

Provision of cycle parking facilities.
Access to school from Manor House Lane (no vehicles).
School travel plan.
Prevention of mud on highway.
Method statement for construction.
Lighting restrictions.
Details of drainage.
Details of street furniture.
Details of hockey pitch surface.
Details of play equipment.
Details of access to theatre for disabled persons.
Disabled persons parking bays to be designed in accordance with British Standard.
Tree protection.
Method statement for tree retention.
Hedge protection.
Soft landscape implementation.
Landscape replacement.

Conditions 30/618/05/FU

Time limit.
Areas to be used by vehicles to be laid out.
Landscape protection.
Soft landscape implementation.
Landscape replacement.
Prevention of mud on highway.
Details of street furniture.
Boundary treatment to residential properties.
Details of sports pitch realignment.
Drainage details.

Details of conditions to be delegated to Chief Planning and Development Services Officer

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1.0 INTRODUCTION

These applications are brought to the Plans Panel due to the significance of the proposals and as the developments involve a departure from the Development Plan. The site of the Grammar School is within the Green Belt and a Special Landscape Area. As consultations had not been concluded a Position Statement was reported to Panel on 6th April 2006 for Member's information. Members requested that when the applications were next reported to Panel further details on the following issues be provided:

- School Travel Plan (paragraphs 2.1.5-2.1.5.6, 9.6.14)
- Parking provision and school age drivers (paragraph 2.1.3)
- Pupil and staff catchment area (paragraphs 2.1.5.1-2.1.5.2, 9.6.1.1(iv))
- Siblings (paragraph 9.6.1.1(iv))
- Playing fields (paragraphs 2.1.6.2, 3.3)
- Site search (paragraph 9.6.1.2)
- Educational benefits (paragraph 9.6.1.1(ii))
- Study period in relation to highway works and details of alternative access proposal (paragraph 2.2.5)

Comments on each of these issues are provided within the areas of the report identified within brackets above.

- 1.1 Members visited the site on 1 June. Members received a presentation from the applicants' team prior to the Panel meeting. At the meeting Members commented on the proposals, in particular the highway proposals and green travel targets and initiatives, and noted the position statement. Subsequently, the School Travel Plan has been revised and further discussion has taken place regarding the details of the legal agreement. The report has been updated accordingly.

2.0 PROPOSALS

In January 2004 the Governors of Leeds Grammar School (LGS) and Leeds Girls High School (LGHS) announced that the two schools were to merge to form a single co-educational school of excellence. The LGHS at Headingley is currently split between sites with the nursery and infant children (aged 3-7) located at Rose Court, the junior school children (7-11) at Ford House and the senior school pupils (aged 11-18) at the main site. There are currently 975 pupils and 120 staff employed at LGHS. It is intended that Ford House is retained in educational use within a nursery and pre-prep school (ages 3-7). All girls aged 7-18 years will be accommodated within an extended school at Alwoodley Gates. The merged school will house approximately 2070 pupils (an increase of around 683 pupils) and 230 members of staff (an increase of around 59 staff members).

Whilst much of the accommodation required already exists at Alwoodley Gates some new buildings and facilities would be required. The proposals also include the demolition of some existing buildings to aid a more efficient use of space. Both planning applications include works to the public highway with a view to resolving existing problems of traffic congestion associated with the

school and to help facilitate the merger of the schools. The application proposals are now described in turn.

2.1 **Planning application 30/618/05/FU**

The application is accompanied by a raft of documents; including the following:

- Planning statement
- Planning summary statement
- Building form study
- Drainage design statement
- Landscape and visual impact assessment
- Landscape design statement
- Landscape management guide and method statement
- Transport Assessment
- Non Technical Summary (Transport Assessment)
- Road safety audits
- School Travel Plan (revised June 2006)
- Market and valuation advice
- Consultation report
- Access statement
- LGHS Access audit
- Details of Major Developed Sites

2.1.1 **Building proposals**

Working from the northern corner in a clockwise direction around the building complex the additional accommodation (with approximate heights) involves:

- Sports hall facilities and changing room extension (equivalent to tall two storeys).
- Extension of school theatre (equivalent to tall two storeys).
- New groundsman, scout and cadet store (single storey).
- Dining room, library and staff room extensions (single and two storeys).
- I T block extension (single storey).
- Science block extension in eastern corner (three storeys).
- New 6th form and mathematics building (two storeys).
- Junior school extension (two storeys).
- Music block extension in western corner (single storey).

2.1.2 **Transport proposals**

2.1.3 Internal:

- The visitor car park is to be redesigned to enable vehicles to enter and exit car parking spaces in a forward gear. 80 additional parking spaces will be provided (102 spaces existing) with scope for further expansion.
- Underpasses will be provided for use by pedestrians and cyclists between the visitor car park and the school.
- The inbound access road and a section of the outbound road will be widened from one lane to two lanes.

- A segregated cycleway will be provided between the main access and the underpass.
- Additional bus lay-by.
- 47 additional parking spaces in the staff and pupil car parking (166 existing). Of those existing 40 are available to pupils via a permit system. Whether any of the additional spaces are to be made available to pupils has not yet been determined although the School Travel Plan, below, seeks to reduce student parking.
- Arrangements will be provided for cyclists and pedestrians to access the site via Manor House Lane via a permit system.
- 180 covered cycle spaces would be provided close to the sports hall.

2.1.4 External:

- Widening of the A61 southbound approach to the roundabout to provide two lanes on the approach including the provision of a dedicated left turn lane for school-bound traffic.
- Localised widening on the A61 northbound approach to enable the formation of two lanes on the approach to the roundabout.
- Widening of the Alwoodley Lane approach to the A61 to allow provision of an ahead/right turn lane and a left turning lane, in addition to a cycle lane and advanced stop line.
- Widening on the A61 northbound approach to extend the left turning flare to Alwoodley Lane.
- Widening on the Wigton Lane approach to the A61, prohibition of the right turn onto the A61.
- Signalised “U” turn located on the A61 approximately 150 metres to the south of the Alwoodley Gates junction.
- Introduction of pedestrian facilities at the Alwoodley Gates junction (crossings across A61 immediately south of the junction, and across Wigton Lane).
- Contribution towards works at junction of the A61 and A6120 Ring Road roundabout pending the outcome of a Ring Road study.
- Introduction of a traffic island and right turning cycle lane at the Wigton Lane / Manor House Lane junction.

2.1.5 School Travel Plan

The number of pupils currently travelling by car to LGS (77%) and LGHS (72%) is considerably higher than the national average for pupils aged 5-16 (31%). The School Travel Plan notes that several factors act to increase the proportion of pupils travelling to school by car; principally the size of the catchment area, the higher car ownership of parents, and concerns about safety.

2.1.5.1 Walking:

Although 16% of pupils and 6% of staff live within 2km of the school only 3% of pupils and 4% of staff currently walk to LGS. Furthermore, 18% of pupils and 8% of staff at LGHS also live within 2km of LGS. There is therefore potential to significantly increase the proportion of students who walk to school. It is suggested by the school that the major deterrent to walking to school is the concern about safety at the Alwoodley Gates junction. Pedestrian crossing facilities at the Alwoodley Gates junction are incorporated in the highway proposals to improve pedestrian safety and to ease access. Pedestrian access

to the site may also be assisted by the provision of a traffic island at the junction of Wigton Lane / Manor House Lane emergency access gates.

2.1.5.2 Cycling:

Initial survey results indicate that 43% of pupils and 18% of staff live within 5km of LGS. Of these, 27% of pupils and 12% of staff at LGS live between 2km and 5km of the site and therefore are outside the recommended maximum walking distance but within cycling distance of the school. However, only 3% of pupils and 0.5% of staff currently travel to school by bike. Further, 26% of pupils and 22% of staff at LGHS live between 2km and 5km of LGS. As with walking, there is therefore great potential to significantly increase the proportion of pupils and staff who cycle to school. A segregated cycle path will be laid out between the main entrance to the site and the campus. An access into the school for cyclists from Manor House Lane is also to be provided. The access will only be opened at school start and finish times to staff and pupils issued with a permit. The gate will be controlled by a member of staff to prevent the facility being abused. The arrangements for use of Manor House Lane would be subject to control through a legal agreement. 180 cycle parking spaces will be provided as part of the development adjacent to the sports hall.

2.1.5.3 Buses:

Results from initial surveys indicate that 19% of pupils and 6% of staff at LGS along with 24% of pupils and 5% of staff at LGHS currently travel to school by bus despite the school noting that the majority of pupils and staff have access to either a public bus route or one of the 11 subsidised services run by the school. As service provision in terms of coverage is generally sufficient other elements of service provision need to be reviewed in order to improve the attractiveness of buses in relation to the private car.

A shuttle bus service will run between LGS and LGHS to enable parents with children at both sites to drop off / pick up at one location. The shuttle service will have a stop in the vicinity of the Moortown roundabout to pick up / drop off pupils and staff that may use public bus services which travel no nearer the site than the King Road. Initial discussions with Metro have indicated they are likely to allow the school to use the bus lay-bys for the shuttle bus. Additionally, private bus services for significant after-school activities will be considered.

There are no current proposals to increase the number of private bus services although the development does provide an additional bus layby stand with potential for four more. Due to staggered school finish times there is also potential for more than one bus to use each layby.

As it is expected that the buses will be operating at a much higher capacity than currently the school will review the cost to pupils of private bus services with a view to reducing the fares.

2.1.5.4 Car sharing:

The present average car occupancy for pupils and staff is not known. The increased number of staff and pupils on site should improve the likelihood of there being suitable matches for the car sharing scheme. A car sharer for staff would be classed as a car with two or more people in it and a car sharer for pupils would be classed as a car with two or more pupils. The school will

continue to develop a car sharing scheme through additional publicity, including a branded website. Notwithstanding the above, some initial car sharing targets have now been set.

2.1.5.5 Travel survey:

An initial travel survey has been conducted at both LGS and LGHS to determine current travel patterns referred to above. However, a comprehensive travel survey is scheduled as part of the Travel Plan. The survey is intended to:

- Correlate mode of travel to school with home postcodes of pupils/staff;
- Understand the reasons behind current mode choice;
- Determine the nature of school-related trips;
- Target Travel Plan initiatives more accurately;
- Target parental mode choice for work-related trips to coincide with changes in pupil's school-related trips; and
- Identify the constraints to sustainable travel.

2.1.5.6 Targets:

Notwithstanding the need for the detailed survey some initial targets have been set. These have been revised since June 1st to take account of proposals for car-sharing, with the earlier figures identified in brackets:

Staff

Mode	Existing %	Target % by 2008	Target % by 2010	Target % by 2012
Car	87	75 (83)	70 (80)	65 (77)
Bus	6	7	8	9
Walk	4	5	6	7
Cycle	0.5	2	3.5	5
Other	0	0	0	0
Multi-occupancy car	N/A	8	10	12

Pupils

Mode	Existing %	Target % by 2008	Target % by 2010	Target % by 2012
Car	77	62 (70)	55 (65)	44.5 (56.5)
Bus	19	22.5	25	30
Walk	3	5	6	8
Cycle	3	5	6	7
Other	0.5	0.5	0.5	0.5
Multi-occupancy car	N/A	8	10	12

The targets are contained within the revised School Travel Plan which has been prepared to support the application. The targets will be reviewed following the completion of the detailed survey, the scope of which will be agreed with the

City Council. The Travel Plan incorporates a range of initiatives designed to encourage the use of the sustainable travel modes identified above. Short-term measures include sustainable travel information for parents and the setting up of a travel notice board within the school. Medium term measures may include the setting up of a walking bus, the development of a car-sharing scheme, and undertaking a review of Student Parking Permits. Long-term measures include travel updates and the production of an annual monitoring report. The report will assess the success of the Travel Plan and will identify the potential for future amendments and initiatives. The progress of the Travel Plan will be referred to be assessed and agreed by the City Council.

A travel coordinator is in post to ensure implementation of the Travel Plan. Although there is little indication of how much time the staff member will be able to give to the taking the Travel Plan forward, the Travel Plan notes that it is envisaged that the early stages would demand significant input as such the Travel Plan coordinator will be able to dedicate as much time as is required.

2.1.5.7 In the event that the annual Travel Plan surveys reveal that the agreed targets are not being met then the school will incur financial penalties for each staff or student member above the targeted level. This money would be set aside by the school into a Travel Plan fund and used to fund further Travel Plan initiatives to be agreed with the City Council.

2.1.6 Open areas and landscaping proposals

2.1.6.1 The new building proposals involve the loss of some play and ancillary areas around existing buildings. It is intended to redefine many of the remaining spaces through new hard and soft landscaping. Additional play areas will be provided to the southwest of the complex to the front of the extended Junior School.

2.1.6.2 The existing tennis courts will be replaced in an area to the east of the building complex. 2 hockey pitches with artificial surfaces will be formed on an existing sports field to the south of the school complex. Cricket pitches will also be used for rounders during the summer. Further land to the north east of Manor House Lane has recently been drained, levelled and seeded, as part of the original permission, and will be available for use as one large and 4 smaller sports pitches by 2007. This additional area covers a further 20.4 hectares.

2.1.6.3 New woodland planting is identified to the north of Manor House Lane, together with new semi-mature planting between Manor House Lane and the sports hall. Existing planting will also be reinforced to the east, south and west of the school. Specimen trees will be provided in both main parking areas. Trees affected by the widening of the access road will be transplanted to re-establish the tree lined avenue. Current proposals involve the removal of vegetation to the north of the access to the site in association with the formation of the new slip road.

2.2 Planning application 06/00720/FU

2.2.1 A planning application for a fall-back highways scheme which would be implemented in the event that the package of highway proposals associated

with the substantive application do not provide the predicted benefits was submitted on 7th March (reference 06/00720/FU).

- 2.2.2 The application involves the removal of the roundabout on the A61 and the initial section of access road into the site. A new 4 lane road would be formed approximately 70 metres north of that existing. The new junction with the A61 would be fully signalised. The proposals also involve the widening of the A61 to enable the provision of a dedicated left turn lane into the school on the southbound approach and two right turn lanes on the northbound approach.
- 2.2.3 The proposals involve the closure of 4 existing residential access drives on to the A61 to the north of the existing roundabout. The boundaries of these properties to the A61 would be marked by 1.8 metre high fences with hedgerow planting on the highway side and shrub planting towards the houses. Vehicular access for these properties would be provided through the formation of a new access road in the field immediately to the rear of those properties joining an extended spur road to the allocated Park and Ride site.
- 2.2.4 The highway works would involve the removal of approximately 140 metres of hedgerow on the east side of the A61. New hedging would be planted behind the new visibility splay. Three areas of new woodland planting are identified within the site proximate to the area of the existing site access which would be redundant. The new entrance road would be lined by trees. On the west side of the A61 two trees would be removed close to the Park and Ride spur road. Landscape proposals identify woodland planting either side of the spur and to the north of the houses, with new hedgerows on the highway frontages and also abutting the field boundary to the west.
- 2.2.5 The details of the trigger of this fall-back highways scheme would be subject of a Section 106 legal agreement linked to the substantive planning application. A draft of this document indicates the following outline arrangements would be involved:
- i Upon substantial completion of the development the Council will inform the School in writing of the date upon which the survey period is to commence.
 - ii The School will carry out the traffic surveys every six months in accordance with an agreed methodology for the survey period.
 - iii The results of each traffic survey will be submitted to the Council within two weeks of completion of the traffic survey.
 - iv If a traffic survey concludes that queues on the network in the vicinity of the Site increase by 15% or more over those predicted in the Transport Assessment as a direct result of the development the School will carry out and submit to the Council a further traffic survey within four weeks of the Council notifying the School that it is required.
 - v In the event that the further traffic survey referred to in paragraph 4 is required, the School shall within a period of two weeks starting

from the date of submission of the traffic survey results submit to the Council a series of mitigation proposals for its approval. The mitigation proposals should be implemented within four weeks of the Council's approval unless otherwise agreed in writing by the Council.

- vi A further traffic survey will be carried out within three months immediately following the implementation of the mitigation proposals and if it shows that:
- the queues on the network in the vicinity of the Site have not increased by 15% or more over those predicted in the Transport Assessment then the next traffic survey will be carried out in accordance with paragraph 2, or
 - the delays and queues on the network in the vicinity of the Site have increased by 15% or more over those predicted in the Transport Assessment as a direct result of the Development then the Council may:
 - (a) instruct the School to implement the Alternative Access Arrangement; or
 - (b) at the request of the School consider whether any further mitigation proposals could alleviate the highways position. If the Council considers that further mitigation proposals should be implemented then it will inform the School and require the School to implement the mitigation proposals within a specified period or alternatively the Council shall implement such measures and the School shall meet all costs associated with the identifying and implementing of the mitigation proposals. If the Council does not consider that any mitigation proposals should be implemented then it may instruct the School as above at (a).

3.0 SITE AND SURROUNDINGS

- 3.1 Leeds Grammar School (LGS) is located to the north of Alwoodley Gates on the east side of Harrogate Road (A61) approximately 200 metres north of the junction with Alwoodley Lane and Wigton Lane. The principal access to the site is from a spur off the roundabout which was built in conjunction with the school. The site extends over 50 hectares (125 acres), and is divided into two parts by Manor House Lane, a narrow road which is part of the National Cycle Network and the West Yorkshire Cycle route. The southern part of the site abuts Alwoodley Golf Course whilst land to the north largely abuts farm land. The nearest residential properties are situated on the A61 to the north and south of the roundabout, and on Manor House Lane.
- 3.2 The school building complex is situated 450 metres to the east of the A61, accessed by a private, two-lane road. The existing buildings vary in height between single, two and three storey components grouped in a campus style

around a series of quadrangles. The buildings are constructed in brick with pitched, curved and flat roofs. The majority of buildings are located within an orbital circulation road. There are two principal parking areas beyond this road. There is a staff and sixth form car park containing 166 spaces to the north west of the school. Towards the southern side there is capacity for 102 parking spaces for visitors. LGS currently accommodates 1382 pupils between the ages of 3 and 18 with 171 staff employed at the school.

- 3.3 There are sports pitches, an athletics track and tennis courts on land around the school complex. The use of the pitches and tennis courts changes according to the season. However, in winter there are 8 pitches and 1 junior sports pitch. The pitches are less intensively used for cricket during the summer. In total, the school complex and associated facilities south of Manor House Lane comprises 30 hectares.

4.0 RELEVANT PLANNING HISTORY

- 4.1 30/401/93/OT – Outline application to layout access and erect school on vacant agricultural land. The application was approved, following referral to the Department of Environment, subject to a Section 106 Agreement in relation to off-site highway works and the use of playing fields and the sports hall at the existing school by the public, on 2nd May 1995.
- 4.2 At the time the Development Plan for the area was the North Leeds Local Plan. Policies within the Plan identified that institutions in extensive grounds constituted appropriate uses in the Green Belt subject to caveats contained within policy GB8. At the time of consideration of the application the policy context was, however, changing. The Revised Draft UDP was amended in response to draft revisions to PPG2 Green Belts which itself proposed to delete institutions in large grounds from the list of appropriate developments in the green belt. The policy considerations were therefore complicated by those changes. It was determined that proposed revisions to both national guidance and emerging UDP policy should not outweigh a determination in accordance with the Development Plan. It was considered that in principle the application accorded with the Development Plan and, on balance, the application was acceptable. However, in view of the complex issues involved it was decided to refer the proposal to the Secretary of State for the Environment. However, following referral, the Government Office for Yorkshire and Humberside confirmed that it did not intend to intervene.
- 4.3 An application to the High Court seeking leave to challenge the validity of the outline permission was made by Alwoodley Golf Club (AGC) in July 1995. AGC suggested that the Council failed to take into account PPG2 (Revised), and that the Council did not have regard to the need to find very special circumstances. The challenge was not successful.
- 4.4 30/131/95/RM – Reserved matters application for laying out of access drive and erection of part 1, part 2 and part 3 storey school with playing fields. Approved 10th October 1995.
- 4.5 Tree Preservation Order (No.60) 1995 was made on 13th October 1995. The Order affected all trees on the land at that time.

- 4.6 30/209/99/FU – 6 semi detached houses (Keplestone Mews). Approved 15.3.00
- 4.7 26/588/05/FU - Change of use and extensions of outbuildings to nursery and single storey extension to school, Ford House, Buckingham Road, Leeds 6. Approved 7th December 2005. A planning brief for the remainder of the Leeds Girls High School site is currently being prepared.

5.0 STATUTORY CONSULTATION RESPONSES

5.1 Highways : Planning applications 30/618/05/FU and 06/00720/FU:

The main application (ref. 30/618/05/FU) is finely balanced in highway terms and must not be granted planning permission without the alternative site access application (ref. 06/00720/FU) also being granted permission.

It is indicated in the applicant's Transport Assessment that, following the merger and associated highway improvements, peak hour traffic queues and delay at the site access and adjacent signalised junction (A61/Alwoodley Lane/Wigton Lane) would be no worse than the existing situation (with no delay caused by the school's internal access and drop-off/pick-up area). However, there are uncertainties with the additional traffic flows that the merged school will generate. Given that it is expected that the site access roundabout and adjacent signalised junction will be near to operational capacity with the predicted traffic flows, there is concern that if actual flows are higher then there will be unacceptable delays on the highway network.

Whilst improvements to the internal drop-off/pick-up system with the school grounds are welcomed, there are also uncertainties with the potential "knock-on" effect of this on the adjacent highway network. At present traffic entering the site from the south is often slow moving or at a stand-still at peak times due to the inadequacies of the school's internal access and drop-off/pick-up area, thus affording opportunities for south-bound vehicles on the A61 to enter the roundabout. A more efficient internal system may have the unfortunate side effect of restricting the south-bound flow on the A61.

The scheme is reliant on a further banned right-turn (in addition to an existing banned right-turn) at the A61/Alwoodley Lane/Wigton Lane signalised junction to ensure optimum capacity at the junction. In addition to the enforcement issues and potential safety hazards, the alternative route (left onto the A61 and then a signalised u-turn) may be more inconvenient than the existing direct right-turn during off-peak hours. There is a history of recorded injury accidents at this junction. Whilst there has been an accident involving a vehicle turn right from Wigton Lane onto the A61 (the manoeuvre that it is proposed to ban), there has been a similar recorded collision involving a vehicle turning right from the A61 into Alwoodley Lane (the existing banned turn). As such it is not expected that a further banned turn at the junction would reduce the likelihood of injury accidents occurring. Furthermore the banned turn would require a Traffic Regulation Order. The delivery of such an Order would be subject to statutory consultations, with the outcome being beyond the control of the Planning Authority.

The proposals include the provision of pedestrian phases at the A61/Alwoodley Lane/Wigton Lane signalised junction. However site constraints dictate that it would not be feasible to introduce such a facility across the northern arm of the A61. Furthermore it is anticipated the introduction of a remote facility on the A61 between this junction and the school entrance would have a significant adverse effect on traffic flow. As such it would not be feasible to provide a formal pedestrian facility across the A61 in, perhaps, the most desired area in terms of improving pedestrian links to the school.

In order to improve cycling and pedestrian links to the school it is proposed to form an additional non-vehicular access to the site on Manor House Lane. However, without suitable and continuing management of this access, unwanted parking and vehicular movements on Manor House Lane and Wigton Lane may arise.

During consultations prior to the establishment of the original school at this site, officers and members were informed that the proposals would not be detrimental to flows on the highway network. This has clearly not been the case, as is evident from existing traffic conditions in the vicinity of the site. There is an unease, therefore, that whilst the suggested highways improvements for the current proposals work in theory, this may not prove realistic. In the light of this concern, the applicant has also submitted an additional application (ref. 06/00720/FU) for an alternative site access. It is proposed that this alternative access would not be constructed unless the existing access (incorporating some minor improvements) is unable to accommodate the increased traffic flows following the merger. The alternative site access scheme involves the formation of a large signalised junction to the north of the existing roundabout. This alternative access also has drawbacks. In addition to occupying a large area within the Green Belt, it would not be feasible to incorporate pedestrian facilities without adversely affecting traffic flows. Such a scheme would also require alternative access arrangements for nos. 535-541 Harrogate Road.

Notwithstanding the above comments it is considered that, on balance, the application offers sufficient mitigation measures to prevent a Highways objection.

Whilst there is an element of uncertainty with the trip rates used in the Transport Assessment, these have been based on the existing site rather than relying upon data from sites outside the district (as would be the case for a completely new development). Also the potential for car-sharing by siblings has not been accounted for. It is reasonable to assume that a proportion of girls, either migrating from the existing sister school at Headingley or future pupils, will car-share with siblings. Both of these factors offer some degree of comfort in terms of the robustness of the traffic flow predictions and subsequent junction assessments.

It has been demonstrated that it would be possible to widen the A61 southern approach to the existing school access roundabout to form two lanes. This should address the concerns regarding the anticipated capacity issues.

The proposed improvements to pedestrian and cycle links to the site would be of benefit to existing and pupils in addition to local residents.

If Planning officers and, ultimately, members are mindful to support the applications, these must be subject to a number of requirements and conditions in relation to highways issues as follows: -

- 1) This application (ref. 30/618/05/FU) is reliant upon planning permission being granted for the alternative site access application (ref. 06/00720/FU).
- 2) Off-site highway works (for ref. 30/618/05/FU) to include: -
 - i) Improvements to the existing site access roundabout to include the formation of a dedicated left-turn slip road from the A61 into the site, and widening of the southern arm of the A61 to form a 2-lane approach.
 - ii) Improvements to the A61/Alwoodley Lane/Wigton Lane signalised junction to include the incorporation of pedestrian phases.
 - iii) Provision of a signalised u-turn on the A61 and other associated works to rationalise vehicle manoeuvres at gaps in the central reserve on the A61
 - iv) Construction of a traffic island and any necessary footway works, and provision of a central hatched/turning area on Wigton Lane in the vicinity of Manor House Lane.
 - v) A Traffic Regulation Order for waiting restrictions on the A61, Alwoodley Lane and Wigton Lane. (extents to be determined at detailed design stage)
 - vi) A Speed Limit Order to introduce a 30mph speed limit on the A61 (extents to be determined at detailed design stage)
 - vii) A Traffic Regulation Order to ban the right turn from Wigton Lane to the A61.
- 3) A limit on the number of pupils attending the school to that used within the Transport Assessment (i.e.2065)
- 4) Approval to and implementation of a School Travel Plan.
- 5) A Section 106 Agreement to include a mechanism for ongoing monitoring of traffic flows, queues and delays at the site access. This monitoring would be used to assess the requirement for the alternative site access scheme.
- 6) The alternative site access (application ref. 06/00720/FU) must be capable of including a signalised side arm access to the site identified for potential Park & Ride and nos. 535-541 Harrogate Road.

An in-house review of the safety audits that have been undertaken for the site access, A61/Alwoodley Lane/Wigton Lane signalised junction and alternative site access has now been undertaken. Leeds City Council officers are largely in agreement with the auditor's comments and engineer's responses, with a few exceptions. All the issues raised could be addressed at the detailed design stage.

Sport England: Planning application 06/00720/FU – no objection subject to conditions requiring revised pitch layout.

6.0 NON STATUTORY CONSULTATIONS

6.1 Planning application 30/618/05/FU:

Harewood Parish Council :

19th December – Objects as there are no proposals to alleviate the present unsatisfactory traffic congestion problems nor any firm details to cope with the further increased traffic after amalgamation (on the A61 immediately outside the site). The proposed “Additional Solution” is considered to be an acceptable attempt to overcome the problem. This work should be undertaken as a matter of urgency. No objection to the “on site” proposals.

11th January – Following a meeting with the agents the Council determined not to withdraw their objection for the following reasons:

1. The proposed on site traffic improvements should be undertaken immediately.
2. The “U” turn proposals are not considered adequate to cope with existing problems or the increased volume.
3. Failure to improve the situation will further aggravate the increasing congestion on Wike Ridge Lane and King Lane as a result of motorists endeavouring to avoid the A61.

16th January – Continues in its objection that the traffic problems at the school entrance have not been adequately addressed. The “Additional Solution” should be undertaken as a matter of urgency. The Council also considers that the double yellow lines should extend from the school entrance to the Alwoodley Gates junction on both sides of the road.

27 February – Objections as 16th January.

Main Drainage: No objection to approval subject to conditions.

Yorkshire Water: No objection in principle.

West Yorkshire Archaeology Advisory Service: No apparent significant archaeological implications.

Learning and Leisure (Countryside and Access): No defined public rights of way are affected although historic evidence, which may be sufficient to reasonably allege the existence of a public right of way across the site, is known to exist. The investigation of the status of the way will occur in conjunction with the review of the definitive records for the Harewood Parish and consequently the possibility of a right of way across the site cannot be discounted.

Transport Policy (School Travel): 12th May – The revised plan (March 2006) is much improved from the original. Many of the original criticisms have been addressed. The targets for mode shift are acceptable, and whilst it is agreed the need for some flexibility in these following the detailed travel survey, significantly reduced targets would not be accepted. Instead, a rather more vigorous approach to some initiatives/actions may be needed.

In addition the following concerns were raised:

- There is no target for car-sharing- this would need to be added following the detailed survey.
- There is little indication of how much time the nominated staff member will be able to give to taking the travel plan forward.

Whether it will deliver significant and sustained modal shift is very difficult to ascertain. Possibly, penalties for not achieving the targets should be considered.

6.2 Planning application 06/00720/FU

West Yorkshire Archaeology Advisory Service: No apparent significant archaeological implications.

Environment Agency: No objection subject to conditions regarding the provision of an acceptable scheme of surface water drainage works.

Yorkshire Water: Conditions are recommended if planning permission is granted

Harewood Parish Council: Objects to the application. It is considered unreasonable to offer this solution, in isolation. The Parish Council repeats the request that this new access should be provided in advance of on site works.

Access: No objections

Main Drainage: No objections subject to conditions.

7.0 PUBLIC/LOCAL RESPONSE

7.1 Planning application 30/618/05/FU:

Site notices advertising the application as a departure and a major development were erected on 23rd November 2005. The application was also advertised in the press on 8th December 2005.

Letters of representation have been received from 7 addresses. Concerns raised relate to existing highway problems, such as indiscriminate parking outside dwellings and on the A61, which will not be addressed by the proposals; existing problems for nearby residents joining the traffic would be exacerbated by the highway proposals; additional traffic and queuing over and above existing congestion problems; additional traffic noise and pollution; conflict with Green Belt policy; questions regarding planting of appropriate tree species.

The West Yorkshire Branch and Leeds Group of the Campaign to Protect Rural England object to both the applications for the following reasons:

- The proposal is a major intrusion into the countryside and the Green Belt
- This site is not identified as a major developed site and therefore the proposal would be contrary to PPG2
- Have alternative brownfield site been adequately looked at?
- The traffic congestion, already bad at an important time of day for workers, on the A61 would be compounded. This would further disrupt public transport.
- If the proposal goes ahead any road alterations should reduce standing traffic thereby reducing pollution. Roundabouts should be considered in the area instead of traffic lights.

7.2 **Planning application 06/00720/FU**

Site notices advertising the application as a departure and a major development were erected on 8th March 2006. The application was also advertised in the press on 9th March 2006.

3 letters of representation have been received that raise the following points relevant to the consideration of the planning merits of the application: increased traffic and pollution; potential reduction in highway safety; should be trying to reduce traffic not increase it; proposed new access road to rear of houses is inadequate (parking, deliveries); impact upon residential amenity; increased traffic noise; loss of view; impact on rural character; visual impact of new works require landscaping scheme.

8.0 **PLANNING POLICIES**

8.1 Section 38 of the Planning and Compulsory Purchase Act 2004 requires that all planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The plan consists of regional planning guidance and the Unitary Development Plan.

8.2 **RPG12**

Regional Guidance for Yorkshire and the Humber covers the period to 2016 and includes a vision for the region, key objectives and an overall spatial strategy that are based firmly on the principles of sustainable development.

8.3 The core component of the regional spatial strategy is that development should be located so as to secure urban and rural renaissance and to minimise both the need to travel and the development of greenfield sites. There are several relevant policies:

- S1 – Sustainable development principles
- P2 – Green Belts
- T1 – Land use and transport integration
- T2 – Personal transport
- T8 – Improvements to the highway network
- N3 – Landscape character
- SOC2- Education

8.4 **Unitary Development Plan**

The following policies are relevant:

- GP5 – General development control considerations to be resolved
- GP7 – Planning obligations
- N12 – Design priorities
- N13 – New building design to be of high quality
- N23 – Open space around the development
- N25 – Boundaries of sites to be designed in a positive manner
- N32 – Identification of Green Belt
- N33 – Development in the Green Belt: Except in very special circumstances approval will only be given in the Leeds Green Belt for:

- Construction of new buildings for purposes of agriculture and forestry; essential facilities for outdoor sports and outdoor recreation; essential facilities for the park and rides sites shown on the proposals map; and other uses compatible with Green Belt purposes;
- Limited extension, alteration or replacement of existing dwellings;
- Limited infilling and redevelopment of major existing developed sites;
- Limited infilling in identified villages and limited affordable housing for local community needs
- Re-use of buildings, where all the detailed criteria of Policy GB4 are satisfied;
- Change of use of land for purposes which do not compromise Green Belt objectives.
- Cemeteries.

N37 – Development in Special Landscape Areas

N37A – Development within the countryside

T2 – Highway safety considerations

T5 – Safe and secure access

T6 – Access and provision for disabled people

T7 – Development and maintenance of new cycle routes

T23 – Traffic management and calming measures

T24 – Parking provision

BD2 – Design of new buildings

BD3 – New buildings to have suitable access for disabled people

LD1 – Landscape schemes

LD2 – Design of new and altered roads

GB1- Green Belt objectives:

- i Keep land permanently open;
- ii Check the unrestricted sprawl of large built-up areas
- iii Prevent neighbouring towns from merging into one another
- iv Assist in safeguarding the countryside from encroachment
- v Preserve the setting and special character of historic towns; and
- vi Assist in urban regeneration, by encouraging the recycling of derelict and other urban land;
- vii Provide opportunities for access to the open countryside for the urban population;
- viii Promote the use of land near urban areas for outdoor sport, recreation and leisure;
- ix Retain attractive landscapes, and enhance landscapes, near to where people live;
- x Improve damaged and derelict land around towns;
- xi Secure nature conservation interests;
- xii Retain land for agricultural, forestry and related purposes;
- xiii Ensure primarily that the use of any land is appropriate to Green Belt
- xiv Protect the best and most versatile agricultural land;
- xv Protect the viability of agricultural holdings, as far as is practical;
- xvi Protect and where opportunity arises improve the visual amenities offered by the Green Belt.

8.5 UDP Review

A selective review of the UDP commenced in June 2003. The Inspector's Report following the subsequent Public Inquiry was received in November 2005. The Council's response to the Inspector's Report was published in February 2006. The representation period on the Proposed Modifications finished on 10th April 2006. The Council's response to the representations received was considered at Development Plan Panel on the 31st May. Whilst the weight to be attached to the review proposals is now significant, other than for parking guidelines the review does not affect any of the principal policies referred to above.

8.6 Key Planning Policy Guidance

The following national planning policy guidance notes/statements are relevant:

PPS1 – Delivering Sustainable Development
PPG2 – Green Belts
PPS7 – Sustainable Development in Rural Areas
PPG13 - Transport

9.0 **MAIN ISSUES**

Both applications are discussed in this section of the report. Each application is addressed in turn.

9.1 **Planning application 30/618/05/FU:**

The key planning issues relating to this application may be summarised under the following headings:

- 9.2 Compliance with the development plan (Green Belt policy)
- 9.3 The concept of openness
- 9.4 Major developed site
- 9.5 Consideration of impact
 - 9.5.1 Assessment against purposes of Green Belt
 - 9.5.2 Height of buildings
 - 9.5.3 Developed proportion of the site
 - 9.5.4 Visual impact
 - Siting
 - Materials
 - Design
- 9.6 Other material considerations
 - 9.6.1 Very special circumstances
 - 9.6.1.1 The need for the merger
 - Dangers and inefficiencies of split sites in Headingley
 - Educational benefits
 - Vehicular access conditions
 - Demographic analysis

- Need for buildings fit for purpose
- Need for additional recreational space
- 9.6.1.2 The lack of an alternative site
- 9.6.1.3 The existence of LGS at Alwoodley Gates
- 9.6.1.4 Resolution of existing traffic problems at Alwoodley Gates
- 9.6.1.5 Traffic benefits in Headingley
- 9.6.2 Amenities of neighbours
- 9.7 Summary and conclusion

9.8 **Planning application 06/00720/FU**

The key issues relating to this application are connected with Green Belt and highway issues.

DISCUSSION OF MAIN ISSUES – 30/618/05/FU

9.2 Compliance with the development plan

9.3 The concept of openness:

9.3.1 The development plan is the adopted Unitary Development Plan. Other than land immediately adjacent to the roundabout on the A61 the site is wholly within the Green Belt.

9.3.2 The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open whilst their most important attribute is their openness. Whilst openness is not specifically defined it is clear that the concept of openness is not about visibility. As such, a building hidden from view by landscaping is no less an incursion into openness than one built without any screen from view. In addition, openness can also be affected by activity, for instance traffic, rather than solely built development. Consequently, the proposed buildings, hard and soft landscaping, parking areas, together with vehicular activity associated with the development all have a potential impact upon the openness of the Green Belt.

9.3.3 Development proposals should only be approved if they fall within a limited range of identified appropriate forms of development or it can be demonstrated that other considerations exist that, on balance, would clearly outweigh the harm to the Green Belt. (see 9.6 below)

9.3.4 Whilst inappropriate development is by definition harmful to the Green Belt more obvious potential harm arises from the impact of the new school buildings and associated development.

9.4 Major developed site:

9.4.1 As noted, when the school was originally granted planning permission national and local policy guidance allowed for “institutions standing in extensive grounds” such that the proposal was considered appropriate development in the Green Belt despite the changing policy context. The subsequent edition of PPG2 removed this provision and made it clear that development by institutions is subject to the same controls as other development in the Green Belt.

- 9.4.2 However, Annex C to PPG2 (in common with UDP Policy N33) allows for the limited infilling and redevelopment of major existing sites subject to certain criteria. Commentary within PPG2 identifies examples of types of land which could constitute major developed site as “factories, collieries, power stations, water and sewage treatment works, military establishments, civil airfields, hospitals, and research and education establishments”.
- 9.4.3 In their original and subsequent submissions the school assert that the site comprises a major developed site and the development is therefore not appropriate. However, officers do not consider that the reference in PPG2 to “research and education establishments” was intended to refer to schools generally. PPG2 also states that these “often pre-date the town and country planning system and the Green Belt designation” which clearly the school does not. Consequently, despite its scale, it is not considered that the site has the compelling characteristics of a major developed site. Furthermore, the site was not identified as a major developed site in the UDP such that the policy is not directly applicable.
- 9.4.4 At June 1st Panel it was questioned whether or not there has been an opportunity for the school to have its case for inclusion as a major developed site formally considered. It has been ascertained that due to the timing of the introduction of PPG2 (Revised) a plan-wide study was not carried out. Two major developed sites were identified (High Royds and Airedale and Wharfedale College) but at the time of the Inquiry Leeds Grammar School did not exist and it is officers’ interpretation that it is intended for existing sites. The school still had the opportunity to argue for its inclusion but there is no evidence of any pressure at the time of the UDP from the school for the City Council to allocate the site as a major developed site.
- 9.4.5 The school did attempt to object to the UDP Review but could not do so because it was only a partial review focussing primarily on the Housing Strategy. As the Review did not include a review of the Green Belt or major developed sites the objection was classed as not duly made. The Local Development Framework would provide the next opportunity for a review of major developed sites.
- 9.4.6 PPG2 also makes provision for infilling or redevelopment of Higher and Further Education establishments (HFE) to comprise appropriate development in the Green Belt. Paragraph C17 indicates that “HFE establishments means : universities, colleges, schools and institutes of higher education; and establishments funded by the Further Education Funding Council for England, including colleges of further education, VI form colleges, and agricultural and horticultural colleges”.
- 9.4.7 The school contend that the proposals reflect the circumstances described within paragraphs C15-C17 of PPG2. To support this view the school provided a copy of a letter from the planning policy section of the Office of the Deputy Prime Minister (OPDM) written in May 2005. The letter stated that “As I see it, the phrase “schools and institutes of higher education” refers to two different types of establishment, and not “schools of higher education and institutes of higher education”. As officers did not concur with this interpretation officers

contacted the OPDM for clarification. The ODPM confirmed in March 2006 that the earlier view expressed was an individual's own informal view and was made without prejudice. The OPDM confirmed that it could not offer any further comment other than to read the wording in question in the context of the section and the sentence in which it appears.

- 9.4.8 Despite the element of sixth form accommodation contained within the school it is not considered that the school is such an establishment the Government was referring to in PPG2 in order to encourage more people to undertake higher and further education. It is also considered that had PPG2 been intending to refer to schools and institutes of higher education as two different types of establishments then a comma would have been inserted after the word "schools". Consequently, it is not considered that any part of the school building proposals comprise appropriate development in the Green Belt.
- 9.4.9 In response to the above comments, the school sought Counsel opinion from Malcolm Spence QC. His opinion is that Annex C in PPG2 in relation to Major Developed Sites applies to education establishments generally, such that, having met the relevant criteria the proposed development would not constitute inappropriate development in the Green Belt.
- 9.4.10 The opinion has been reviewed by officers from both the Development Department and Legal and Democratic Services. However, it remains officer opinion that there is no compelling argument for considering LGS as a Major Developed Site on the basis of it being an educational establishment.

9.5 Consideration of Impact

Notwithstanding the conclusion above, in contemplating the impact of infilling at major developed sites, PPG2 provides some useful references which may be used to aid assessment of the impact of development in the Green Belt. In this context, infilling means the filling of small gaps between built development.

9.5.1 Assessment against PPG2 purposes of Green Belt:

First, the development should have no greater impact on the purposes of including land in the Green Belt than the existing development. The 5 purposes set out in PPG2 are amplified in UDP Policy GB1. The following comments respond to PPG2 and relevant elements of GB1 set out above.

to check the unrestricted sprawl of large built up areas:

The site is separated from the urban area by the Alwoodley Golf Course. However, it lies close to the edge of the urban area such that the development of the school site could be perceived as urban sprawl. However, the proposed built development is primarily located within the confines of the internal orbital roadway with much of the grounds unaffected by the development. The widening of the access road, extension of the visitor parking area, could also be seen as contributing towards urban sprawl. The provision of new sporting and

play facilities could be viewed as a suitable use in the Green Belt subject to their visual impact.

to prevent neighbouring towns from merging into one another:

Due to the extent and location of the development involved and the distance to the nearest settlements the proposed development does not extend materially towards other towns beyond Leeds.

to assist in safeguarding the countryside from encroachment:

The development is largely confined to the existing school grounds. Proposals for limited ground modelling and new woodland planting to the north of Manor House Lane intended to screen views of the school from the north would respect the character of the countryside.

to preserve the setting and special character of historic towns:

This is not considered relevant to the proposed development.

to assist in urban regeneration, by encouraging the recycling of derelict and other urban land:

The application is supported by a report entitled "Market and Valuation Advice". (see 9.6.1.2) The report concludes that there are no sites currently available or likely to become available within the existing urban area (or on a brownfield site in the Green Belt) on which a combined school could relocate. It continues to say that in the unlikely event that such a site could be found it would generate a land price so high that any proposed relocation would be unfeasible. At the same time a suitable alternative use for the existing site would be difficult to identify. In view of these conclusions, and given the rationale for locating the Grammar School to Alwoodley Gates in the first instance, it is not considered practical for the existing school to relocate to the main urban area. As such, the only realistic proposal in financial and land availability terms to accommodate the merger is to expand the existing school.

The relocation of the existing Leeds Girls High School to Alwoodley Gates should enable the sites involved in Headingley to be beneficially developed.

9.5.2 Height of buildings:

With reference back to the criteria for assessment of infilling at major developed sites the second requirement is that the buildings should not exceed the height of the existing buildings.

The existing school buildings vary in height between single, two and three storey structures (generally 6.4 metres to 13.8 metres in height to ridge level). The clock tower extends to 16.6 metres to apex. The height of new buildings has been determined to an extent by the intention to limit the area in which development occurs and also by the structures which they adjoin or to which they relate. Consequently, buildings are primarily no greater in height than the

associated existing structure. Some examples of the key areas are set out below:

- a. The new science block on the eastern corner replaces the smaller existing sixth form area. The height of the new building would match the existing three storey science block to which it would be attached.
- b. It is intended to extend the sports hall at the northern part of the campus. This building is currently visible on the skyline in views from the north. The existing building has eaves height of 10.6 metres and a ridge height of 13 metres. The proposed extension would have eaves of 8.8 metres and a maximum (curved) roof level of 10.2 metres.
- c. The extended Junior School would be situated on the western edge of the campus at the closest point to Harrogate Road (more than 300 metres away). The new building will be two storeys in height with curved and pitched roofs to a maximum height of 9.5 metres alongside the existing single storey building.

None of the proposed buildings are as high as the existing administration block or the clock tower.

9.5.3 Developed proportion of the site:

The third criteria for the development of major sites require that the development should not lead to a major increase in the developed proportion of the site. The site extends over 50.46 hectares whereas the built development is confined on a relatively small portion of it, almost entirely within the internal orbital road. The existing school has an external footprint of 16871 square metres. The proposals involve the demolition of 739 square metres of buildings, together with the construction of buildings with a gross external footprint of 7936 square metres, a net increase of 7197 square metres. This equates to a 47% increase of the existing built area. A smaller increase could have been achieved if taller building heights had been proposed. However, in relation to the site as a whole, the developed proportion of the site increases from 3.3% to 4.7%. As such, the proposed development, also involving the widened access road and reconfigured parking areas, would not significantly affect the proportion of the total site which would be developed.

9.5.4 Visual impact:

With reference back to consideration of harm to the Green Belt PPG2 advises that the visual amenities of the Green Belt should not be injured by proposals for development within or conspicuous from the Green Belt which, although they would not prejudice the purpose of including land in Green Belts, might be visually detrimental by reason of their siting, materials or design. The status of the land as part of a Special Landscape Area further amplifies the considerations in respect of the visual impact of the development.

Siting

The original concept for siting of the school buildings involved the provision of a group of low profile buildings arranged around a series of quadrangles and sited in such a way within a natural saddle of the land as to give an impression of a free-standing development in a rural setting. The school complex, as built, is

located within an internal orbital access road with ancillary development, such as parking areas, beyond.

The proposed layout primarily involves building towards the periphery of the existing building complex, but contained within the existing orbital road. There are two locations where the new buildings extend beyond the building limits of the existing school:

- On the north western side the sports hall entrance, new music block and part of the junior school extend beyond the existing building line by up to 6.8 metres.
- On the eastern corner the staircase to the science block is positioned 2.4 metres beyond the maximum point of existing built development.

In the context of the main complex having dimensions of approximately 155 metres by 210 metres it is considered that the proposed buildings appear largely well-contained within the existing campus. On the western corner the assembly hall to the junior school projects 33 metres beyond the main building line to the school. The impact of this is offset, to a degree, by the existing projections of the lower school and the junior school which projects a similar distance forward to the proposed assembly hall. These buildings are of a smaller scale than the junior school extension so as not to have such a significant local impact.

The existing school car park to the northwest of the school will be rationalised to increase capacity within the same area. The visitor car park to the southern side will be reconfigured and extended in an area currently occupied by the tennis courts. The tennis courts will be replaced on a grassed area beyond the orbital road to the east of the school. 2 hockey pitches with artificial surfaces will be laid out in place of an existing rugby pitch to the east of the visitor car park. A section of the access road into the site will be widened and a new cycle path introduced parallel to the road. All these elements have potential visual impact.

Materials

Other than for the sports hall the main elevations will be constructed in a light brown/buff multi brick which will be as close a match as possible to the existing brick which is no longer in production. The main elevation of the sports centre identifies the use of a cladding system. The roof tiles to the buildings will match those existing. The curved roofs propose the use of a standing seam aluminium roof system. Whilst samples of the materials will be submitted for detailed consideration, in principle, the proposed materials appear to assist the new buildings to blend in with those existing. It would be important to ensure that the visual impact of the buildings particularly the roofscape when viewed from the north blends into the background rather than appears reflective which would be visually intrusive.

Design

The existing campus comprises simple building forms with each block positioned to reinforce this. Following revisions to the submitted scheme the original design principles have been achieved. New glazed stair towers have been formed, taking a precedent from existing stairs to the rear of the science

block. Typically, pitched roofs are used reflecting those existing. Double pitched roofs are used in some areas to reduce their scale and, consequently, their visual impact. Curved roofs are proposed over the sports hall and the junior school hall. The roof over the junior school hall takes reference from the existing curved roof over the lower school, whilst the curved sports hall roof helps to reduce the height of roof whilst also reflecting the curvature of the roof over the existing swimming pool nearby. New fenestration will respect the aesthetic of the existing windows. In summary, the proposed buildings will respect or replicate the existing forms.

As noted elsewhere the school building complex sits within a much larger area covering over 50 hectares. The majority of this area contains playing fields and woodland, much of which was planted when the school was constructed. A Visual Impact Assessment was submitted in support of the application to help determine the effects of the development on the landscape character, landscape features, visual receptors and visual amenity.

The development will have a visual impact within the site. However, as described above, the extent of new buildings has been largely contained and their scale and form generally reflects that existing. The soft landscaping proposals include:

- The reinforcement of existing planting on the southern boundary to the golf course; to the south east of the school; and on the southern side of the Manor House Lane boundary
- New woodland plantation to the north of Manor House Lane
- Transplanting of specimen trees
- Planting of some 189 new specimen trees

The assessment suggests that this planting will result in a slight beneficial impact on the local landscape, although in landscape impact terms this is not considered to be significant. There will be visual impacts to just two local roads, Manor House Lane and two short sections of the A61, although proposed planting will help mitigate this impact. The wider landscape character to the east would not experience a significant impact as a result of the proposals whilst the highly sensitive landscape setting to Harewood House Park and Garden would be unaffected by the development.

9.6 Other material considerations

9.6.1 Very special circumstances:

As noted at above it is not considered that any part of the development comprises appropriate development in the Green Belt. However, normally unacceptable development can be justified in the Green Belt if it can be demonstrated that other considerations exist that, on balance, would clearly outweigh the harm to the Green Belt.

A number of principal areas relating to the existing LGS and the merger proposals are suggested by the school as amounting to very special circumstances. These are considered below:

9.6.1.1 The need for the merger

LGHS was founded in 1876 and a new school for 250 pupils was built following their move to Headingley in 1901. The school later bought Rose Court, Ford House and a field on the southern side of Victoria Road (where the sports centre was built). The building now known as the Elinor Lupton Centre was the last to be purchased in 1986. As such, the school comprising 975 pupils and 120 staff is split between 4 sites. A document in support of the application summarises the problems of this arrangement.

i The dangers and inefficiencies of the split sites in Headingley

The dispersed nature presents security, safety and efficiency issues. All entry points need to be manned or controlled. Pupils over the age of 11 walk unescorted to the Elinor Lupton Centre and sports hall. Movement between sites also gives rise to concerns regarding potential conflict with vehicles on heavily trafficked roads. Further, the movement between separate facilities is costly in terms of time for both pupils and staff. It is hoped that the relocation would eliminate all these problems.

ii Educational benefits

The merged school, the Grammar School at Leeds (GSAL), has a stated objective to become one of the best 10 co-educational schools in the United Kingdom. The school suggest that this will partly depend upon its success in achieving its ethos consistently across the whole school, which would be greatly facilitated by having as much of the whole school as possible within a single campus.

In order to achieve these ambitions the school consider it necessary to provide further and better educational opportunities for all of the pupils. This is to be achieved, in part, by addressing the existing needs of LGHS and through the creation of a critical mass of pupils at GSAL. Achieving a critical mass will enable such benefits as the improved provision of IT, foreign languages, science, peripatetic music teaching for junior school girls; woodworking and engineering for girls; and the choice of A levels or the International Baccalaureate for all sixth form pupils. Additionally, a single site will allow further educational and social benefits derived from interaction between the age groups.

iii Difficult vehicular access conditions

The four sites in Headingley have limited on site car parking. There is insufficient space for staff and no suitable parking for parents. There is no proper bus drop off or collection area at LGHS and school buses have to compete for spaces within the Victoria Road car park. At Alwoodley Gates no such problems would exist.

iv Demographic analysis

Postcode data for staff and pupils has been mapped. The following table shows the distance all existing pupils and staff live from LGS.

Distance travelled	% Students	% Staff
<1km	7	1
1-2km	10	6
2-5km	28	14
5+km	55	79

Analysis of the information shows that the majority of LGHS pupils live in northern Leeds and areas beyond such as Ilkley, Otley and Harrogate. Additionally, it is estimated that an average of 20% of families have children attending both LGS and LGHS. Consequently, the relocation to Alwoodley Gates could enable:

- Easing of traffic congestion within Headingley
- Reduction of journeys based on brother and sister sharing
- A reduction in journey length thereby encouraging walking and cycling
- A more comprehensive network of viable school bus services

In general terms these would all be to the benefit of sustainability priorities although the degree to which they could be achieved is discussed below.

v The need for buildings fit for purpose

The school suggest that the Headingley buildings cannot accommodate modern educational facilities in an effective and efficient manner, nor do they provide a high quality educational experience. Whilst there are benefits to be achieved by the merger, despite the claimed disadvantages the school is one of leading girls' schools in the country with outstanding academic results.

The Headingley sites tend to be steeply sloping such that movement into the schools, around the grounds, and to other buildings is especially problematic for pupils, staff and visitors with restricted mobility or sight. Within the buildings themselves levels are split creating further accessibility issues. Whilst the buildings could be made more accessible than they are the Alwoodley Gates site would provide facilities in accordance with the latest design guidance and legislation such that the site would be appreciably more accessible than that existing at Headingley.

vi The need for additional recreational space

Outdoor play space and play provision within schools is seen by the Government to be an essential part of the modern curriculum. When assessed against the Department for Skills and Education guidelines LGHS provides approximately 17% of the recommended level of external playing pitches/playing fields, although a greater proportion of hard play, games courts and soft play area are available. Overall, the school provides 29% of guideline figures for external play. There are no realistic opportunities for materially improving the existing situation at Headingley. The shortfall in facilities would, however, be overcome at Alwoodley Gates.

9.6.1.2 The lack of an alternative site:

A report prepared by Sanderson Weatherall in support of the application addressed the possibility of identifying a site for the relocation of the merged schools within the urban area or on a brownfield site in the Green Belt. The report concluded that:

- there are currently no sites of sufficient size available in Leeds to accommodate the merged school, and that it is unlikely that one will become available in the future given the development pressures in Leeds.
- even if such a site were to become available the cost of acquisition would not be affordable.
- any relocation could not be funded from the sale of the existing school unless a valuable planning consent could be obtained for the Alwoodley Gates site but alternative uses for the site would be likely to be resisted.
- the extension of the existing school to meet the needs of the merger is the only (financially) feasible option.

At Panel on 6th April questions were asked about the site search. Sanderson Weatherall were subsequently asked to provide clarification of their research and analysis and the following comments have been received in response:

“As you will recall we carried out a site search in an attempt to identify suitable alternative locations to develop a facility for the combined schools. At the time the key search parameters included a site of around 50 hectares. Our enquiries involved speaking to land owners and occupiers within Leeds.

We were unable to identify a suitable alternative site, however, we summarise below the two main sites which were discounted for a variety of reasons and the site referred to by members at committee in April which was also discounted by us:-

Former Kirkstall Forge Site, Kirkstall Road , Leeds

The site fulfilled a number of parameters including size and location, however, the property was controlled by a developer who purchased the property on the open market and was promoting the site for a mixed use scheme with was predominately residential. It became clear that the site had a higher alternative use value far and above its value as an educational facility. We understand the site now has consent and remains unavailable.

Land off Pontefract Lane, Cross Green. Leeds

We focussed on 3 sites in the area, one of which was formerly owned by Lord Halifax but is now controlled by Amec developments. None of the individual sites were large enough and in order to develop a school we required to assemble a large site, in addition, there were major concerns about the infrastructure, including Pontefract Lane which at the time of our search exercise was unlikely to be upgraded to an adequate standard.

In addition the area has been identified as a key employment site and once again the land had a much higher alternative use value than which could be supported by the Grammar School at Leeds.

Land off Manston Lane, Leeds (adjacent to Vickers Tank factory)

We were also aware of a 27 acres site close to Vickers Tank factory however a fundamental issue was that it was far too small and that the owners wished to retain the site for future development. Enquiries were made and it was clear that there was no opportunity to acquire the site or assemble a larger holding by including the former Vickers Tank factory. In the event that we had been successful in merging both sites we anticipated fundamental problems with highways as both sites were situated on a “dead end” road which would not have facilitated the free flow of traffic and was likely to create a bottleneck.

The examples referred to above illustrate the difficulties in identifying a suitable alternative sites. In conclusion, the sites were either:

a) too small

b) controlled by investors hoping to achieve a higher use value

c) within the UDP any sites identified as being suitable for employment or residential uses, made it impossible for the Grammar School at Leeds to compete with these land values.

I confirm that the situation remains the same today as it did then, in that, there are no suitable alternative sites for the relocation of the Grammar School at Leeds.”

In common with the decision reached when the school was seeking planning permission in 1993 it may be reasonable to conclude that there are currently no other realistic opportunities for the development of a merged school within the main urban area.

9.6.1.3 The existence of LGS at Alwoodley:

Many of the teaching, sports, administration and ancillary facilities required by the merged school are already located at the site. The buildings clearly have an impact in the Green Belt. However, the existing buildings are not sufficient to accommodate the merger in its entirety. Given the unlikelihood of finding an alternative location outside the Green Belt it would not be logical to abandon the existing facilities and rebuild elsewhere. In addition, the presence of the existing development helps to accommodate and mitigate the impact of the additional development.

9.6.1.4 Resolution of existing traffic problems at Alwoodley Gates:

A Transport Assessment (TA) accompanied the planning application. The TA places emphasis on identifying a range of highway improvement measures and complimentary schemes to bring tangible benefits both to overcome existing problems and to accommodate any increase in traffic flows. As noted, the merger will increase pupil numbers from 1382 to 2065 and the resultant growth in school and related traffic is predicted on average to be 326 vehicles in the

morning peak and 147 in the afternoon peak (without taking into account any green travel initiatives).

The TA recognises that the traffic conditions on several roads around the school are currently congested at morning peak times and at late afternoon. It also recognises the public dissatisfaction and accepts that the school traffic is a contributor to this congestion.

Studies have shown that the problems at the roundabout at the school entrance are a direct consequence of the inadequate parking, drop-off and general traffic/pedestrian management arrangements within LGS itself. In common with highway studies in 1994/5 the assessments suggest that in the absence of these internal problems the roundabout has sufficient capacity to accommodate both existing traffic and the projected increases in traffic resulting from the proposed merger. The stacking back that occurs through the roundabout south along the A61 and into the Wigton Lane junction renders the traffic light control ineffective and frustrating the right hand turn out of Wigton Lane.

Internal arrangements

The school have sought to improve the internal arrangements as set out below.

The existing visitor car park experiences two main problems:

- It is necessary for pupils to cross the access road between the car park and the school. Although this crossing is supervised the flow of traffic moving along the access road is disrupted.
- The car park is of a traditional design involving parents reversing out of bays into the aisle which leads to congestion within the car park. As a result parents tend to stop around the perimeter of the car park, resulting in poor utilisation of the car park.

As a consequence of these problems traffic attempting to gain access to the school queues along the internal access road and stacks back onto the roundabout with the A61. This in turn leads to excessive queuing on the A61 approaches to the junction and also on the Wigton Lane junction.

A package of changes is proposed to overcome these problems:

- Provide pedestrian underpasses within the site allowing safe access from the car park, footpath and cycle path without disrupting traffic movements
- The visitor car park would be redesigned to allow vehicles to enter and exit spaces in a forward gear, a simpler manoeuvre which should reduce congestion in the car park and encourage its use. An extra 20 spaces would be provided in the first instance with capacity for further extension to provide an additional 30 spaces if required.
- Increase the in-bound access road from one to two lanes. This would increase the stacking capacity by approximately 72% as an added safeguard to remove disruption at the A61 roundabout.

It is suggested that the proposed internal arrangements would result in a significant improvement to the operation of the A61 roundabout although benefits

to the movement of northbound and school bound traffic may restrict the south bound flow to the A61 roundabout.

A61 Roundabout

In the afternoon peak the single lane approach to the roundabout on the school access road results in extensive queuing within the site. To improve this situation and to improve the situation for users of the A61 the following changes are proposed:

- Widening on the A61 southbound approach to the roundabout to provide two lanes, including the provision of a dedicated left turn lane for school traffic, and a straight-on lane for Leeds bound traffic
- Widening within the school site to provide separate lanes for left and right-turning traffic
- Localised widening on the A61 northbound approach to the roundabout

Alwoodley Gates

Queuing from the site access roundabout hinders the flow of traffic at the Alwoodley Gates junction. The new internal arrangements are intended to eliminate this problem. In order to remove the effects of the additional school traffic, and to provide wider benefits, the following changes are currently proposed at this junction:

- Widening on the Alwoodley Lane approach to allow both an ahead/right turn lane and a left turning lane, whilst introducing a cycle lane and advanced stop line
- Widening on the A61 northbound approach to extend the left turning flare to Alwoodley Lane
- Widening on the Wigton Lane approach, prohibition of the right turn onto the A61 from Wigton Lane, and formation of separate left turn onto the A61
- A signalised “U” turn located to the south of the junction being provided to enable Wigton Lane traffic to ultimately travel north.
- Walk with traffic pedestrian facilities at the Alwoodley Gates junction. It has not been possible to provide a crossing on the northern side of the junction, however.

Ring Road roundabout

Approximately 80% of LGS traffic approaches from the south, some of which passes through this junction. The northern arm of the junction would be most affected, although the school assert that the proposed development would not have a material impact in view of the already congested nature of the junction. However, a full study of the Ring Road has been commissioned by Leeds City Council (LCC) independently of the merger proposals. The school has agreed to provide a financial contribution towards works recommended by the study at the junction of a scale commensurate with the impact of the school-related traffic.

Other transport-related proposals

Parent parking currently takes place on the A61, Wigton Lane and Alwoodley Lane, especially at school finish times to the inconvenience of local residents and users of the highways. To overcome these problems and to encourage the use of the improved parking facilities or other modes of transport “No waiting at any time” restrictions, including double-yellow lines are proposed. The full extent of the restrictions would be subject to detailed design and public consultation by LCC. The costs, including the making of the necessary orders, would be funded by the school.

Survey results indicate that over 43% of pupils and 18% of staff live within walking distance (2km) and cycling distance (5km) of the school. However, only 6% of pupils and 4% of staff currently walk or cycle to school. The school suggest that the major discouragement to increased walking and cycling at present is the problems experienced crossing Wigton Lane or Alwoodley Lane. It is hoped that the provision of crossing facilities at the Alwoodley Gates junction will alleviate fears and result in an increase in cycling and walking to the site.

Proposals to encourage cycling to school include:

- The provision of a segregated cycle path parallel to the school access road
- The provision of 180 secure cycle parking spaces
- Pupils riding cycles would be permitted to enter the school Manor House Lane.
- The use of this entrance would be supervised to ensure only cyclists and authorised pedestrians use the entrance and it would be closed at all other times.

The school also see transport by bus as an important mode of travel. LGS currently utilises several privately-run bus services. Additional provision for buses will be provided within the site although it is not proposed that the number of services (11) would increase after the merger due to existing spare capacity. The school will, however, consider the use of mini-bus services for individual villages in addition to a shuttle bus running between Alwoodley Gates and Headingley. In order to promote bus services further the school proposes to monitor and adapt routes. The number of pupils using the bus to travel is targeted to increase from 19% to 30% within 6 years.

Initiatives to reduce the impact of travel on the environment and to encourage healthier and more sustainable forms of transport such as walking, cycling and public transport are packaged within a School Travel Plan. The Travel Plan includes financial penalties should targets not be achieved. Further details of these initiatives are provided within paragraphs 2.1.5 – 2.1.5.6 above.

9.6.1.5 Traffic benefits in Headingley:

The merger of the two schools involves the relocation of the junior, middle and senior schools to Alwoodley. A maximum of 312 pupils and 55 staff would remain at Ford House. However, there would be an overall reduction of 663 pupils and 65 staff members at Headingley. As a consequence the level of school traffic activity would reduce to the benefit of the road network in the Headingley area at peak times. It is predicted that this would involve 585

school related traffic movements in the morning peak and 274 in the afternoon peak.

Balanced against the reduction in school traffic, and associated removal of on-street parking, would be trips related to the redevelopment of the Headingley sites. A planning brief is currently being prepared for these sites. If residential development occurred it would be expected that traffic movements would be less concentrated than school traffic and initiatives could be implemented which could further reduce the use and impact of the private car. However, at this time it is difficult to forecast with any certainty the volume of traffic the development would generate.

9.6.2 Amenities of neighbours

There are few residential properties neighbouring the site:

Manor House Lane

The use of the road, part of the West Yorkshire cycle route, by cyclists should not lead to any loss of amenity for residents. Pedestrians with permits would also be able to utilise the supervised Manor House Lane access. Again, with appropriate controls the use of Manor House Lane by pedestrians should not lead to any loss of amenity. No access to the school would be available for car-borne traffic. Residents will have limited, distant, views of the sports hall and science block extensions. However, the visual impact of these will be mitigated by additional landscaping both on the periphery of the site and closer to the school itself.

Harrogate Road

There are several dwellings north of the Alwoodley Gates junction. The school buildings themselves would not have any direct impact on the residential amenities of occupiers. A detailed evaluation of the environmental impact of the extra vehicles resulting from the merger through noise and pollution measure has not been produced. However, it is evident that whilst there will be additional traffic the proposals are intended to result in a material reduction in congestion in the locality. Further, the introduction of double yellow lines in the area (the details of which would be agreed following consultation with residents) should reduce existing disturbance for residents who experience problems associated with on-street parking and manoeuvring in private drives.

Alwoodley Golf Course

The closest works to the golf course involve the widening of the access road, the provision of a segregated cycle path, the reconfiguration of the visitor car park and the replacement of a rugby pitch with 2 artificial hockey pitches. Existing planting provides an effective division and this will be reinforced by additional planting. As such, it is not considered that the development would directly harm the amenities enjoyed by the golf club.

9.7 Summary and Conclusion – 30/618/05/FU

9.7.1 When planning permission was granted for the relocation of LGS to Alwoodley Gates in 1995 the proposal accorded with the Development Plan in force at that time. The proposal therefore constituted appropriate development in the Green Belt. However, following a challenge to the decision it was concluded, in any event, that considerations existed which would have been capable of amounting to “very special circumstances”. The very special circumstances identified were:

- The rationale for relocating the school
- Site search – the lack of an alternative site
- Release of existing site for the University

The first two of these considerations are considered equally valid in relation to the current application (see 9.6.1.1. and 9.6.1.2).

9.7.2 In considering the 1993 outline application and the subsequent reserved matters application it was eventually concluded that the highway proposals would accommodate both the traffic levels from the school and also any future proposals for the nearby Park and Ride, with no greater delays and queues than currently occurred. However, experience has indicated that this is not the case and severe congestion occurs on roads around the school at peak times. The current proposals seek to accommodate both the traffic related to the proposed development and also to deal with the existing problems. It is accepted that this is largely as a result of the existing arrangements within the school grounds. The resolution of traffic problems at Alwoodley could constitute a further very special circumstance. However, as discussed at 5.1 the applicant’s Transport Assessment suggests that following the proposed Highway Works queues and delays following the merger would be no worse than the existing situation. Whilst the potential benefits of the School Travel Plan have not been taken into account in these calculations it is considered that proposals associated with this application are finely balanced in highway terms. Accordingly, the highway proposals offer sufficient mitigation measures to prevent a Highways objection and are considered acceptable, it is not considered that such benefits would be likely to be achieved that would in themselves constitute a very special circumstance.

9.7.3 It is the school’s case that traffic benefits within Headingley also constitute a very special circumstance. However, whilst there may be benefits it is not possible to calculate with any certainty at this time the impact of any development on the sites. Consequently, officers are unable to concur with the school’s conclusion on the weight to be attached this matter at this time.

9.7.4 The existence of LGS at Alwoodley Gates is promoted by the school as constituting a further very special circumstance. It is accepted that the existence of the school buildings mitigate the impact of new development. Whilst this is an important consideration in assessing the visual impact it is not considered that it is of such weight as to be termed a very special circumstance. As noted elsewhere, by reason of the topography of the site and surroundings, together with existing and additional planting, it is apparent that the development would not have a significant impact in the wider landscape.

- 9.7.5 The school is not ideally located in sustainable accessibility terms and a large proportion of pupils, staff and visitors currently travel to the site by private car. This gives rise to a significant proportion of the congestion problems referred to elsewhere. Additionally, a key element of the proposals to overcome the existing problems involves the widening of spaces and the formation of a car park with a larger capacity and involving greater activity in the Green Belt. Balanced against these concerns are the wider benefits to be derived from a reduction in congestion on local roads at peak school times. Additionally, the school is required to implement a robust School Travel Plan to address safety and sustainability issues. The successful implementation of the School Travel Plan would produce a meaningful shift towards increased bus use, walking and cycling.
- 9.7.6 The applicants have argued that a significant element of the development constitutes appropriate development in the Green Belt. As discussed at 9.4, officers do not concur with this view.
- 9.7.7 In conclusion, the proposed development gives rise to two principal considerations, Green Belt and highway issues. As stated, although finely balanced it is considered that the highway proposals are acceptable. Whilst it is considered that the development constitutes appropriate development in the Green Belt, normally unacceptable development can be justified in the Green Belt if it can be demonstrated that other considerations exist that, on balance, would clearly outweigh the harm to the Green Belt. In this context, it has been determined that the development would not have a significant impact on the wider landscape and would not have a greater impact on the purposes of including land in the Green Belt than the existing development. Alongside this assessment, it is considered that the combination of very special circumstances entailed in the need for the relocation, the educational benefits to be derived, and the absence of an alternative site together present a compelling justification for the development.

9.8 **SUMMARY AND CONCLUSION – 06/00720/FU**

- 9.8.1 Despite the tolerances built into the Transport Assessment there remains a degree of uncertainty as to whether the package of highway works presented as part of application 30/618/05/FU will provide the predicted highway benefits. In response, the school have developed an alternative fallback scheme. This scheme is contained within application 06/00720/FU. The fallback scheme would be triggered should surveys following the merger indicate that the improvements forming part of the application 30/618/05/FU do not provide the predicted benefits. Having carried out the package of highway works associated with the substantive application the school would then be required to undertake the additional works, involving the formation of a new access and closure of the existing access and removal of the roundabout.

Highways have indicated that the main application (30/618/05/FU) must not be granted planning permission without the alternative fall back scheme also being granted permission.

- 9.8.2 Elements of the development proposals fall within the Green Belt and Special Landscape Area. These elements essentially comprise the re-routed internal access road and the provision of the new vehicular access for residents of Harrogate Road. The location of the new access would also affect an existing playing pitch.
- 9.8.3 The construction of the roads/accesses comprises engineering works. National planning policy guidance (PPG2) sets out that carrying out of such operations are inappropriate development unless they maintain openness and do not conflict with the purposes of including land in the Green Belt. The works are considered to constitute inappropriate development such that very special circumstances need to be demonstrated if planning permission were to be granted.
- 9.8.4 The proposed works are intrinsically linked with the planning application 30/618/05/FU. Whereas it was concluded that the highway measures associated with that application were likely to accommodate both the additional traffic and also to deal with all the existing problems there is much greater certainty that the fallback scheme would provide the predicted improvements. This is considered to represent a very special circumstance required to provide justification for inappropriate development in the Green Belt.
- 9.8.5 Regard needs to be had to the impact that the works will have on the visual amenities of the Green Belt and also that of the Special Landscape Area.
- 9.8.5.1 The proposals involve development extending into and more visible from the wider countryside. The application was initially accompanied by a soft landscaping scheme which would have helped mitigate the visual impact of additional hard surfacing and street furniture to an extent. Subsequently, revised proposals have been submitted which involve replacement of existing trees and hedging to be lost, in addition to significant new tree planting both to the entrance to the park and ride site and also north of the existing residential properties on the west side of Harrogate Road. There are also indicative proposals to include tree planting within the new central reservation. The impact of the development is also off-set by the removal of the roundabout and initial part of the existing access road and associated re-landscaping of this area.
- 9.8.5.2 Whilst the landscaping proposals would help to mitigate the impact of the development and to an extent assimilate it into the landscape structure of the area it is considered that there would remain a net negative visual impact. However, it is considered that the benefits to be derived from the fallback scheme would outweigh the harm that would be caused to the Green Belt and the Special Landscape Area.
- 9.8.5.3 The new access road would affect the southern part of a playing pitch close to Harrogate Road. The pitch could be reduced in size and remain of a usable playing size. Sport England has no objection to this proposal.
- 9.8.6 The proposed new access and highway works would affect Nos 535 to 541 Harrogate Road. Existing access on to Harrogate Road would need to be stopped up to avoid conflict with the proposed highway works. The residents

would be entitled to compensation for loss of these accesses. The school would need to bear the costs of such claims. In order to provide continued access a new access road would be formed to the rear of the houses linking with the existing park and ride access spur. The junction of this spur with Harrogate Road would need to be signalised to enable residents to safely egress the road. In providing such a facility there may be some benefit to the safety in accessing and egressing these properties. However, the benefit to be derived is offset by the additional disturbance likely to arise from vehicular lights and activity associated with the location of the houses at the junction notwithstanding proposals for new planting and fencing on the Harrogate Road boundary to these properties.

- 9.8.7 On balance, it is therefore considered that the proposals associated with the fall back highways scheme can be justified within the Green Belt. However, by virtue of the harm to the visual amenities of the area and also impact on the residential properties located opposite the proposed site entrance the development should only be permitted in the event that the primary solution encapsulated in planning application reference 30/618/05/FU has been fully implemented and evidence provided to show that it does not provide the anticipated benefits.
- 9.8.4 Regard needs to be had to the impact that these works will have on the visual amenities and character of the Special Landscape Area. The proposals involve development extending into and more visible from the wider countryside. Additional landscaping is proposed which, to an extent, will help mitigate against any adverse visual impact.
- 9.8.5 The proposed new access to the school would be located opposite Nos. 539 and 541 Harrogate Road. Existing accesses on to the A61 would be stopped up and a new access road formed to the rear linking with the Park and Ride access spur. The impact that such works will have on the amenities of the residents of these properties is material to the consideration of the application.

Background Papers:

Application files 30/618/05/FU & 06/00720/FU.

Certificate of ownership:

Notice signed on behalf of Leeds Grammar School/Leeds Girls High School Foundation.
Notice served on A.E. Newell, E. Newell, I.G. Newell, Mr & Mrs Ambler, T & D Curry, A.E. & S.M. Muentz of 535 to 541 (odd) Harrogate Road and Leeds City Council.

