been a slight reduction in injury accidents from 24 to 19. This would be considered to be a neutral to slightly positive impact on road safety in the area. The concerns raised by residents above are not verified by any increase in road traffic accidents in the area.

10.25 The new primary school provision is proposed to take vehicular access from Stainbeck Lane, not from Carr Manor Road. Pedestrian access will be taken from both Stainbeck Lane and Carr Manor Road to encourage children to walk to school. While an increasing population will inevitably lead to more traffic, the proposal has been put forward based on evidence of local demand for the places. This will minimise as far as possible any additional vehicular traffic on Carr Manor Road in relation to the new primary places. There will also be a requirement to update the existing Carr Manor High School Travel Plan to ensure that the through school arrangements work effectively.

- 10.26 The scheme has been re-assessed in the light of Panel Members' comments and following the receipt of amended plans. In response to Member concerns, the layout plan has been modified to enable parent parking / drop off arrangements to be accommodated on site with an associated access and egress arrangement. The revised layout indicates that provision has been for 42 dedicated parent car parking spaces, which is adjacent to the principal entrance of the building. In terms of staff and visitor parking arrangements, a total of 22 car parking spaces are provided the supporting information indicates that 30 full time equivalent staff would be employed at the school.
- 10.27 The Council's Highway Engineer recognises Member concerns, and while not being the preferred solution to address highway issues, no objection has been made to the provision of a dedicated parent car park providing it is combined with other changes and a wider package of highway improvement measures, as detailed below. The amended plans have also been revised to illustrate tracking arrangements to show that a bus can turn sufficiently internally as well as general servicing arrangements. The off site highway works required to develop a safe means of access for all modes of travel are:
- MOVA to be installed at the Stainbeck Lane/Stainbeck Road junction, to increase the efficiency of the traffic signals.
  - The footway along the site frontage with Stainbeck Lane to be increased to a width of at least 3m.
  - School Keep Clear markings to be provided on Stainbeck Lane supported/supplemented by Traffic Regulation Orders.
  - An extension to the School Keep Clear markings on Carr Manor Road to be considered (i.e. outside the new pedestrian entrance).
  - Bus stop locations on Stainbeck Lane to be reviewed and removed/relocated to eliminate the potential for conflict with the school vehicle access.
  - Pedestrian guardrails to be provided in appropriate locations.
  - Existing (redundant) school access to be reinstated.
- 10.28 The application is accompanied with a transport assessment. BWB consulting were commissioned to carry out this assessment. Part of the report addresses the operation of the public highway network and in particular deals with peak school times to assess the implications of existing on-street car parking on Stainbeck Lane and Carr Manor Road. Section 2.6.6 states:-
- 'There was no significant increase in traffic flows on Stainbeck Lane past the proposed development associated with the two existing schools and whilst queues at the signals increased no long term impact was noted. Some disruption in the operation of the signals was observed with vehicles accessing the parking area for convenience store adjacent to the traffic signals. Parking on Stainbeck Road was limited to residents and also that associated with the convenience store. No parking was observed at all along the site frontage.'*
- 10.29 The application was also submitted with a draft travel plan, which assesses the transport needs of the school to improve the accessibility and safety for all modes of transport, this is part of a through school arrangement with Carr Manor High

School. Colleagues in the Travelwise section have been working with the school and have accepted the principle of the plan subject to it being updated. A suitable planning condition will control the delivery and implementation of the Travel Plan.

- 10.30 Against this background the Council's Highway Engineer has raised no objections to the principle of development, subject to conditions, the implementation of an agreed travel plan and a package as well as the delivery of off site highway measures as listed above. It is considered that these revisions positively respond to Panel Members concerns and all highway issues have now been satisfactory addressed.

#### Sustainability of the building

- 10.31 The proposal aims to minimise its use of energy and carbon output. The building will be well insulated and in orientated in a manner which achieves good natural light values with windows positioned on both the northern and southern elevations as well as providing natural ventilation. The level of insulation will as a minimum be designed to meet Part L of the Building Regulations. In conjunction with this the full frontal canopy will also reduce the problems associated with solar gain. The canopy may also represent an opportunity to introduce photovoltaic panels to take advantage of its orientation.
- 10.32 In terms of the heating and cooling arrangements for the building, three options are currently being considered these are a gas condensing heating system, air source heat pump boiler and an air source heat pump system sized to meet the heating load of the building. A palette of materials has also been proposed and samples of such will be made available to Panel Members.

#### Other Issues

- 10.33 It is considered that the proposal will cause no detrimental amenity issues. There are no overlooking or overshadowing issues. In terms of general separation distance, the proposal is sufficiently away from existing properties as to not cause any material increase in noise and general disturbance. The proposal will not therefore conflict with policy GP5 of the Revised UDP.
- 10.34 The West Yorkshire Police Architectural Liaison Officer has been consulted on this application. He has noted that the developer has considered natural surveillance, defensible space, lighting, design and layout of routes as well as landscaping. No objections have been raised but recommendations relating to safety standards have been mentioned. These comments have been passed to the applicant to incorporate into their design specifications.

### **11.0 CONCLUSION**

- 11.1 The proposed development is considered to be acceptable in planning terms and lies within an area of sufficient size to accommodate such a use without having a detrimental impact upon both the visual and residential amenity of the area as well as its general character.
- 11.2 Overall, it is considered that the proposed scheme is of an acceptable quality in design terms and delivers essential new teaching accommodation. The new primary school will predominately serve its local catchment and colleagues in Children's Services have identified an overriding need for such a provision in this area.

- 11.3 Given the predicated short travel journeys it is considered that the impact upon the existing transport infrastructure will be limited. The scheme has also been redesigned and now incorporates a meaningful dedicated parent parking area with separate access and egress arrangements. Measures to improve both pedestrian safety and highway improvements as well as green travel arrangements will help mitigate against any potential traffic impacts should they arise. Significant weight should also be given to the fact that improved benefits to the local community will also arise from not only this new educational facility but also improved sports facilities as well as wider community use opportunities.
- 11.4 Officers are satisfied the earlier concerns raised by Panel Members have now been sufficiently and positively addressed. After careful consideration of all relevant planning matters it is recommended that the application is approved in principle with the decision delegated to the Chief Planning Officer following the expiry of the extended consultation period and subject to conditions set out in this report.

**Background papers:**

Planning application files:

**Certificate of ownership:**

Signed as applicant.

**Important Information:**  
 This plan is a site plan for a proposed development. It is not a final plan and should not be used for construction without the consent of the relevant authorities.  
 The information is intended to provide a general indication of the proposed development and is not intended to be a final plan. It is subject to change without notice.

11703938



**Portakabin UK Ltd**

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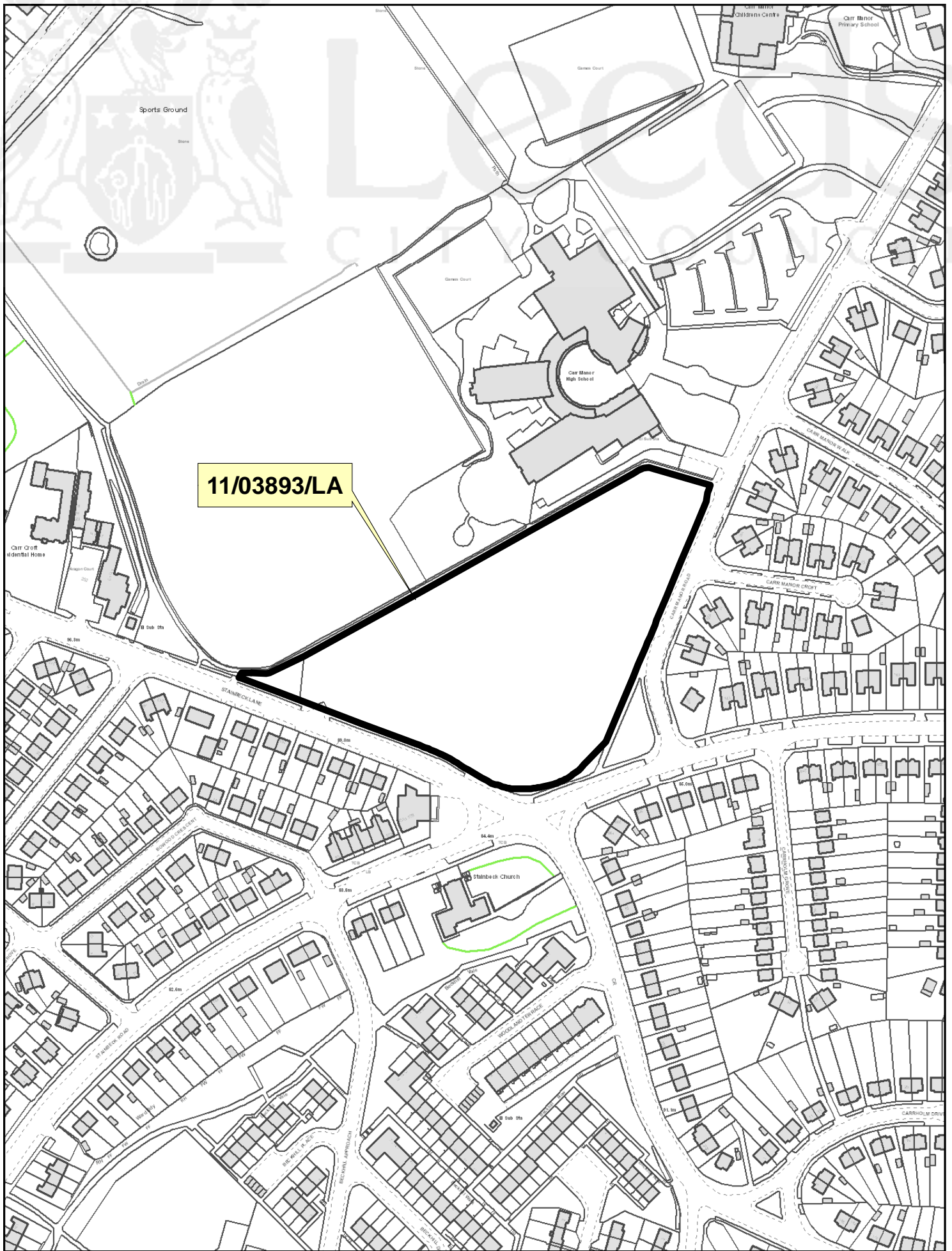
Leeds City Council	
Carr Manor Through School	
Site Plan proposed	
1:500 @ A1	27/06/11
PKH0377009	
U2141/05	

**KEY**

	GRASS
	SEMI-HARD SURFACES
	PROPOSED VEG GARDEN
	PROTECTED VEG ZONE (SPORTS AREA)
	FENCE

**PROPOSED FENCES:**

	BOW TOP FENCE 1.5m
	TIMBER BOARDED PALISADE FENCE 1.2m
	PALLADIN FENCE 2.4m



11/03893/LA

# EAST PLANS PANEL

