

Report of the Strategic Director of Regeneration to the meeting of the Area Planning Panel (SHIPLEY) to be held on 14 January 2010

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Summary Statement - Part One

Applications recommended for Approval or Refusal

The sites concerned are:

<u>Item No.</u>	<u>Site</u>	<u>Ward</u>
1.	1 Belmont Avenue Baildon West Yorkshire BD17 5AJ [Approve] (page 1)	Baildon
2.	Bingley Grammar School Keighley Road Bingley West Yorkshire BD16 2RS [Approve] (page 7)	Bingley

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Portfolio:
Environment and Culture

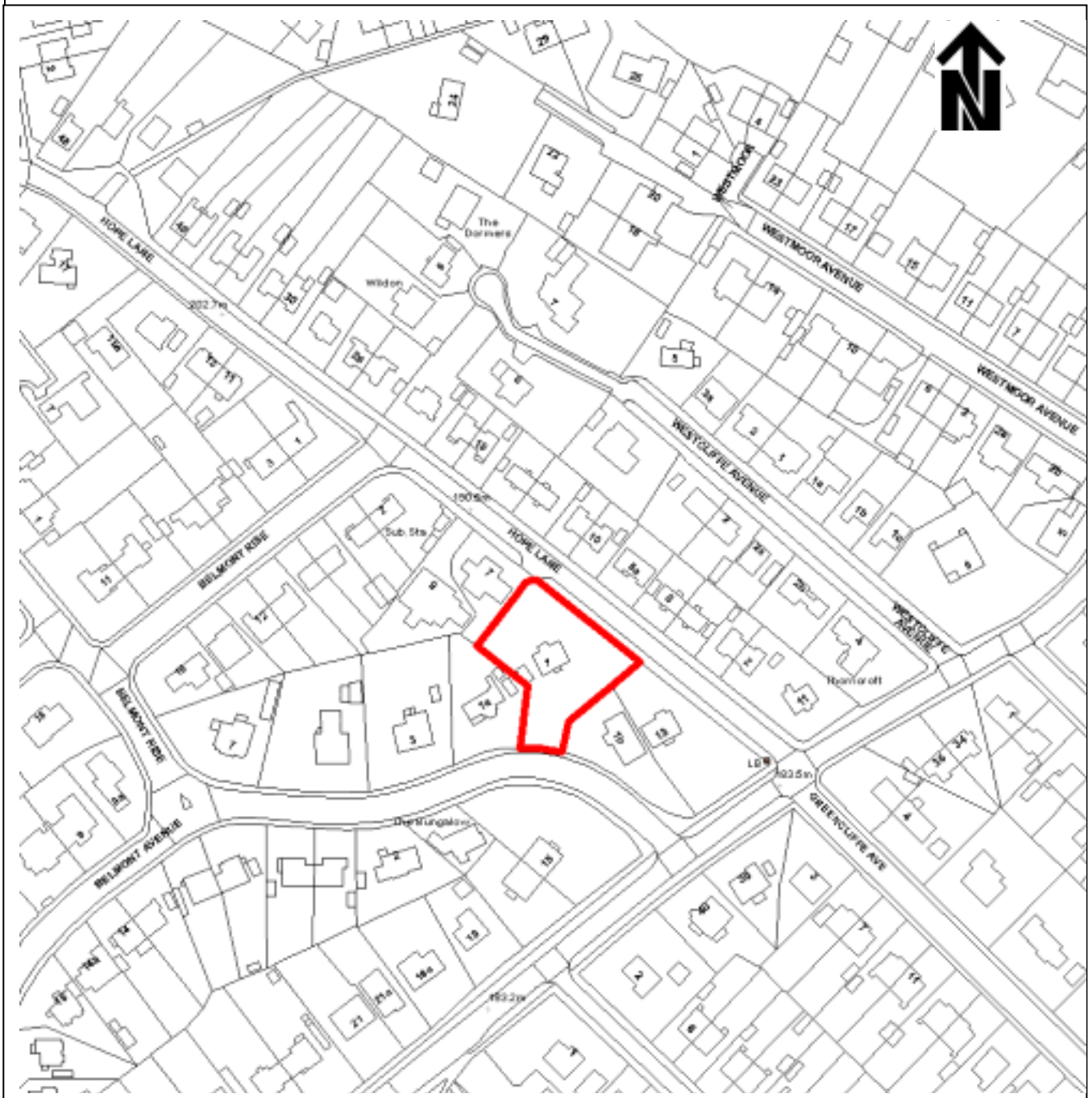
Improvement Committee Area:
Regeneration and Economy



Area Planning Panel (Shipley)

09/04916/FUL

14 January 2010



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<p>ITEM NO. : 1</p>	<p>LOCATION: 1 Belmont Avenue Baildon</p>
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14 January 2010

Item Number: 1
Ward: BAILDON

Recommendation:
TO GRANT PLANNING PERMISSION WITH CONDITIONS

Application Number:
09/04916/FUL

Type of Application/Proposal and Address:

This is a full planning application for the construction of one new dwelling and an extension to an existing dwelling with a new double garage at 1 Belmont Avenue, Shipley. The application is a resubmission of an application which was withdrawn last September.

Site Description:

The site is a large plot of land with frontages to Hope Lane and Belmont Avenue. There is a substantial stone built property located centrally within the site which presents its front elevation to Belmont Avenue and its side elevation to Hope Lane. Vehicular access exists from Hope Lane and there is a dilapidated detached garage to the existing property. A pedestrian access is also currently available from Belmont Avenue. The surrounding area is mainly residential with large detached dwellings in substantial gardens on Belmont Avenue and a mix of detached and semi-detached dwellings in smaller plots on Hope Lane. The land has a gentle slope to the south.

Relevant Site History:

09/03133/FUL - Two new dwellings and one extension and double garage to an existing dwelling – Withdrawn 09.09.2009

08/02991/FUL - Demolition of existing dwelling and construction of three 4 bedroom detached dwellings with integral garages – Withdrawn 12.08.2008

08/00244/FUL - Demolition of existing property and construction of 3 detached dwellings with integral garages – Refused – 07.04.2008 (Subsequent appeal dismissed)

Replacement Unitary Development Plan (RUDP):

Allocation

The site is unallocated on the Replacement Unitary Development Plan.

Proposals and Policies

Policy UR3	<i>Local Impact of Development</i>
Policy H7	<i>Density</i>
Policy H8	<i>Density</i>
Policy D1	<i>General Design Considerations</i>
Policy TM2	<i>Impact of Traffic and Its Mitigation</i>
Policy TM12	<i>Parking Standards for Residential Developments</i>
Policy TM19A	<i>Traffic Management & Road Safety</i>

Revised House Extensions Policy (Supplementary Planning Guidance)
Planning Policy Statement 1: Delivering Sustainability
Planning Policy Statement 3: Housing

Parish Council:

Baildon Parish Council – No comment

Publicity and Number of Representations:

The application was advertised by neighbour notification letters and the display of a site notice. The publicity period expired on the 16th December 2009. Twenty-three letters of objection including correspondence from two local Councillors and the local MP have been received. The Councillors request the application be referred to the Area Planning Panel should Officers be minded to approve the application.

Summary of Representations Received:

- Proposal will overshadow and overlook neighbouring properties
Response – This is considered in the appraisal below
- Proposal will not fit into the streetscene
Response – This is considered in the appraisal below
- Potentially important trees on the site were felled in 2007 prior to the submission to the first application
Response – The site is not within a Conservation Area and the trees were not protected by Tree Preservation Orders. Consequently no consent was required prior to the felling of the trees.
- The positioning of the garage is out of keeping with the streetscene
Response – This is considered in the appraisal below
- The proposals are an overdevelopment of the site.
Response – This is considered in the appraisal below
- Proposal reduces the available green space
Response – This is considered in the appraisal below
- There is insufficient detail of the design and materials
Response – The drawings adequately display the proposals and details of materials can be resolved by a planning condition
- The proposal will result in increased traffic generation in the area
Response – This is considered in the appraisal below
- There is no need for the access from Belmont Avenue
Response – This is considered in the appraisal below

Consultations:

Highways DC – No objections subject to conditions

Drainage – No objections subject to conditions

Summary of Main Issues:

1. Principle of the Development
2. Visual Amenity
3. Residential Amenity
4. Highway Safety
5. Community Safety Implications

Appraisal:

This is a full resubmitted planning application for the construction of one new dwelling and an extension to an existing dwelling with a new double garage at 1 Belmont Avenue, Shipley. Prior to this, one application has been refused by the Shipley Area Planning Panel and the subsequent appeal dismissed and another application was withdrawn prior to determination.

The refused application related to a proposal to demolish the existing dwelling and construct three detached dwellings in its place. The reason for refusal was that the proposal was out of keeping with the surrounding area.

At appeal the Inspector considered the Council's reason for refusal to be vague and while dismissing the appeal he clarified that his main concern was that 'the scale of the built development and hardstanding proposed would cause substantial loss of garden space on the site which would undermine the green and suburban character of the area'. Furthermore he considered that 'when viewed from Belmont Avenue 'the dwellings would look closely spaced' and would appear to 'overlap' due to the angle from which the buildings would be seen. The most recent application which was withdrawn in September 2009 was for two new dwellings and an extension to the existing one. This included a new detached bungalow alongside the Hope Lane boundary and was considered to be harmful to the visual amenity of the streetscene. Following negotiations the application was withdrawn prior to a decision being made.

Principle of the Development

The site is unallocated on the Replacement Unitary Development Plan and is not therefore protected for any uses other than those which accord with the general policies of the plan. The site is brownfield land it being domestic garden area and the surrounding area is dominated by residential uses and so the principle of the development is acceptable. The site of the proposed new dwelling covers around 370sqm and so the new dwelling achieves a housing density of 27 dwellings per hectare. While this is below the RUDP's minimum required density of 30 dwellings per hectare considering the grain of development in the surrounding area and the history of development proposals on the site the proposal is considered to be acceptable when viewed against Policy H7 of the RUDP and PPS 3. This is therefore considered to be acceptable in principle, as is the extension of the existing dwelling.

Consequently the principle of the development is considered to be acceptable subject to its local impact.

Visual Amenity

The application proposes a two storey extension to the side of the existing dwelling, the construction of a detached double garage alongside the Hope Lane boundary and the creation of a new access point from Belmont Avenue. The two storey extension is designed to complement the existing property and is subservient to it in its scale and massing. The garage is proposed to be constructed of natural stone under a slate roof and is set 3m off the boundary with Hope Lane. 13 Hope Lane to the south has a garage which at its nearest point is situated a similar distance from the front boundary and 7 Hope Lane to the north is also situated a similar distance from the front boundary. As a result it is not considered that the proposed garage would significantly impact on the appearance of the Hope Lane streetscene. The proposed new access from Belmont Avenue is also acceptable in principle however a condition requiring the submission of details of the proposed finish of the new opening would be appropriate.

The second part of the application involves the construction of a new dwelling between the existing dwelling and 7 Hope Lane. The dwelling is to be two storeys and constructed in natural stone under a hipped slate roof. A single storey lean-to section is proposed to the southern elevation of the property and a two storey projecting gable is included to the front elevation. A built out chimney is proposed on the north elevation which adds to the buildings character. The building sits in line with 7 Hope Lane and in terms of the visual impact is considered to relate well with the adjacent properties and the surrounding area.

At appeal previously the Inspector was particularly concerned with the loss of garden area and the appearance of the development from Belmont Avenue. The expanse of hardstanding to both Belmont Avenue and Hope Lane was also of concern. The current proposal retains a substantial garden area to the Belmont Avenue frontage and the relatively modest hardstanding is not considered to be harmful. The hardstanding to the Hope Lane elevation is also significantly reduced. Overall therefore it is considered that the concerns raised regarding the original application have been overcome and that proposal would not cause any significant harm to visual amenity.

Residential Amenity

The existing property presents three windows which face towards the garden area of the proposed dwelling. These windows open to a bathroom and an en-suite and are indicated to be obscure glazed. The main habitable rooms are located to the front elevation of the dwelling however sufficient distance is retained between the existing and proposed dwellings to avoid a significant loss of outlook to the rooms to the rear of the existing dwelling. A 1.8m fence will ensure the privacy of the rear garden area of the proposed dwelling and sufficient amenity space is provided to the front of the existing dwelling.

The proposed dwelling is sited 6m off the front boundary and retains sufficient distance to the rear boundary at around 10.2m to avoid causing any significant overlooking of the rear garden area of 1A Belmont Drive. The surrounding area slopes up hill away from Hope Lane and so the proposed dwelling sits at a lower level than 7 Hope Lane. As a result the 9m separation distance between the side elevation of the proposed dwelling and the main body of 7 Hope Lane is considered to be sufficient to avoid causing any significant harm to residential amenity. Similarly the change in levels means the proposed dwelling does not affect outlook from the rear garden area of 7 Hope Lane.

Overall therefore subject to conditions requiring (1) the provision of obscure glazing to windows on the rear elevation of the existing dwelling and (2) the removal of permitted development rights for additional windows and extensions, the proposal is considered to be acceptable in terms of its impact on residential amenity.

Highway Safety

The application proposes to create three parking spaces for the proposed dwelling consisting of an integral garage and a hardstanding to the front of the property accessed from Hope Lane. A detached garage and turning area with access from Hope Lane and a separate drive with access from Belmont Avenue are proposed for the existing dwelling.

The parking and turning areas are of sufficient dimensions to enable vehicles to park and turn without causing harm to highway safety. Concern has been raised from neighbours regarding the new access from Belmont Avenue. It should be noted that this access can be created without planning consent as authorised by Part 2 of the Town & Country Planning (General Permitted Development) Order 1995 (GPDO). This section of the GPDO allows for the creation of means of access to a highway which is not a trunk road or a classified road.

As a result the proposal is considered to be acceptable in terms of the impact of the proposal on highway safety.

Community Safety Implications:

The proposed development does not present any community safety implications.

Recommendation:

The application is recommended for approval for the reason given below and subject to the conditions listed below.

Reason for Granting Planning Permission:

The proposed development is not considered to be harmful to visual amenity, residential amenity or highway safety and therefore complies with the requirements of Policies UR3, H7, H8, D1, TM2, TM12 and TM19A of the Replacement Unitary Development Plan and the Council's adopted Revised House Extensions Policy.

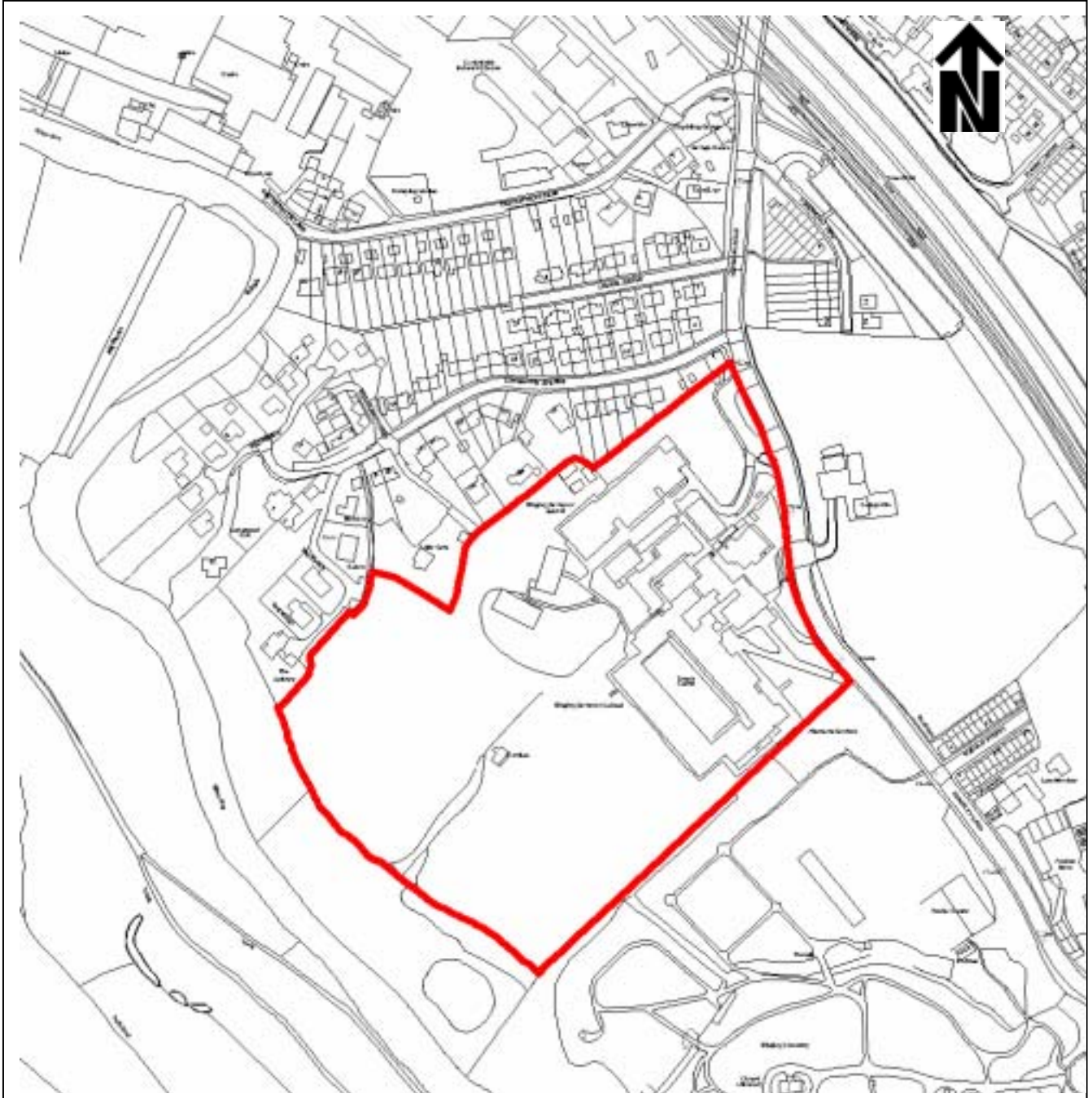
Conditions of Approval:

1. Three year time limit
2. Amended Plans
3. All materials to be approved including paving materials for drives and turning areas
4. Details of Belmont Avenue access to be agreed
5. Parking to be provided before occupation
6. Dropped crossing to be constructed
7. Gates not to open over the highway
8. Separate drainage within site boundary
9. Drainage details to be agreed
10. PD rights A-D removed
11. Obscure glazing to windows on rear of existing property
12. Landscaping details to be agreed and implemented

Area Planning Panel (Shipley)

09/04239/OUT

14 January 2010



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ITEM NO. : 2

LOCATION:

**Bingley Grammar School
Keighley Road
Bingley**

14 January 2010

Item Number: 2
Ward: BINGLEY

Recommendation:
TO GRANT OUTLINE PLANNING PERMISSION SUBJECT TO CONDITIONS AND A SECTION 106 LEGAL AGREEMENT

Application Number:
09/04239/OUT

Type of Application/Proposal and Address:

Outline application with means of access to be considered for the following development:

- i) construction of new school following demolition of the majority of existing school,
- ii) creation of a new access road off Keighley Road, and;
- iii) provision of new sports facilities

at Bingley Grammar School, Keighley Road, Bingley

Site Description:

An 8.1 hectare site which is located within one of two allocated open space areas to the north of Bingley town Centre (reference S/OS1.1 in the Proposals for the Shipley constituency of the Replacement Unitary Development Plan). These open areas comprise Bingley Grammar School and its grounds, Bingley Cemetery, and open land around Bingley North Bog. The area forms a visually important break within the urban area north of Bingley town centre. Parts of the site also fall within land designated as flood plain.

Currently a secondary school is accommodated in a variety of buildings that exist in the north eastern apex of the site. The cemetery forms part of the far south eastern part of the application site. The remainder of the site comprises playing fields and pitches (Playing Field, Bingley 58). The site rises steeply from Keighley Road and there is a rise of 18 metres from Keighley Road to the edge of the existing playing field boundary

The campus is located to the north west of Bingley town centre on Keighley Road, a local distributor road. To the North West there are residential properties that are primarily two stories in height. To the west is the River Aire. To the east is the large site known as Coolgardie which is allocated for employment purposes and has an extant permission on it for a major technology park. To the south is the existing cemetery which is also sited within the open space designation S/OS1.1, mentioned above. The application site also extends to the Bingley Conservation Area along part of its south eastern boundary.

Relevant Site History:

The existing school is accommodated in a disparate collection of buildings built in various eras from 1853 (the music block) to 1986 (sports hall) to 2001 (general teaching block).

Replacement Unitary Development Plan (RUDP):

Allocation

The whole site is located within designated urban greenspace space under reference S/OS1.1. Part of the site is also allocated as playing fields/pitches.

Proposals and Policies

Relevant policies include: -

- UDP1 - Promoting sustainable patterns of development
- UDP3 - Quality of built and natural environment
- UDP5 - Needs of communities in appropriate locations
- UR2 - Promoting sustainable development
- UR3 - Local Impact of development
- TM2 - Impact of traffic and its mitigation
- TM10 - The national and local cycle network
- TM11 - Parking Standards for non-residential development
- TM18 – Parking for people with disabilities
- TM19 – Cycle parking
- TM19A - Traffic management and road safety
- D1 - General designed considerations
- D2 - Energy efficient and sustainable design
- D3 - Access for people with disabilities
- D4 - Community safety
- D5 - Landscaping
- D6 - Meeting the needs of pedestrians
- D7- Meeting the needs of cyclists
- BH7 - development within or which would affect the setting of conservation areas
- CF1 - New school sites
- CF3 - Community uses
- CF7A - Built facilities for community sport and recreation
- CF7B - Indoor sports and facilities
- OS1 - Urban Greenspace
- OS3 - Protection of playing fields
- OS4 - New open space provision
- OS5 - Provision of recreation open space and playing fields in new development
- NE4 - Trees and Woodlands
- NE5 - Retention of trees on development sites
- NE6 - Protection of trees during development
- NR15B - Flood risk
- NR16 - Surface water run off and sustainable drainage systems
- NR17 - Ground water protection
- NR17A - Watercourses and water bodies

Parish Council:

Not applicable

Publicity and Number of Representations:

Original Submission - Publicity was carried out via individual neighbour notification letters. Site notices were also displayed at the site with the statutory period of expiry for comments being 16 October 2009.

Revised submission showing additional details (amended red line boundary) - Publicity was again carried out via individual neighbour notification letters and site notices were also displayed at the site with the statutory period of expiry for comments being 27 November 2009.

Two representations have been received.

Summary of Representations Received:

1. Concerned with regard to parking facilities for staff and sixth form students
2. Insufficient parking proposed which will force them to parking on Longwood Avenue and Laurel Grove making it hazardous to get out of Longwood Avenue
3. Need more parking permits around the area
4. For the travel survey to be based on a 2005 survey conducted by the school is totally unacceptable.
5. The sixth form alone is going to increase from 360 pupils to 550 pupils
6. Where will construction traffic park
7. 190 spaces is not enough for the new school
8. it should be school policy to insist that staff and pupils must park on the school grounds
9. Bingley grammar really need to start working with the supporting the local community instead of causing mayhem

Consultations:

Sport England - The site forms part of, or constitutes a playing field as defined in the 1996 Statutory Instrument No. 1817, 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. Whilst it is acknowledged that the application is submitted in outline only, the indicative plan illustrates the proposed site layout and the impact on the playing fields.

While there appears to be established community use of the pool and sports hall based on Sport England's website Active Places, there is no evidence of assured community access in existence for the playing fields. The existing playing fields are laid to natural turf to the west giving approximately 25000sqm of natural turf. There is a significant encroachment on the natural turf playing field area proposed in the layout by new hard play, two MUGAs and an all weather pitch. A new area of playing field is proposed to the north of the site to compensate. However, it is considered that there is a loss of playing field of approximately 0.3m. Given this is an outline application with matters reserved, Sport England request that a suitable condition regarding the playing pitch and community use and management of facilities is attached to any permission granted. Members will be given full details of this at the Panel meeting.

At the reserved matters stage, any loss of playing field should meet exception from Sport England's planning policy on Playing fields?. Sport England considers that the proposal could meet one of the exceptions of the policy providing the condition suggested by Sport England is attached to any permission granted. As such, at the stage, Sport England does not have an objection to this application.

Environment Agency - No objections subject to conditions attached to any permission granted (these are set out in detail at the end of this report).

Yorkshire Water – No objections subject to conditions attached to any permission granted (these are set out in detail at the end of this report).

Drainage Section – No objections providing a flood risk assessment is submitted in accordance with PPS25 and subject to appropriate conditions being attached to any permission granted. Relevant conditions include investigating sustainable drainage techniques along with rainwater harvesting and grey water recycling to form part of the drainage strategy.

Environmental Protection Section (Noise) - No objection from a potential noise and odour point of view. A condition limiting the hours for building works to be carried out should be attached to any permission granted.

Environmental Protection Section (Contamination) – concur with the findings of the Phase II intrusive site investigation report in that when plans of the site layout have been finalised, a further more detailed intrusive investigation is carried out to ensure that risks to end users of the site from potential ground contamination are obviated. Conditions regarding additional site investigations, qualitative risk assessments and their respective remediation strategies should be attached to any permission granted.

West Yorkshire Ecology – A bat survey is required which should cover all the buildings which are to be demolished along with any mature trees which are to be lost to the development.. As the majority of the school is to be demolished, there is a need to carry out a bat survey prior to the determination of any further detailed application and prior to the demolition of any of the buildings. A condition should be attached to this affect on any permission granted.

Highway (Development Control) Section – Means of access to the site is to be considered as part of this outline application. Plans are still awaited from the applicants to confirm at the new proposed means of access the following: the width of the proposed access, and, the proposed sight lines, kerb radii and gradients especially where the new access meets the main road. Further details with regard to the closure of the existing accesses to vehicular traffic are also required along with a demonstration of how a pedestrian desire line leading from the main school entrance across the new car park down the pedestrian route will be managed. Once these plans/details have been submitted and analysed by the highway section, final formal comments will be reported orally to the Panel.

In principle, there are no highway objections to the development of the site in the manner proposed subject to conditions and certain heads of terms on any permission granted. Full measures include:

Amended plans indicating a parental drop off area now being proposed within the school site itself.

Retention of the existing bus drop off area.

Whilst the Transport Assessment refer to the 6th form car parking where pupils are banned from parking on the site. this policy does not stop pupils coming by car which then park in and around the surrounding side streets and the Council is ware of constraint complaints about access etc. from local residents. It is therefore considered necessary that the school must fully fund a residents parking permit scheme for Laurel Grove, Longwood Avenue, Longwood View and Waterside as part of this redevelopment scheme. this should be pursued in addition to the 15 spaces allocated on campus fro 6th formers (but only for students who demonstrate car sharing)

Upgrading of the street lighting along Keighley Road to a modern standard (from halfway along the frontage up to Longwood View)

Traffic management measures along Keighley Road to limit speeds and promote highway safety in the locality(signage/physical measures)

The footway to be widened along the site frontage to 2 meters.

Metro - There are several bus services running next to the development. All the relevant bus stops have good facilities in place and Metro have no requests for any developer funding.

Heritage/Conservation Section - No objections in principle. The significant building on the site, whilst not protected, is to be retained whilst most of the others, which are to be demolished, have little merit. The illustrative siting of the replacement buildings is sufficiently distant from both the conservation areas and isolated listed buildings to not harm their setting. The proposed massing and location will maintain much of the existing relationship of the complex to the public aspect and maintain much of the tree cover.

Police Architectural Liaison Officer - No objections in principle at this outline stage. In any future application particular attention must be given to the following requirements: campus layout and entrances, buildings design, perimeter fencing, lighting, CCTV and physical security.

Summary of Main Issues:

1. Principle of development in urban green space
2. Impact on the provision of playing fields
3. Highway/pedestrian safety
4. Design
5. Impacts on the locality, including conservation area, and adjoining residential amenities
6. Other impacts
7. Flooding
8. Contamination
9. Biodiversity
10. Heads of terms/use of conditions
11. Comments on the representations received
12. Community safety

Appraisal:

Outline planning permission is sought for the following development: -

- a) the retention and refurbishment of approximately 4500sqm of the existing school facilities;
- b) the replacement of the remaining accommodation with new build construction which will be up to four stories in height to provide a 21st Century learning environment for 2050 mainstream pupils. It should be noted that the existing school accommodates up to 1900 pupils. Of the 2050 pupils, 550 will be sixth form students (which is an increase of 190 over and above the existing number of sixth formers of 360). Illustrative details indicate that the new school will be located in the middle of the site behind the retained sports facilities;
- c) the provision of a new access from Keighley Road which utilises the north eastern part of the existing cemetery site, and;
- d) the provision of 191 car parking spaces and retention of the existing bus drop off area.

Only access details to the site are to be considered in this outline application. All other matters are reserved for inclusion in a subsequent reserved matters application(s).

Building Schools for the Future (BSF) is a national programme that seeks to transform educational provision and lift achievement through a complete transformation of England's secondary schools, including Special Educational Needs (SEN) schools. School buildings are extremely important to student's education. Significantly, they should support the educational vision of high expectations, specialism and excellence, inclusion, local collaboration, community involvement and high quality teaching and learning.

In March 2003 Bradford Councils assessment Management Department produced a building condition survey that identified the very poor general state of many of the schools buildings in the District including: -

Major roof defects,
Single glazing in need of replacement
Brickwork in need of repointing
Time cladding suffering from wet rot
Internal doors and fittings past their useful lives and in need of replacement
Corridors and ceiling festooned with a mass of vulnerable cables
Boiler plant and distribution pipe work past its economic life
Teaching areas that are inflexible, cramped and poor sound and temperature insulation
Narrow corridors, lack of social space
Poor security
The result is a teaching environment that lowers the quality of the teaching services available and in consequence lowers the whole learning experience of the pupils.

Principle of development

The urban greenspaces identified on the Proposals Maps of the Replacement Unitary Development Plan represent the most significant greenspaces in terms of size of prominence within the urban areas. Many of them have remained open for historic reasons. They provide a green framework for the regeneration of the urbanised parts of the District and are often large enough to bring the character of the countryside into the town. Policy OS1 of the replacement Unitary Development Plan informs that within urban greenspaces defined on the proposals maps development will not be permitted unless it: (i) retains their open and green character, and; (ii) though design makes a positive contribution to the character and amenity of such areas. In considering whether a development proposal will be acceptable under the policy the key test will be the impact on openness.

It is considered that the construction of a new school to the west of (i.e. behind) the existing school buildings would clearly extend the extent of built development across and further into the site. However, it is considered that such a development because of its position close to the rear of existing retained built structures will not unduly compromise the openness of the urban greenspace in this location. As such, the proposal is considered to comply with policy OS1. Moreover, it should be noted that the council does recognise that there are existing uses within urban greenspaces, especially schools and other institutions which will have development needs. It is not the council's intention to prejudice the interests of owners of such properties in carrying out reasonable development associated with the existing use by the application of policy OS1. Where development is appropriate by way of openness it should also contribute to the character and amenity of the area by ensuring high quality design and landscaping (and these issues would be pursued in any reserved matters application).

Impacts on the provision/retention of playing fields

Part of the site constitutes a playing field as defined in the 1996 Statutory Instrument No. 1817, 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. Whilst it is acknowledged that the application is submitted in outline only, the indicative plan illustrative does not show like for like replacement playing field land provision but does show improved sports facilities in the form of MUGAs etc (but these are not considered to add to community sport provision). Nevertheless, at this stage Sport England has no objections to the application and has advised that a condition detailing the provision and layout of the sports

pitches along with a scheme for the management of sports provision to be made within, or in association with the development as well as details for provision to be made for use by other organisations/individuals within the local community. As such, the proposal complies with policy OS3 of the Replacement Unitary Development Plan.

Highway/pedestrian safety

Access is to be considered as part of this application. The formation of a new access in the location proposed, (in the south eastern corner of the site on part of the former cemetery) is considered acceptable in principle. Amended plans showing a parental drop off area within the application site itself have now been submitted and are considered acceptable along with the retention of the existing bus drop off area. It is anticipated that a plan showing further details of the junction design, including the width of the proposed access, and, the proposed sight lines, kerb radii and gradients especially where the new access meets the main road will be tabled at the Panel.

8. Further measures proposed by the applicant/ required by the Local Planning Authority to ensure highway/pedestrian safety include:

Upgrading of the street lighting along Keighley Road to a modern standard (from halfway along the frontage up to Longwood View)

Traffic management measures along Keighley Road to limit speeds and promote highway safety in the locality (signage/physical measures)

The footway to be widened along the site frontage to 2 meters.

The funding of a traffic regulation order (TRO) for a residents parking scheme for surrounding residential roads which include Laurel Grove, Longwood Avenue, Longwood View and Waterside as part of this redevelopment scheme. Indeed, the Council is aware of the on-street parking problems which already exist in this location due to staff parking and sixth form parking. The funding of a TRO is considered a necessary action which will help alleviate future problems especially when the sixth form is expanded from 360 to 550 pupils and the number of teaching staff increased to cater for an increase in the overall school populations from 1900 to 2050. It should be noted that a S106 agreement for the commercial development on the opposite side of Keighley Road had sought the provision of a TRO around these residential road. However, since that permission has not been implemented to date, it is considered necessary to require the same agreement from this application in order that which ever development proceeds first, appropriate and necessary measures have been put into place to alleviate further potential problems.

The above mentioned TRO should be pursued in addition to the provision of the 15 spaces to be allocated on campus for 6th formers (but only for students who demonstrate car sharing)

191 parking spaces have been proposed along with the provision of cycle facilities. Overall, It is considered that the proposal will not unduly compromise highway or pedestrian safety providing the above measures identified in paragraphs 7 and 8 of this report are carried out and an appropriate.. As such the proposal is in accord with established Replacement Unitary Development policies.

Design

The final appearance of the new build block is yet to be determined and does not fall within the scope of this application. The applicant has however advised that the basis of the final design will be up to four stories in height (the entranceway) and will take the following into account:-

Strategically located to maximise the remaining external space that is at a premium on this confined site. Illustrative plans show a T-shaped building which wraps around the rear of the retained sports all block 9 and block 7

Promotion of a design to ensure the separation between the existing and proposed wings of accommodation enabling natural daylight to pass through the buildings and development of a light and airy environment within the new build construction

Impacts on the locality and adjoining residential amenities

Whilst layout and scale are not part of this application, it is considered that the illustrative scheme which shows the resiting of the school to the west of the exiting facilities is considered acceptable in terms of its impact on both the locality, including the conservation area, and the adjoining residential amenities. Indeed, despite the creation of a school which is in parts up to four stories in height, a school in this location will be further away from residential properties in Longlands Avenue.. It is not considered that any residential amenities will be unduly compromised by reason of overlooking or loss of privacy from the larger structure which is over 50 metres away from the nearest dwelling.

Full details of the reorganised sports pitches and any resultant floodlights have again not been submitted as part of this application. Whilst these issues will be considered within any subsequent reserved matters application, it should be noted that if appropriately designed, the effects of any sports pitch floodlighting can be effectively minimised to ensure that the general amenities of the nearby residential properties are not unduly eroded.

It is considered that the revised siting of the school will not be unduly detrimental to the general amenities of the locality because the wider vantage points of the site will view the development against in the context of the existing retained structures on the site. Moreover, although various trees will be lost to facilitate the new access to the site, there are substantial numbers of mature trees around the existing frontage of the site which are to be retained within the scheme. The retention of these trees will ensure that views to the site from the nearby railway line and from Keighley Road are not compromised by the new built development

Other Impacts

Flooding issues

A revised flood risk assessment has now been submitted as part of the application. The Environment Agency has raised no objections to the revised scheme from a flooding point of view. Detailed issues of design i.e. finished floor levels etc. will form part of a reserved matters application.

Contamination issues

A limited Phase II intrusive site investigation report was submitted with the application. Due to the fact that layout of the proposed buildings is not to be considered within this application it is difficult to address issues at this stage with regard to potential on site contamination. It is however considered appropriate to attach conditions to any permission granted to ensure that when plans for the site layout have been finalised, a further more detailed intrusive investigation is carried out to ensure that risks to end users of the site from potential ground contamination are obviated. As such, conditions regarding additional site investigations (including ground gas monitoring), qualitative risk assessments and their respective remediation strategies are recommended to be attached to any permission granted.

Biodiversity issues

Whilst Policy NE10 of the Replacement Unitary Development Plan states that wildlife habitats accommodating protected species will be protected by the use of Planning conditions/obligations it is clear from the supporting text and Policy NE11 that an ecological appraisal should be submitted with a planning application so that the Local Planning Authority can 'assess the potential impact of the proposed development prior to the consideration of granting planning permission.'

ODPM Circular 06/2005 to accompany Planning Policy Statement 9 Biodiversity and Geological Conservation states 'It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development is established before planning permission is granted, otherwise all material planning considerations may not have been addressed in making the decision.' The document advises that ecological surveys should only be left to coverage by conditions in exceptional circumstances and that any necessary measures to protect the species should be in place, through conditions and/or planning obligations before permission is granted.

The applicants have however advised that an appropriate bat survey will be provided as part of any reserved matters submission. A condition is also suggested to be attached to any planning permission granted to ensure that no demolition works may be carried out until such surveys have been submitted and analysed by the Local Planning Authority and any necessary mitigation measures put into place. In these particular circumstances it is considered acceptable to pursue this course of action.

Heads of Terms/Use of conditions

Policy TM2 of the Replacement Unitary Development Plan advises that Planning permission for new development will not be granted unless (i) the Council is satisfied that the proposal does not adversely affect existing and proposed transport infrastructure or services in the vicinity of the site, or (ii) the local environment; or improvements considered necessary by the Council to overcome any adverse impact of the proposal will be secured by agreement or undertaken as part of the development i.e. contributions will be sought from developers through planning obligations.

As justified in the highway/pedestrian safety section of this report, it is considered necessary to pursue the following heads of terms as part of this development in order to ensure that the transport impact from the development can be appropriately mitigated:-

The funding of a traffic regulation order to introduce parking restrictions/residents parking on the surrounding residential roads including Longwood Avenue, Longwood View, Waterside, Woodlands Court and Laurel Grove

Upgrading of the street lighting along Keighley Road to modern standards - to be provided from halfway long the frontage up to Longwood View

The funding of traffic management measures along Keighley Road which shall include both signage and physical measures.

Community Safety Implications:

This application is in outline only with all design parameters reserved for a future application. It is therefore considered that there are no implications to community safety with this application; as such, the proposal is considered to comply with policy D4 of the Replacement Unitary Development Plan.

Reason for Granting Planning Permission:

It is considered that the principle of providing a new School on part of this urban greenspace area is acceptable and will not be detrimental to the openness of the locality in this location. The provision of a new access in the location proposed is also considered acceptable and, subject to further details being submitted, is not considered to unduly prejudice highway and/or pedestrian safety. The granting of an outline planning permission is therefore recommended subject to appropriate conditions and an agreement to ensure that appropriate highway management are undertaken.

Conditions of Approval:

1. Submission of details: three year time limit
2. Permission to be carried out in accord with the amended plans submitted
3. Time limit on commencement of work
4. Reserved matters to be approved – layout, scale, appearance, and landscaping
5. Levels/ sections to be submitted as part of any reserved matters application
6. Submission of drainage details/ strategy prior to the commencement of development on site. The details provided shall address rainwater harvesting and grey water recycling.
7. Submission of secure by design details prior to commencement of development
8. Provision of bat survey prior to commencement of any works, including any demolition works
9. Hours of operation limitation for construction work to ensure no works are carried out except for between the hours of 0730-1800 Monday to Friday and 0730- 1300 Saturdays. Any proposed works outside these hours must be submitted to and approved in writing by the Local Planning Authority
10. Provision and maintenance of proposed car parking spaces prior to occupation of the building including the provision of 15 spaces for 6th formers on site
11. No part of the development approved by this permission shall be commenced until a scheme for the provision of surface water drainage works, including surface water run-off limitation works, has been submitted to and approved in writing by the Local Planning Authority. The drainage works shall be completed in accordance with the details and timetable agreed.
12. Before any phase or part of the development is brought into use, the proposed means of vehicular and pedestrian access hereby approved shall be laid out, hard surfaced, sealed and drained within the site and completed to a constructional specification approved in writing by the Local Planning Authority.
13. Notwithstanding the provision of Class A, Part 4 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, or any subsequent legislation, the development hereby permitted shall not be begun until a plan specifying arrangements for the management of the construction site has been submitted to and approved in writing by the Local Planning Authority.
14. As part of the submission of the first reserved matters application, an addendum up to date travel plan shall be submitted and approved in writing by the Local Planning Authority.
15. Community use and long term management agreement for the new sports facilities at the school.

SPORT ENGLAND CONDITIONS

Heads of Terms of Legal Agreement

The contribution towards funding of a traffic regulation order to introduce parking restrictions/residents parking on the surrounding residential roads including Longwood Avenue, Longwood View, Waterside, Woodlands Court and Laurel Grove

The contribution of towards upgrading of the street lighting along Keighley Road to modern standards - to be provided from halfway long the frontage up to Longwood View

The contribution of towards funding of traffic management measures along Keighley Road which shall include both signage and physical measures.

Members will be updated on the exact figures for these contributions on the day of the Panel meeting.
