



Report of the Chief Planning Officer

PLANS PANEL SOUTH AND WEST

Date: 11th OCTOBER 2012

Subject: PRE-APPLICATION PRESENTATION FOR A PROPOSED REPLACEMENT PRIMARY SCHOOL, WIDE LANE, MORLEY. (PREAPP/12/00881)

APPLICANT	DATE VALID	TARGET DATE
Public Private Partnership Unit - LCC		

Electoral Wards Affected:

Morley

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

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

1.0 INTRODUCTION:

- 1.1 Children's Services have concluded a statutory process which aims to deliver additional primary school provision on the site of the existing Morley Newlands Primary School. This proposal was approved by Executive Board at their meeting of 16th May 2012. The demand for additional primary school places is set out in a supporting statement prepared by Children's Services which indicates that within this catchment a three form entry to accommodate an additional 210 children is required plus a nursery provision of 39 places. The existing school roll is currently 420 the proposed new school will therefore increase the size to 630 plus 39 nursery school places.

2.0 PROPOSAL:

- 2.1 The project is to build a new three form entry primary school with a 39 place nursery on the site of the existing Morley Newlands Primary School together with parking, new safe route to school, new playing pitch and multi use games area. The existing school will remain operational during the proposed construction period of May 2013 to July 2014.

3.0 SITE AND SURROUNDINGS:

- 3.1 The application relates to Newlands Primary School which is situated off Wide Lane to the south and fronted by Albert Road to the west. To the north and east lie residential units. The main school building is two storey and part single storey in height. The main school building is constructed of brick, and part single and two storey in height. There are several existing prefabricated units located in the site with the remainder of the site used as a playing field and parking areas. Land levels across the site vary due to various undulations but generally the incline is towards the southern aspect of the site. The school site is bordered by palisade fencing. The surrounding area is largely residential in character.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 09/00042/FU – Detached block of 3 prefabricated classrooms – Approved 29/4/09
23/60/04/FU – Renewal of permission for temporary prefabricated classroom units – Approved 30/3/04
23/328/03/FU - Detached prefabricated classroom to school – Approved 29/7/03
23/261/00/FU - Detached prefabricated classroom to school – Approved 19/9/00
23/194/99/FU – Detached prefabricated classroom to school – Approved 10/8/99
23/379/96/FU - Detached prefabricated community centre to school – Approved 20/12/96
23/120/84/ - Detached prefabricated classroom to school - Withdrawn
23/163/83/ - Detached prefabricated classroom to school – Approved 4/7/83
23/618/78 - Detached prefabricated classroom to school – Approved 18/9/78
23/145/75/ - Detached prefabricated classroom to school – Approved 5/5/75

In addition there are various consents for extensions and alterations to the main school building.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 The applicant has been engaged in pre-application discussions with the applicant since mid 2011.
- 5.2 A public consultation event was held on the 19th September and attended by members of the local community, councillors, local community groups, parents. Governors, teachers, pupils and members of the design team. Positive feedback was received in the whole praising the form of the building the design of the interior / exterior spaces and the improvements to vehicular / pedestrian access. An issue was raised about the new pedestrian entrance from Stanley road and the impact this will have on traffic and noise.

5.3 Children Services have met with Local Councillors on the 5th September to discuss the scope of the scheme. The feed back was generally positive.

6.0 PLANNING POLICIES:

6.1 The development plan includes the Regional Spatial Strategy to 2026 (RSS) and the adopted Leeds Unitary Development Plan (Review 2006) (UDP) along with relevant supplementary planning guidance and documents. The Local Development Framework will eventually replace the UDP but at the moment this is still undergoing production with the Core Strategy still being at the draft stage.

6.2 The existing school buildings and hard play areas are unallocated in the Adopted Leeds UDP (Review, 2006). The playing fields are allocated as a Protected Playing Pitches. The proposed plans shows the development to be constructed on allocated Protected Playing Pitches, Policy N6.

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

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

LD1: Landscape schemes to provide visual interest.

GP5: Development proposals should resolve detailed planning considerations.

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

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

T2: Development should not create problems of highway safety.

T24: Parking standards should be met.

6.3 Supplementary Planning Guidance / Documents:

SPG Neighbourhoods for Living.

6.4 National Planning Guidance:

National Planning Policy Framework

6.5 General comments

6.6 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.

6.7 The 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 has been used as a playing field within the last five years, and the field encompasses at least one playing pitch of 0.2 ha or more, or that it is on land that allocated for the use as a playing field in a development plan or in proposals for such a plan or its alteration or replacement. In this context it will be necessary to consult Sport England as a statutory consultee.

- 6.8 Although Sport England would prefer the existing playing fields to be left intact, as was noted in their consultation response above, they would have no objection in principle provided that the playing fields which would be lost as a result of the proposed development are replaced by a playing field or fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements.
- 6.9 Design and layout
- 6.10 The proposed new school involves a combination of single storey and two storey elements which are angled to reflect the geometry of the site. The positioning of the school at the junction of Wide Lane and Albert Road provides the opportunity to make an architectural statement to the road frontage. At this juncture the school is at a two storey scale and with steep mono pitched styled roof. The design uses the building to make a frontage to the roads and act as a buffer to the play spaces. Classrooms face as far as practicable away from the roads to allow a passive ventilation system to be used, with service spaces facing onto the road. The site's incline is dealt with at the 'knuckle' point to make a step up the site whilst keeping level changes to a single point within the building. At this point the scale and massing of the building is also reduced down to a single storey level.
- 6.11 Located behind the main frontage is both single and two storey elements which provide office space, circulation corridor and hall. Essentially these are flat roofed and designed to create a court yard enclosure to the rear of the site to provide informal play space.
- 6.12 The main school entrance is taken off Albert Road where a new square or Plaza offers a meeting point outside the school entrance away from the road for parents / carer's and their children. Community facilities are located off the main entrance plaza and are sectioned off from the main school to allow for anytime use and the safe guarding of the pupils.
- 6.13 The materials palette proposed includes brick / render/ timber and standing seam metal for the pitched roofs and single ply membrane for the flat roof areas. It is proposed that the large hall would have composite cladding and wall light panels to provide clerestory lighting.
- 6.14 General Highway comments
- 6.15 A transport assessment will be required to support the development together with relevant surveys, details of any proposed highway and public transport infrastructure improvements. A travel plan will also be required.
- 6.16 Highway colleagues have however raised specific issues and additional information details have been sought. This relates to:-
- 6.17 Morley Newlands is an existing primary school that has established vehicular and pedestrian links onto the adopted highway Albert Road. However, the existing vehicle access to the staff car park is narrow, therefore it would be beneficial as part of any redevelopment to increase the width of the entrance to allow two cars to pass. it would also be advantageous for the access to be reconstructed as a footpath crossing, to make it more pedestrian friendly. There is what appears to be a part time service entrance further along Albert Road that is similarly laid out as a formal junction

bellmouth. There would also be benefit, in terms of the pedestrian environment, in reconstructing this entrance as a dropped footway crossing.

- 6.18 There is a pedestrian entrance into the school just next to the service junction that is cramped due to presence of a guard rail in conjunction with a relatively narrow footway width, presence of school boundary/palisade fencing and merging of internal school footpaths where they join Albert Road. This area should be widened out significantly to ease the dispersal of parents with children when vacating the site. Consideration should also be given to the introduction of traffic management measures within the Albert Road carriageway in the vicinity of the footpath entrance, to highlight a crossing point over the carriageway for people arriving/leaving the site on foot. The traffic management measures would also include a review of the extent of the School Keep Clear markings, which would involve the introduction of a Traffic Regulation Order to enhance their status and future enforcement.
- 6.19 The site has a secondary frontage onto Wide Lane (to the south). Although there is no access to the site from Wide Lane, there is a fairly major set of traffic signals that would potentially benefit from the introduction of a dedicated crossing facility on the eastern side of the junction. This would provide a safe crossing point for anybody approaching the school along the southern side of Wide Lane.
- 6.20 There is an existing footpath linking Newlands Drive to Wide Lane that partially abuts the western boundary of the school. There would be merit in providing an entrance into the school grounds directly from the footpath as this would potentially be attractive to anybody arriving at the school from the adjacent Newlands Estate. This would probably require advisory signs (highlighting the use of the footpath as a route into the school) to be erected where the footpath joins Newlands Drive/Wide Lane.
- 6.21 In addition the applicant will need to consider the potential impact of parent parking on all streets in the vicinity of the school, which may lead to a requirement for traffic management measures/TROs on these streets to protect sensitive locations. A revised Travel Plan will also be required.
- 6.22 In terms of car parking numbers. Surveys will be required to provide realistic levels of parking for staff / visitors and potentially parents. Highway colleagues do not want to see overspill on the access road or surrounding residential streets.

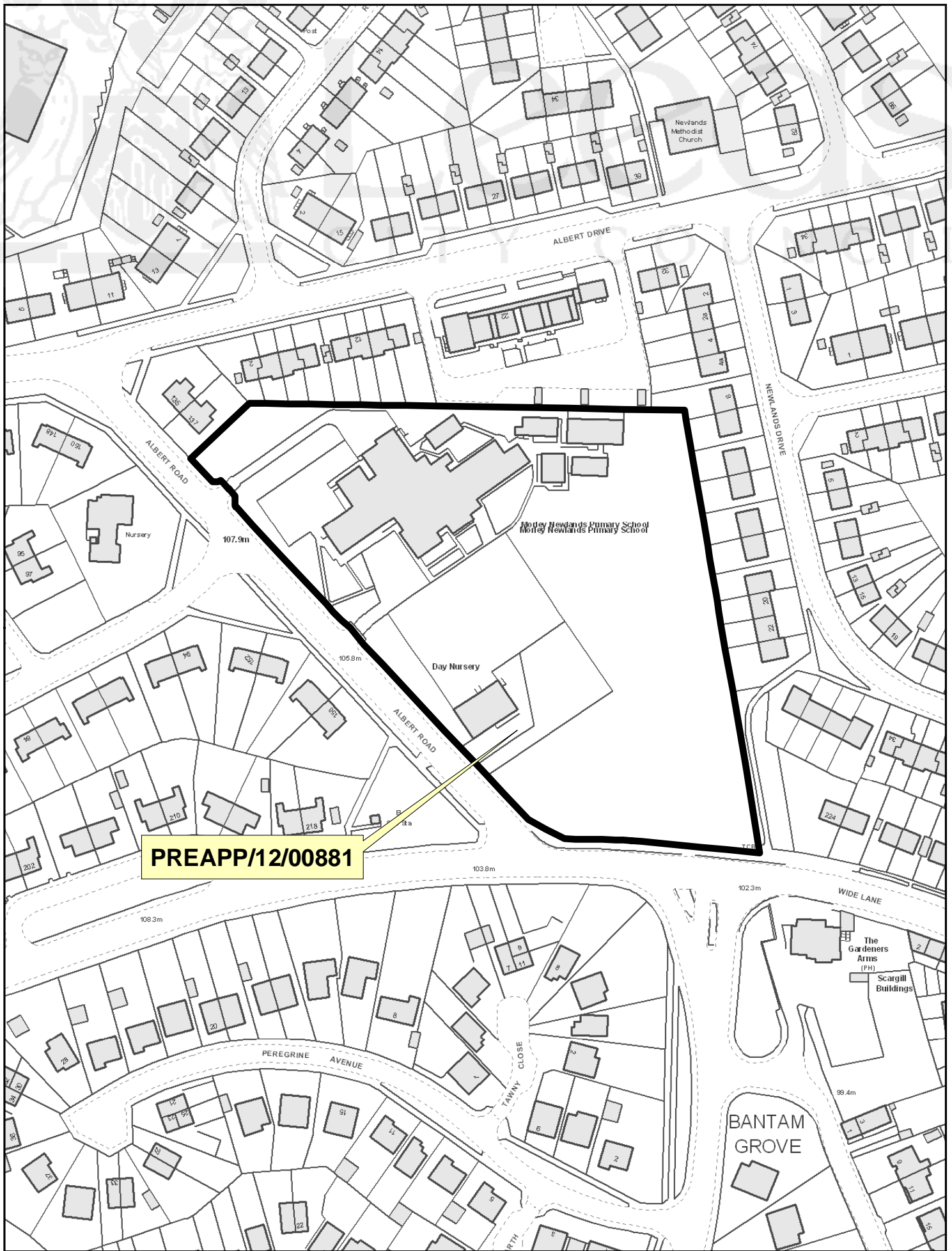
7.0 MAIN ISSUES

1. Principle of development
2. Policy Issues
3. Urban Design issues
4. Landscape / tree issues
5. Highway issues / mitigation measures

8.0 CONCLUSION

- 8.1 Members are asked to note the contents of the report and the presentation, and are invited to provide feedback on the issues outlined below:
- **What are Members thoughts on the principle of development?**
 - **Based on the presentation, what are Members thoughts on the proposed design of the building?**

- **What are Members views on the proposed highway / construction access / parking and highway mitigation arrangements?**
- **Based on the presentation, what are Members views on the site landscape proposals?**



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