
Report of the Head of Development Management

STRATEGIC PLANNING COMMITTEE

Date: 27-Apr-2017

Subject: Planning Application 2017/90155 Erection of school, formation of outdoor play areas and fenced MUGA and alterations to existing site access and parking Moor End Academy, Dryclough Road, Crosland Moor, Huddersfield, HD4 5JA

APPLICANT

BAM Construction Ltd
C/O Agent

DATE VALID

16-Jan-2017

TARGET DATE

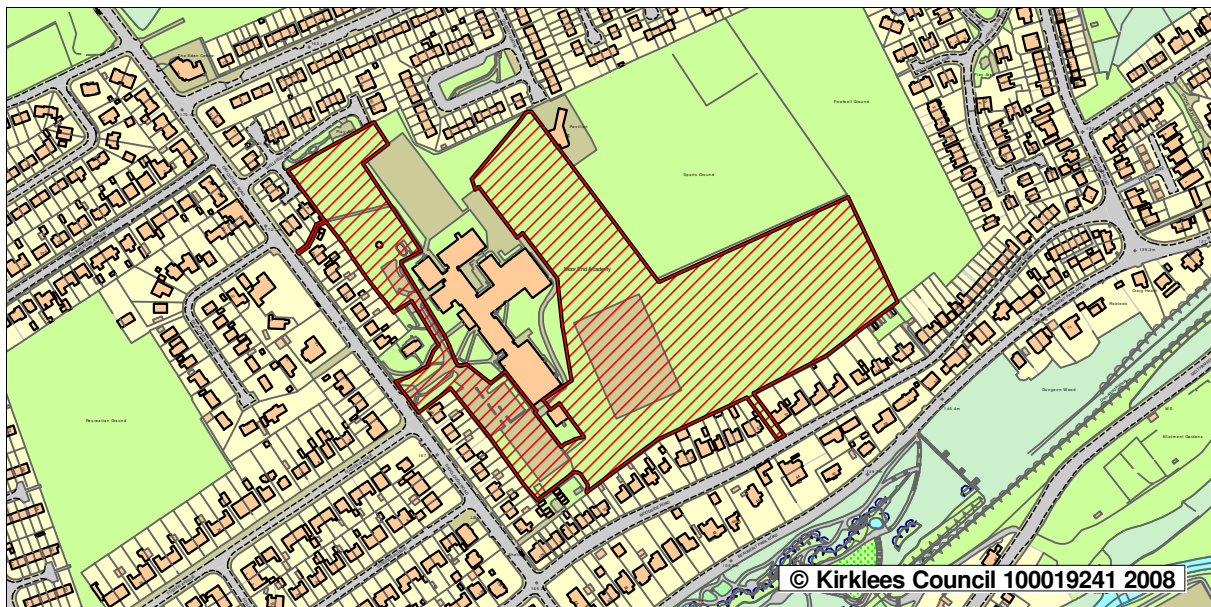
17-Apr-2017

EXTENSION EXPIRY DATE

Please click the following link for guidance notes on public speaking at planning committees, including how to pre-register your intention to speak.

<http://www.kirklees.gov.uk/beta/planning-applications/pdf/public-speaking-committee.pdf>

LOCATION PLAN



Map not to scale – for identification purposes only

Electoral Wards Affected: Crosland Moor and Netherton

Yes

Ward Members consulted
(referred to in report)

RECOMMENDATION:

DELEGATE approval of the application and the issuing of the decision notice to the Head of Development Management in order to complete the list of conditions including those contained within this report.

1.0 INTRODUCTION:

1.1 The application was received as valid on the 16th January 2016. Full planning permission for the erection of a new primary school with associated outdoor play areas, amendments to the existing access from Dryclough Road and the existing car park to include drop off / pick up facility, creation of a new car park to serve Moor End Academy, the creation of a new fenced 3G sports pitch and new pedestrian access from Woodside Road.

1.2 The application was presented to Strategic Committee on the 30th March 2017 where the committee visited the site in the morning and at the meeting in the afternoon the committee resolved to defer the application for the following details to be brought back to a committee:

- I. Details of the travel plan
- II. Updated noise mitigation measures to protect residential amenity

1.3 The following documents were submitted as part of the planning application package:

- Design and Access Statement
- Playing Fields Statement
- Statement of Community Involvement
- Flood Risk Assessment and Drainage Report
- Transport Assessment including car park assessment
- Travel Plan
- Noise Report Site Investigation Reports
- Phase One Desk Study and Site Geotechnical Investigations Report
- Remediation Strategy
- Arboricultural Report
- Resource Management Plan (including Site Waste Management details)

- 1.4 The application is reported to Strategic Planning Committee as the proposal is non-residential and exceeds 0.5 ha in size. The applicants are BAM Construction who are operating on behalf of Kirklees Council.

2.0 SITE AND SURROUNDINGS:

- 2.1 The application site is located to the south west of Huddersfield, within the ward of Crossland Moor and is surrounded by the settlements of Crossland Moor, Walpole, Lockwood and Beaumont Park.
- 2.2 The application site comprises a total area of 50,705 square metres and wraps around the existing Moor End Academy building that sits within a larger area of playing fields which includes the Muhammad Ali Sports and Community Centre. To the north is the residential estates of Walpole Road, to the east are the residential estates of Moor End Road and Horse Bank Drive, to the south are residential properties on Woodside Road and the west of the site is bordered by residential properties on Dryclough Road.
- 2.3 The site has a significant deviation in gradient, and predominantly slopes from the highest levels in the west from the Dryclough Road end towards the dwellings on Horsebank Drive in the east. The siting of the new school building is located upon the flattest part of the site that was the all-weather sports pitch. The proposed new 3G sports pitch is located to the north of the new primary school within the north east corner of the planning application site.
- 2.4 The vehicular access to the new primary school is proposed to use the existing access to Moor End Academy on Dryclough Road from the west but with some minor modifications to the access point and substantial changes to the internal access and parking areas. A footpath providing pedestrian access is proposed on the southern boundary to Woodside Road. Other existing pedestrian accesses to the site are provided from Dryclough Road, Gilbert Grove and Waterwheel Rise.

3.0 BACKGROUND

- 3.1 Moor End Academy opened in 1972 and was known as Moor End High School. The name was changed in 1999 to Moor End Technology College when it became a Technology College as part of the specialist schools programme. In September 2011 the school gained academy status and became known as Moor End Academy. The current pupil numbers for the Academy is 854 (as per the Pupil Number on Roll Spring Census 2016).
- 3.2 Kirklees Local Authority has a statutory duty to ensure that there are sufficient high quality school places to meet the needs of Kirklees families and communities. This is described as “basic need”. Over the last 12-13 years, the school age population in Kirklees has increased by approximately 20% from the smallest pupil age group (which is now in the secondary schools) to the current reception and pre-school age groups. A similar pattern is repeated in

most urban authorities nationwide. One of the areas where there is a need for school places is in the Huddersfield South West area. The pattern of projected pupil numbers in Kirklees has been published in the document "Securing sufficient school places to enable access for children and young people to an excellent local education system".

- 3.3 On the 8th April 2014 Kirklees Cabinet approved the commissioning and delivery of three new schools with the aim of providing between 840 and 1260 new primary school places. The first of the three new school buildings in the grounds of Royds Hall Community School (which is an all through school for pupils aged 4-16) was delivered and handed over on 27th June 2016 and will provide 420 new pupil places for pupils aged 4-11. The second of three schools to be commissioned and delivered by the Council is Beaumont Primary Academy on the Moor End site.
- 3.4 The temporary modular buildings (planning application 2016/90499) granted in 2016 on the Moor End Academy site can accommodate up to 180 pupils. 90 places are currently available for Reception pupils, with scope for another 90 places to be created for September 2017 to accommodate the new tranche of pupils entering reception classes. So in total, 180 pupils could be accommodated in the temporary modular buildings up until July 2018. If planning approval is received for the new permanent Primary school building, these 180 (maximum number) pupils will vacate the temporary modular buildings and be moved into the new permanent building and will progress into Years 1 and 2. At the same time, from September 2018, an additional tranche of 90 pupils (max figures) will be enrolled into Reception classes in the new permanent building.
- 3.5 Therefore from September 2018, there will be a maximum of 270 pupils attending the new Beaumont Primary Academy permanent building. These figures will grow year on year until the school reaches full capacity of 630 in 2022.
- 3.6 When the school has relocated from the modular buildings into the new permanent building, the modular buildings will be moved off site, which is to be controlled by condition.

4.0 PROPOSAL:

- 4.1 The application seeks full planning permission for the erection of a new primary school with associated outdoor play areas, amendments to the existing access from Dryclough Road and the existing car park to include drop off / pick up facility, creation of a new car park and the creation of a new fenced 3G sports pitch. The proposal includes new pedestrian access or enhancements from Woodside Road, Gilbert Grove, Waterwheel Rise and Dryclough Road.
- 4.2 The applicants state within the Design and Access Statement that the proposed development of Beaumont Primary Academy building seeks to:
- Provide 630 additional primary aged school places;

- Provide modern, flexible, attractive facilities to give 21st century learning environment;
- Create an inspiring, supportive and caring environment
- Be socially and educationally inclusive;
- Improve specialist provision for care and welfare;
- Create a building and environment that reflects the importance of Learning, Achievement and People.

4.3 Engagement with statutory consultees, including Sport England was undertaken by way of formal meetings and on-going written and verbal correspondence led by the project managers at Kirklees Council. Correspondence has been had with Planning, Highways and Sport England in the lead up to submission.

4.4 The proposal involves the creation of the following amounts of floor space:
 Gross internal areas of the proposed primary school are as follows:
 Ground Floor GIFA: - 2013 m²
 First Floor GIFA: - 1340 m²
 Total GIFA - 3353m²

Operational hours- It is anticipated that the new Primary school's core term-time operational hours will be Monday to Friday: - 7.30am – 5.30pm and closed on Saturday & Sunday. Staggered start and finish times are also proposed which will differ from the start and finish times of the adjacent Moor End Academy. These details are shown at paragraph 11.21

5.0 RELEVANT PLANNING HISTORY:

5.1

- 2016/92020- Erection of modular building- Approved 11/08/16
- 2016/91168- Erection of single storey modular classrooms- Approved 06/06/16
- 2016/90499- Erection (750m sq) of portable modular buildings- Approved 13/05/16
- 2014/91617- Installation of single storey temporary classroom- Approved 04/07/14
- 2013/91564- Erection of two storey extension- Approved 12/08/13.

6.0 HISTORY OF NEGOTIATIONS:

6.1 A consultation response from Sport England required the proposal to be amended to include:

- Floodlights added to the designs and planning permission operating hours enable evening and weekend use.
- A Community Use Agreement is in place and agreed with Sport England, Kirklees Council and West Riding County FA.

6.2 Consequently the applicants submitted details of the proposed floodlights and details of community use neighbouring properties were notified in writing.

7.0 PLANNING POLICY:

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for Kirklees currently comprises the saved policies within the Kirklees Unitary Development Plan (Saved 2007). The Council's Local Plan was published for consultation on 7th November 2016 under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The Council considers that, as at the date of publication, its Local Plan has limited weight in planning decisions. However, as the Local Plan progresses, it may be given increased weight in accordance with the guidance in paragraph 216 of the National Planning Policy Framework. In particular, where the policies, proposals and designations in the Local Plan do not vary from those within the UDP, do not attract significant unresolved objections and are consistent with the National Planning Policy Framework (2012), these may be given increased weight. Pending the adoption of the Local Plan, the UDP (saved 2007) remains the statutory Development Plan for Kirklees.

Kirklees Unitary Development Plan (UDP) Saved Policies 2007:

- 7.2 The site is allocated as Urban Green Space on the Unitary Development Plan Proposals Map. The following policies are the most relevant

D3 – Urban Greenspace
BE1 – Design principles
BE2 – Quality of design
E23 – Crime prevention
NE9 – Retention of mature trees
T10 – Highway safety
G6 – Land contamination
EP11 – Ecological landscaping
EP4 – Noise sensitive development

Supplementary Planning Guidance / Documents:

- 7.3 None Applicable

National Planning Guidance:

- 7.4 National Planning Policy Framework:

Part 1 – Building a strong, competitive economy
Part 7 – Requiring Good Design
Part 8 – Promoting Healthy Communities
Part 10 – Climate change, flooding and coastal change
Part 11 – Conserving and Enhancing the Natural Environment
Part 12 – Conserving and Enhancing the Historic Environment

8.0 PUBLIC/LOCAL RESPONSE:

8.1 The application was advertised by site and press notices and neighbouring properties were notified by letter. 118 letters of representation have been received to date and are summarised below.

8.2 Traffic

- Traffic pertaining to existing schools is already at danger level.
- Dryclough Road is now a no go zone at the start and end of the school day.
- Traffic at this time is erratic and congested.
- Drives regularly blocked by parked cars.
- Car engines left idling while parents waiting for pupils causing pollution.
- In cold weather, exhaust fumes are especially noticeable.
- Buses and ambulances seen stuck in static traffic. (Photos available).
- Pupils at risk from traffic as often not paying full attention.
- point turns regularly undertaken in congested traffic.
- The addition of over 600 pupils and staff will add significantly to the disruption. The pedestrian access on Woodside Road will also increase congestion.
- A few years ago the buses stopped using this route because of congestion. Significant risk to children's lives.
- The staggering of starting times by 15 minutes will not address this problem
- Residents will suffer from excessive travel times for appreciable periods. Extensive road improvements will be required which in the end.
- Increased traffic - there are already 5 educational establishments on this road and they cannot manage the the traffic now

8.3 Residential Amenity

- Excessive noise due to increased traffic
- An increase of noise levels from extra cars, buses, children and parents travelling to and from the school
- Loss of amenity for residents as to be able to go about our daily business.

8.4 Character

- The community will lose urban green space by building on the playing fields,
- Loss of visual amenity and access to playing fields
- The development will change the look of the area and will reduce the amount of playing fields available to the existing schools and community.
- There is already a dense amount of schools in this small residential area (off Dryclough Road) there is already Oak Primary (formed by the merger of 3 schools approx 1100 pupils, and Moorhead Academy approx 1200 pupils (with additional six form) and The Eden Foundation Education Centre , and now this proposal to add another primary school for 630 pupils
- Loss of trees

8.5 General

- Do the statistics warrant a school of this size being sited here that does not seem to have the catchment area to justify it
- There was also the talk of a new car park on the school property.
- St Luke's site is a far better location and would be 'walkable for many children It completely defied all credible logic please don't make that its lasting legacy Why do we need another school when the forecasted school capacity for HD4 shows this is not required.

8.6 Residents group named Dryclough Woodside Area Residents Group (DWARG) submitted a number of documents outlining their objection to the scheme which are summarised as follows:

- Removing 25% of the available Urban Greenspace cannot be deemed a "small part".
- There is insufficient documentation within the existing Planning Application to ascertain if there are further contraventions to UDP Policies if the Sport England conditions are met
- Dispute that a 630 place school is required in this location or that a new primary school is required in HD4 at all
- Does not meet the demands of Kirklees UDP Policies G4, D1, D3, NE9, BE1, BE22, BE23, EP6, EP30, T1, T2, T10, T14, T17, C2, R1, R7A, PPS23 Para 2, and PPG24 Para 1
- Effects of parking and congestion on local roads
- Levels of congestion being further compounded without any effective mitigation measures
- Belief that existing bus services are diminished due to the current levels of congestion
- Speeding traffic
- Inconsiderate parking
- Three point turns in main roads causing further blockage of traffic
- Pollution generated by congested traffic and parked vehicles with idling engines.

8.7 With regards to the amendments received relating to the proposed erection of floodlights around the 3G pitch and the community use agreement as required by Sport England DWARG made the following comments:

- Floodlighting of the MUGA pitch and the potential for 7-day access, including evenings, could result in unacceptable noise or light pollution.
- The drawing showing the theoretical light pollution from the floodlights demonstrates that there will be excessive light permeating towards the houses on Gilbert Grove.
- Significant lighting pollution for occupants of houses on Dryclough Road caused by new lights within the proposed car parks.
- increased use in the evenings and at weekends of the new 3G pitch by community and sports groups.
- The latest submission further adds vehicles accessing the school and surrounding roads to use the sports facilities out of school hours.

- Transport and Travel Plans are woefully inadequate to deal with the proposed new development
- Gridlocked roads, blocked access to residences, and potentially dangerous road crossings, these out of school issues will arise because of the success of Beaumont Park as a visitor attraction and as a focus for weddings and other events.
- Growing use of local roads to avoid Blackmoorfoot Road, Meltham Road and Swan Lane/Park Road.
- No provision for safeguarding established wildlife.
- Request reasonable time limits are placed on the noise, including access and usage times.
- Secondary light pollution will affect properties.
- There is potential for noise as early as 07.00 and as late as 23.00 from users of sports facilities. These hours need to be significantly reduced
- The response from Kirklees Pollution & Noise Control on the proposed EV recharging plan is not adequate as it relies too heavily on a flawed traffic assessment and inadequate travel plan.
- Paragraph 1.4 of Document BAMY3007 Planning Statement states that there is an Ecological Report submitted with the application. Beaumont Park, which is less than 200m away from the proposed site
- Many sightings of bats during the summer months and has a large number of bat boxes installed on its trees.
- The installation of 6x 15m floodlights could be detrimental to the bats 'habitat, a bat survey will establish the facts and the applicants have a statutory duty to undertake one.
- Roosting sites in trees (to be felled for the development).

8.8 DWARG addendum/comments upon the Ecological report reference 6804 dated November 2015 submitted by the applicants are summarised below:

- The bat surveys carried out on two days in September 2015 is Inadequate. These surveys were carried out over two consecutive nights instead of spread equally over the optimum period.
- Surprised that a proper bat survey was not carried out during the optimum times for such a survey in 2016 to ensure that bats would not be disturbed by the new proposed development.
- In the light of the amended application, which included the new requirement for a floodlit playing area, we request that the development is postponed to await a full bat survey.
- ECUS clearly referred to the importance of the advice of an ecologist checking on bat roosts in advance of tree felling. This is contained in their arboricultural report, which the applicants have failed to take into account before felling established trees in late February.
- Unable to take advice in the time available and feel the process has been unsatisfactory, bearing in mind we requested access to this document in writing on 8th February and 17th March.

8.9 DWARG submitted a addendum in respect of Kirklees Highways DC consultation response made available on 22nd March. The objections focus on the following areas: Methodology and inadequacy of mitigation

I. Methodology

- Whereby travel to school data from Oak Primary is used to establish a projected modal split for travel to school at Beaumont Primary Academy.
- The new school will be a more significant traffic generator than Oak Primary. Although a minority of the 630 places will be filled by children from the Beaumont Park / Crosland Moor side of HD4, the new academy will draw a majority of children from an area that is more extensive than Oak Primary's catchment.
- Drawing of children from outside the effective 'walk to school' area will contribute additional traffic. The status of Beaumont Primary as an academy will also allow it to seek pupils from an even wider area than "South West Huddersfield."
- Only one-third of the children likely to attend Beaumont Primary Academy would live within an effective walk to school area (mostly in the Beaumont Park / Crosland Moor /Lockwood area of HD4).
- Approximately 400 children travelling to school by car which allowing for some degree of shared use of vehicles, creates a traffic flow that is approximately double the consultants estimates, and these would be twice per day

II. Inadequacy of the mitigation

- The proposed drop-off facility within the school grounds will be limited by the inability of traffic leaving the access road to enter into Dryclough Road at peak time
- Volume of traffic at peak times is underestimated in the applicants consultant's assessment
- Our 10 traffic surveys undertaken between showed a flow of between 500 and 700 cars into Dryclough Road in the 8am-9am and 3pm-4pm periods
- traffic flow into and out of the area would rise to 800 –1000 cars twice per day at peak times, assuming a, conservative, additional flow of 300 cars from the planned school.
- One result of this saturation at peak time is that it deters cycling, and pedestrian access to schools due to safety fears, and results in delays to scheduled bus services,

- We would have expected obligations on the developer to fund the measures required to promote walk to school and road safety - improving footpaths, creating pedestrian crossings, reducing traffic speeds by traffic calming and measures to penalise parking on footways.

8.10 **Member Representations Received:**

Cllr Erin Hill submitted the following comments on 28/02/17:

“During the course of this application, I have met with members of DWARG and the head teacher of Beaumont Primary. On balance, while I fully appreciate some residents’ concerns, I feel that the need for the school in this area is very real, and that a new school would be of net benefit to the area. Many constituents contact me every year as they have been unable to secure a school place in their area, and I know that lots of children living near the proposed new school already have to attend school further away from their home than they would wish. I therefore support the building of a new school on the site. This will be of benefit not only to the children and parents who attend, but also the wider community, as the management of the new school are committed to making a real contribution to their community beyond the walls of the classroom. However, this is an area where traffic is a big issue particularly at dropping-off and picking-up times.

The environmental concerns that DWARG have highlighted are valid, and I would like reassurance that these considerations will be dealt with, and will seek to work with residents and the school to make sure that this is managed sensitively and that the dedicated drop-off zone is used. I believe that the plan is for phased forms of entry which will lessen the immediate impact. Mitigation of these issues should be considered at every stage, in consultation with local residents and ward councillors.”

9.0 **CONSULTATION RESPONSES:**

9.1 **Statutory:**

Sport England:

Originally responded with a Holding objection subject to the following:

- Floodlights added to the designs and planning permission operating hours enable evening and weekend use.
- A Community Use Agreement is in place and agreed with Sport England, Kirklees Council and West Riding County FA.

However, Sport England subsequently confirmed in writing on 29.03.17 that the objection has been lifted subject to the conditions proposed.

KC Highways: No objections subject to conditions:

9.2 **Non-statutory:**

KC Ecology:

No objections subject to the following conditions:

- Method statement for the control of invasive non-native plant species
- Landscape and ecological management plan
- Lighting design strategy for biodiversity” for the new building and sports pitches

KC Environmental Services:

Air Quality-No objections subject to condition

Noise- Advise condition to minimise disturbance to nearby residents from noise restricting the hours of use of the 3G pitch and sports pitches to 0800 to 2100 Monday to Friday and 1000 to 1700 Saturdays and Sundays with no activities on Bank Holidays.

Construction activity is also to be conditioned and restricted to 07.30 and 18.30 hours Mondays to Fridays 08.00 and 13.00 hours Saturdays.

Light- Advise condition preventing the use of floodlights operated between the hours of 2130 and 0800 Monday to Friday, 1730 and 0800 Saturdays and Sundays. To reduce problems of glare from floodlights and security lights, such lighting should be installed and maintained in accordance with the “Guidance Notes for the Reduction of Light Pollution” produced by the Institution of Lighting Engineers.

Contaminated Land- Advise conditions to control the remediation strategy and validation reports.

KC Trees: A small number of trees require removal to facilitate this proposal. None of the trees affected are protected by a Tree Preservation Order (TPO) or meet the criteria for a new TPO to be served. Therefore, there are no objections to the scheme providing that a condition for a landscaping scheme to include some mitigating tree planting is included if planning permission is granted.

Kirklees Flood Management & Drainage:

No objections subject to conditions regarding soakaways and drainage. Additionally advise that further testing is required at detailed design stage to determine whether to use infiltration or not.

Crime Prevention:

Police Architectural Liaison Officer (PALO)

Details of measures to ensure the proposed school facility complies with the requirements of “secured by design” will be controlled by attaching a condition that requires the applicants to meet the specific security needs of

the development site.

Yorkshire Water:

No objections subject to a condition regarding piped discharge of surface water

10.0 **MAIN ISSUES**

- Principle of development
- Urban design issues
- Residential amenity
- Highway issues
- Trees

11.0 **APPRAISAL**

Principle of development

- 11.1 Members may recall planning application 2016/90499 that sought full planning permission for the erection of (750 square metres) of portable modular buildings at Moor End Academy. These buildings were required in order to accommodate new pupils in the interim before the new primary school was built. There was a requirement for temporary modular accommodation for up to 18 months, with up to 90 pupils commencing school September 2016 and up to another 90 pupils in September 2017. The principle of development for a permanent school building on Urban Green Space in accordance with Policy D3 of the UDP, was also accepted by Strategic Committee Members under application no. 2015/90564 within the grounds of Royds Hall Community School.
- 11.2 The site and the existing academy are located on an area of land that is allocated as Urban Green Space (UGS) on the Unitary Development Plan (UDP) Proposals Map. On such areas policy D3 of the UDP applies. The community benefit element of the policy is not consistent with considerations of the National Planning Policy Framework (NPPF) particularly paragraph 74. However, the majority of the policy is in accordance with the NPPF. As such, policy D3 of the UDP should be afforded significant weight.
- 11.3 Policy D3 of the UDP stipulates that permission will not be granted unless the development proposed is necessary for the continuation or enhancement of established uses, or involves change of use to alternative open land uses, or would result in a specific community benefit, and in all case will protect visual amenity, wildlife value and opportunities for sport and recreation, or that it includes alternative provision of urban greenspace equivalent in both quantitative and qualitative terms to that which would be developed and reasonably accessible to existing users.
- 11.4 The proposed erection of a new primary school building within this existing school site is considered to be necessary for the continuation and enhancement of the established educational use, for it to continue to serve

the needs of Kirklees residents. The principle of erecting a new Primary School building is considered to be acceptable and in accordance with policy D3 of the UDP.

- 11.5 In addition to the above, paragraph 72 of the NPPF states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. It stipulates Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. Local Authorities should give great weight to the need to create, expand or alter schools; and to work with schools promoters to identify and resolve key planning issues before applications are submitted.
- 11.6 The principle of development has been objected to by residents who consider that a new primary school is not required in HD4 area at all.
- 11.7 The applicants responded to these comments that was included within the committee update and is included below:

The document 'Securing Sufficient High Quality Learning and Childcare Places – School Organisation, Planning and Development for 2015 – 2018 is available on the Kirklees website:

<http://www.kirklees.gov.uk/beta/schools/pdf/securing-sufficient-schoolplaces15.pdf> and provides an analysis of demography across Kirklees in relation to current and future demand for learning places. The document takes into consideration NHS data, changes in birth rate, child population demographics, changes in housing and accommodation, the migration of families between and within local authority areas, local geography and parental preference. An extract from this document states that the Huddersfield South West area (includes the Crosland Moor area) 'has long been identified as needing additional primary provision'. 'For 2016 and beyond it is anticipated that the potential demand for places will show a further increase. This will require additional infrastructure as no capacity exists in any of the school buildings.

- 11.8 *The proposal seeks consent to erect a primary school on an existing playing pitch and involves the replacement of a grass surface with an artificial surface which under Schedule 4 of the The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595) consultation with Sport England is a statutory requirement.*

Sport England's original response dated 14/02/17 constituted a holding objection subject to the following:

- Floodlights added to the designs and planning permission operating hours enable evening and weekend use.
- A Community Use Agreement is in place and agreed with Sport England, Kirklees Council and West Riding County FA.

The applicants responded to Sport England on 07/03/17 and also confirmed details of floodlights for the 3G pitch by submitting amended details. Additionally acceptance of the principle of a community use agreement was given. Neighbouring properties were notified in writing of amended details being received. Sport England have subsequently confirmed in writing on 29.03.17 that the objection has been lifted subject to the following conditions.

1) No development shall commence until details of the floodlighting, fencing, line-marking and construction of the proposed artificial grass pitch have been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]. The artificial grass pitch shall not be constructed other than substantially in accordance with the approved details.

2) Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the artificial grass pitch and grass playing pitches and include details of pricing policy, hours of use, access by non-school users management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.

11.9 It is recognised that the community use agreement as required by the second condition required by Sport England includes details of pricing policy, management responsibilities and a mechanism for review:

The applicants have confirmed that the commercial rates at which the 3G pitch will be available to hire will be in line with existing council rates at other sites. Kirklees Council provide sports facilities for hire at the rates below which are currently available at the following sites.

Outdoor Astroturf pitches: Batley STC, Leeds Road, St John Fisher.

Full Pitch (60 mins)	£87.50
1/3 Pitch (60 mins)	£35.00
Outdoor Lights	£10.60

For example: booking the full 3G pitch will cost £87.50 without floodlights and under floodlights would cost £98:10. The rates for the use of the G3 pitch are standard and are subject to the agreement of Sport England through the community use agreement.

Urban Design issues

11.10 The Design and Access statement states that an assessment of the site and areas available to build the new Primary building was undertaken. The site strategy identified various options based on the following key points:

- The existing school must continue to function while construction takes place.
- The optimal position within the site whilst taking account of the changes in the ground levels and retention of existing trees and open spaces.
- Maximize the external play space to ensure we achieve adequate BB103 external play/ external learning spaces for Primary provision.
- Site boundaries and adjacent residential properties.
- Existing access points to achieve suitable pupil entrance pick-up / drop-off area for peak times and resolve the current traffic/ pedestrian conflict on Dryclough Road.
- Provide clear separate vehicular turning area and pedestrian entrance.
- Provide a welcoming frontage that celebrates the new primary school and community facilities the scheme will offer.

11.11 *Scale:* The scale of the school building was defined by the decision to plan the layout over 2 floors so to respond to the existing 2 storey residential units surrounding the playing fields. The separation distances of the building from the dwellings surrounding the site is acceptable so not to adversely impact upon the residents in terms of loss of light or overshadowing or indeed loss of outlook. The positioning of the building on the former all weather pitch to the south east of the high school enables the structure to sit within the wider open space reducing the prominence of the building.

11.12 *Layout:* The building adopts a 'L' –Shaped form with 2 arms of teaching accommodation in each. The principle entrance is positioned in the eastern elevation

11.13 *Use:* Primary use is as a primary school but community use of certain parts of the new school will be included.

External appearance: Elevations: Facing brickwork on masonry cavity wall construction; Through-colour white render on SFS cavity wall construction; Feature colours to render between windows. Glazing: Polyester powder coated aluminium thermally broken curtain walling system; Double-glazing units; PPC aluminium framed thermally broken window inserts; PPC aluminium framed thermally broken glazed door units.

- 11.14 The design is considered to be functional and is appropriate for its setting within the wider area of green space and adjacent to an existing educational facility and is appropriate in terms of scale, appearance and visual impact.

Residential Amenity

Noise:

- 11.15 Submitted as part of the application was a Noise Impact Assessment. The council's Pollution & Noise Control department were consulted and raised no objections. Strategic Planning Committee on 30/03/17 deferred the application to receive further details of mitigation measures to protect residential amenity from noise. The applicants submitted an updated Noise Impact Assessment on 10/04/17 that concluded that the operation of the proposed MUGA and play areas is unlikely to cause an adverse impact on the nearest residential properties to the south, however an introduction of noise mitigation measures would likely be required for the 3 properties to the North of the proposed 3G pitch. The details of the proposed noise mitigation measures are as follows:

The most appropriate measure to mitigate the noise to conform to WHO guidelines would be the erection of an acoustic barrier. The screen would need to be at least 2.2 metre high, entirely imperforate and constructed from a material (timber or steel) providing a minimum mass per unit area of not less than 12 kg/m². If timber is used, a double leaf arrangement should be adopted with staggered panels to ensure the system is imperforate. There should be no gaps between ground and underside of the barrier. The barrier should be installed continuously along the northern MUGA pitch boundary, outside of the perimeter mesh fence, extending at least 2 metres beyond the edge of the MUGA pitch both sides.

- 11.16 Kirklees Pollution & Noise Control commented as follows:

The additional information supplied by the applicant is satisfactory however in order to minimise disturbance to nearby residents from noise from the MUGA and Sports Pitch the hours of use is recommended to be restricted to 0800 to 2100 Monday to Friday and 1000 to 1700 Saturdays and Sundays with no activities on Bank Holidays. A further condition is required to control the hours of operations during the construction period. The following hours are proposed: 07.30 and 18.30 hours Mondays to Fridays, between 08.00 and 13.00 hours Saturdays with no working Sundays or Public Holidays.

- 11.17 A additional condition is required to ensure that the acoustic barrier is installed in accordance with the details specified within the updated Noise Impact Assessment by Hann Tucker dated 10 April 2017 prior to the use of the 3G pitch commencing. The position of the acoustic barrier is shown on the attached plan within the appendix of this report.

Light:

- 11.18 The details regarding floodlighting were submitted by the applicants on 07/03/17 and Environmental Services officers were consulted and commented as follows:

The information supplied regarding floodlighting on site, this is satisfactory but I am concerned about that there are no specified hours of use for the areas that are to be floodlit. I therefore recommend that the floodlights hereby approved shall not be operated between the hours of 2130 and 0800 Monday to Friday, 1730 and 0800 Saturdays and Sundays. To reduce problems of glare from floodlights and security lights, such lighting should be installed and maintained in accordance with the "Guidance Notes for the Reduction of Light Pollution" produced by the Institution of Lighting Engineers (telephone 01788 576492).

Tree issues

- 11.19 Some existing trees on the site were felled by contractors on behalf of Kirklees council. A statement was released in the local press as follows.

"The trees have been felled prior to the bird nesting season as to undertake the works in April / May would not be allowable and would therefore have impinged on the delivery of the new build school for September 2018, should planning permission be granted when it is considered at Strategic Planning Committee in April. The trees are not the subject of a preservation order or within a conservation area and therefore their removal did not require prior permission".

- 11.20 The council's tree officer commented that there are only a small number of trees require removal to facilitate this proposal. None of the trees affected are protected by a Tree Preservation Order (TPO) or meet the criteria for a new TPO to be served. Therefore, there are no objections to the scheme providing that a condition for a landscaping scheme to include some mitigating tree planting is included if planning permission is granted.

Highway issues

- 11.21 Since the application was deferred at Strategic Planning Committee on 30/03/17 the applicants submitted further details regarding the travel plan. Kirklees Highways DM considered this information and commented as follows:

The application is to develop the new build Beaumont Primary School (BPS) on land within the Moor End Academy site at Crosland Moor, Huddersfield. Both will operate side by side. Vehicular access to the site is off Dryclough Road. Highways related documents submitted with this application are as follows:

- *Transport Assessment ref: 9231/001/01 dated December 2016;*
- *Travel Plan ref: 9231-002-03 dated April 2017;*

- *Additional information letter dated 15th March 2017.*

The BPS will have a Gross Internal Area of approximately 3,350m² and will eventually accommodate up to 630 pupils. Teaching and support staff is to total 59 on full occupation predicted to be in 2022.

The application also features additional elements including a new drop-off / pick-up area providing circa. 86 spaces, new and / or enhanced pedestrian access points from surrounding residential streets, an improved site access and junction with Dryclough Road and enhances walking routes on Dryclough Road in the immediate vicinity of the site access.

Existing Conditions:

The existing Moor End Academy has approximately 1000 students. There is a single vehicular access off Dryclough Road providing access to a 110 space car park for staff use. There is also a pre-school nursery on-site. The car park is fully utilised on a typical day. Servicing of the site is also through this access and generates approximately 10 deliveries per day with refuse collections typically twice per week. The applicant has undertaken surveys of vehicular and pedestrian movements along Dryclough Road and on-street parking within a 500m radius of the main site access junction to ensure that the current baseline conditions are understood.

Traffic volume, pattern and timing of traffic associated with the operation of the Moor End Academy are not expected to change. This is characterised by staff arrivals spread over a period well before the school start time and well after the school finish time. A total of 88 two-way vehicles were counted entering / exiting the school in September 2015. The propensity for students to walk to school from the local catchment area is high and drop off activity along Dryclough Road is limited. Surveys show that the level of on-street parking associated with drop-off reached 32 vehicles in the AM period and 41 vehicles in the afternoon pick-up period.

Proposed Vehicular Access Arrangements:

The existing access is proposed to be widened to 6.0 metres and new kerb radii of 15 metres provided to accommodate the intensified use of this access. It is also proposed to increase the 'School – Keep Clear' yellow line markings to maintain the required sight lines of 2.4 x 43 metres.

Proposed Traffic Flows:

It is noted that there is a greater degree of drop-off / pick-up associated with a primary school due to the age of the children. The new BPS will share the same catchment area as Oakes Primary School and Dryclough Infants School and therefore these existing schools provide good models for estimating the mode of arrival that can be expected at BPS. This suggests that 48% of pupils will walk, 45% will arrive by car and 6% will arrive by bus. Translating this into car numbers, after allowing for siblings at two per car, equates to an estimate of 171 car trips generated upon full school roll.

The take up of school places will be on a year by year basis as follows:

- *September 2017 – approximately 180 pupils;*
- *September 2018 – approximately 270 pupils;*

- September 2019 – approximately 360 pupils;
- September 2020 – approximately 450 pupils;
- September 2021 – approximately 530 pupils;
- September 2022 – approximately 630 pupils.

The catchment area has been divided up into four distinct areas which, if equally split, will be the origin of 42 vehicles each. These areas exhibit a variety of routes available to access the school and therefore the impact of the extra traffic at key junctions is expected to be minimal. The use of breakfast and after school clubs on the site will further reduce the impact at the peak times.

Accidents and Safety:

An analysis of the most recent five year accident statistics have been presented by the applicant. These show a low level pattern of accidents, particularly at the main junctions along Dryclough Road. Some accidents have occurred involving children stepping out into the road but none have occurred in the vicinity of the proposed site access. It is expected that the primary school children will be accompanied to the school and therefore risks of accidents will be minimised.

Proposed Parking Arrangements:

A new car park is to be formed on the north side of the access road. This is to act as a direct replacement for the existing 110 space car park for Moor End Academy staff use. The vacated space will then be used to provide a new drop-off / pick-up area and car park for the new primary school accommodating 86 spaces. The worst case scenario is that all vehicles arrive at the same time which equates to 171 cars which would mean that 85 cars would have to park on-street outside the school premises. The applicant has demonstrated that this level of parking can be accommodated on-street within a 500 metre radius of the school entrance. However, for the reasons explained above, the rate of arrival and pick-up is expected to be spread over a longer period and it is expected that most of the drop-off / pick-up will be achieved within the school premises.

Pedestrian Access Routes:

The pedestrian access routes adjacent to the main site access provide segregated access. These main pedestrian access routes are supplemented by proposals for enhances or new access from Woodside Road, Gilbert Grove, Waterwheel Rise and Dryclough Road.

Servicing Proposals:

Servicing activity associated with the new primary school is expected to be minimal and coordination with the servicing of the existing Moor End Academy will minimise servicing trips. A management plan is to be prepared that will control when servicing can take place to maintain public and pupil safety.

On-Site Issues:

Swept path analysis has been presented by the applicant to demonstrate how coach access and refuse vehicles can be accommodated within the site. The layout of the site is such that the swept paths for these vehicles does relay on overrunning some of the parking spaces. This is acceptable providing that management of parking is provided.

Use of Sports Facilities out of School Hours:

If the school sports facilities were used out of school hours, the traffic generation expected with this type of use would be relatively low. By definition, the use of the facilities has a limit in terms of participants. Given that the generation would be in the evenings or at weekends, Highways have no concerns about congestion on the highway network. Also, there is a large supply of parking proposed within the school grounds and therefore all will be able to be accommodated within the school grounds.

Travel Planning:

A travel plan has been submitted with the application which provides the necessary commitment to promoting sustainable travel characteristics. The travel plan covers the whole site (BPS and Moor End Academy) and therefore is able to influence travel behaviours associated with the current use of the site as well as the proposed use of the site.

The travel plan aims and objectives are to minimise staff and pupil single occupancy vehicle trips and to encourage travel by sustainable modes. The travel plan seeks to establish a culture of sustainable travel at the site from the outset by the implementation of the following initial measures:

- Appointment of a site wise Travel Plan Coordinator;*
- Adoption of a School Charter dedicated to promoting sustainable travel measures;*
- Provision of travel packs to all staff and pupils;*
- Incorporating sustainable travel planning into the school web site;*
- Establishing a local liaison group to provide an opportunity for the local community to comment;*
- Incorporate sustainable transport topics into lesson plans;*
- Using school marshals to supervise and monitor access, parking, drop-off / pick-up and pedestrian access points.*

Sustainable travel modes appropriate to the site use cover walking, cycling, bus and rail, motor cycling and mopeds, car sharing and car clubs. Walking offers the greatest potential to replace short car trips and a variety of measures will be pursued to promote walking including the provision of information on routes, increasing accessibility by providing a number of pedestrian access points from the catchment area, organising and participating in special walk to school promotions and exploring the subject of sustainable transport and the issues surrounding this in lessons.

Cycling is particularly relevant to staff and Moor End Academy pupils and this will be encouraged through the provision of information on routes, the provision of facilities on site for secure storage of bikes and equipment, staff shower and changing facilities, organising and participating in special scoot / cycle to school promotions and exploring the subject of sustainable transport and the issues surrounding this in lessons. The purchasing of cycles by staff through government schemes will also be promoted. Dryclough Road, Walpole Road, Balmoral Avenue and Beaumont Park Road all accommodate bus services which

are within walking distance of the school. These services will be promoted with up to date timetables being readily available for staff and pupils. A single year Metro Travel Card will be made available to staff to encourage the use of this sustainable mode.

The use of motor cycles and mopeds is relevant to staff and this will be encouraged through the provision of facilities on site for secure parking of motor cycles and storage of equipment, staff shower and changing facilities. Car sharing for both staff and pupils offers potential and the Travel Plan Coordinator will promote car sharing including the setting up of a car share database which will pair willing participants, organising and participating in special car share promotions and exploring the subject of sustainable transport and the issues surrounding this in lessons.

A timetable for the establishment and ongoing implementation and monitoring of the travel plan has been provided which includes an annual survey of travel modes, the preparation of an annual report and presentation to Kirklees Council of the findings and the setting of an annual action plan to ensure that targets are met. Actions and timescales are set out in the table below:

<i>Action</i>	<i>Timescale</i>	<i>Who is responsible</i>
<i>Appoint a Travel Plan Coordinator</i>	<i>Prior to the opening of the permanent school</i>	<i>The School</i>
<i>Produce Travel Information Pack</i>	<i>Prior to the opening of the permanent school</i>	<i>Travel Plan Coordinator</i>
<i>Travel Plan Information</i>	<i>Included within enrolment and included on the school's website. Regular newsletter to staff, parents and pupils providing updates</i>	<i>Travel Plan Coordinator / The School</i>
<i>Set up Liaison Group with local stakeholders and the Council</i>	<i>Prior to the opening of the permanent school</i>	<i>Travel Plan Coordinator / The School</i>
<i>Issue School Travel Charter to parents and discuss topic at parents meetings. Advise local residents through the Liaison Group process</i>	<i>Prior to the permanent school beginning each academic year</i>	<i>Travel Plan Coordinator / The School</i>
<i>Set up School Marshals and procedures for vehicular and pedestrian access to the school site</i>	<i>Prior to the opening of the permanent school and annually reviewed</i>	<i>Travel Plan Coordinator / The School</i>
<i>Undertake baseline travel questionnaire surveys (staff / pupils)</i>	<i>Surveys within 3 months once the temporary school accommodation is operational and first year class in place (already completed)</i>	<i>Travel Plan Coordinator</i>
<i>Annual staff questionnaire</i>	<i>Annually</i>	<i>Travel Plan</i>

		<i>Coordinator</i>
<i>Supply results of questionnaire to LPA and advise local residents through the Liaison Group process</i>	<i>Within 2/4 months of undertaking the hands-up and questionnaire surveys</i>	<i>Travel Plan Coordinator</i>
<i>Review compliance with targets, and take appropriate action with respect to Travel Plan measures</i>	<i>After surveys and annually</i>	<i>Travel Plan Coordinator / Local Authority</i>
<i>Include travel matters in parents' evenings and include travel information on school web site</i>	<i>Prior to the opening of the school and annually thereafter</i>	<i>Travel Plan Coordinator / The School</i>
<i>Set up travel notice board and provide information on public transport, walking and cycling etc. Investigate Metro card provision for new school staff</i>	<i>Prior to the opening of the school</i>	<i>Travel Plan Coordinator / The School</i>
<i>Take part in walk to school week and run other school walking/scoot/cycling events</i>	<i>Annually and walking events throughout year</i>	<i>Travel Plan Coordinator</i>
<i>Take part in national Cycle to work week (staff)</i>	<i>Annually</i>	<i>Travel Plan Coordinator / The School</i>
<i>Identify sources of cycle training for pupils and staff and set up events. Investigate Bike Maintenance events and cycle purchase for staff</i>	<i>Annually</i>	<i>Travel Plan Coordinator</i>
<i>Set up walking and cycle buddy schemes for pupils / staff</i>	<i>Annually</i>	<i>Travel Plan Coordinator</i>
<i>Seek information on road safety training for pupils and set up events</i>	<i>Annually</i>	<i>Travel Plan Coordinator</i>
<i>Encourage staff and visitors to cycle to school</i>	<i>Throughout year</i>	<i>Travel Plan Coordinator</i>
<i>Encourage car sharing and assist in identifying staff car share partners</i>	<i>Throughout year</i>	<i>Travel Plan Coordinator</i>
<i>Encourage car sharing for pupils and assist in identifying car share opportunities for parents</i>	<i>Throughout year</i>	<i>Travel Plan Coordinator</i>
<i>Investigate and promote scoot to school initiative</i>	<i>After travel surveys</i>	<i>Travel Plan Coordinator / The School</i>

<i>Engage with the adjacent Oaks Primary School and local residents through the Liaison Group process</i>	<i>Throughout the year at times to be agreed with the Liaison Group</i>	<i>Travel Plan Coordinator / the Liaison Group</i>
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As an initial target, the travel plan will aim to reduce BPS and Moor End Academy single occupancy staff vehicle trips by 10% and pupil vehicle trips by 10% over a five year period.

Where the targets are not being met, the Academy Trust will take action to encourage further mode shift through promotion, incentives and fiscal measures.

The likely transport impacts of the proposal to establish Beaumont Primary School within the site of Moor End Academy have been investigated. The measures proposed including staggered start and finish times, before and after school clubs, provision and management of a drop-off / pick-up facility, the improvement to the site access junction and road and the establishment / enhancement of pedestrian access points all contribute to minimising as far as possible the impacts of the development. On this basis, Kirklees Highways consider the proposals acceptable, subject to suitable conditions.

- 11.22 The proposal is considered to be acceptable and the potential impacts of the scheme have been mitigated so that the benefits of the development outweigh potential adverse impacts upon users of the highway.

Drainage issues

- 11.23 The site is located within Flood Zone 1 of the Environment Agency Online Flood Map. The proposed new building is identified as a 'Non-residential use and is a educational establishment. The development is therefore classified as a 'More Vulnerable' type of development which is considered to be a appropriate form of development within Flood Zone 1 and 2. The requirements of the Sequential Test are satisfied. An Exception Test is not required.

- 11.24 The risk of flooding from groundwater or public sewers is low and there are no reservoirs, canals or other artificial sources identified close to the development site that may cause flooding. A drainage strategy document has been provided detailing the proposed method of surface water disposal which incorporates Sustainable Drainage System (SuDs) solutions and includes an additional 30% allowance for anticipated future climate change. The councils drainage department were consulted and they raise no objections subject to conditions regarding soakaways and drainage and advise that further testing is required at detailed design stage to determine whether to use infiltration or not.

Representations

- 11.25 The responses below address the representations not covered within the main body of this report.

- 11.26 Dryclough road is now a no go zone at the start and end of the school day. Traffic at this time is erratic and congested and drives regularly blocked. Car engines left idling while parents waiting for pupils causing pollution

Response

The mitigation measures proposed to reduce congestion at peak times include staggered start and finish times, before and after school clubs, provision and management of a drop-off / pick-up facility. Highways have not objected on grounds of congestion.

- 11.27 The roads are not set up in such a way that lends itself to the amount of schools already in the area and certainly not more.

Response

The new BPS will share the same catchment area as Oakes Primary School and Dryclough Infants School and therefore these existing schools provide good models for estimating the mode of arrival that can be expected at BPS. This suggests that 48% of pupils will walk, 45% will arrive by car and 6% will arrive by bus.

- 11.28 An increase of noise levels from extra cars, buses, children and parents travelling to and from the school. Loss of amenity for residents as to be able to go about our daily business.

Response

The level of noise attributed to the development is likely to peak at key times corresponding with the start and leaving times of the schools. The levels are not considered likely to have such a significant impact on residential amenity at these times that would justify a refusal of planning permission.

- 11.29 The community will lose urban green space by building on the playing fields, Loss of visual amenity and access to playing fields

Response

The proposed erection of a new primary school building within this existing school site is considered to be necessary for the continuation and enhancement of the established educational use, for it to continue to serve the needs of Kirklees residents. The principle of erecting a new Primary School building is considered to be acceptable and in accordance with policy D3 of the UDP. A significant amount of playing field will still be available even with the new school.

- 11.30 Do the statistics warrant a school of this size being sited here that does not seem to have the catchment area to justify it?

Response

One of the areas where there is a need for school places is in the Huddersfield South West area. Over the academic years 2014/15 to 2016/17 between 840 and 1260 places are required. Existing primary schools are overstretched already and often it is not feasible to extend these further. This

has led to the consideration by Kirklees Council to build a new primary school provision in conjunction with the existing High School at Moor End Academy.

- 11.31 The area local to Crosland moor, Beaumont Park has not had a significant increase in housing building to warrant the new school.

Response

The justification for the new primary school in terms of demand for school places is included within the Design & Access Statement and is referred to in the main body of this report.

- 11.32 The school has spoken about its reach out to the community and its overwhelming support. Our property is adjacent to the main pedestrian entrance to the school and we were not once notified, spoken to, or consulted in any way or form about their plans.

Response

The applicants submitted a statement of community involvement which states that approximately 1,200 leaflets were distributed including hand delivered leaflet drops to local residents, including all neighbouring streets to the site i.e. Dryclough Road, Woodside Road, Walpole Road and Moor End Road. Leaflets were also provided to local schools including Moor End Academy and Existing Beaumont Primary Academy so that pupils could take them home to parents. Whilst community engagement has clearly been undertaken prior to the application being submitted it will not reach all the local residents within the locality.

- 11.33 We already have to vacate our garden when people are playing ball due to the language and people climbing over the fences. So would we have this to look forward to.

Response

The potential harm to existing levels of residential amenity for occupants of residential properties has been considered by the council's Environmental Services department who have advised that subject to conditions they have no objections to the scheme.

- 11.34 The floodlights shining towards our house in the evenings.

Response

The Environmental services department have assessed the details of the proposed floodlights around the 3G sports pitch and recommend a condition controlling times of operation of the floodlights so to protect residential amenity.

- 11.35 The Planning Statement states that there is an Ecological Report submitted with the application however this is not to be found on the Kirklees Planning website for 2017/90155.

Response

The planning statement incorrectly stated an ecological statement was submitted with the application. Whilst an ecological report was not required for the submission the applicants did submit one further into the process.

Planning obligations

11.36 No contributions are triggered as a result of this development.

Other Matters

11.37 Community Consultation:

11.38 Details of the community consultation exercises by the applicants are included within the Statement of Community Involvement document dated January 2017 that was submitted with the application. The public exhibition was held on 13 October 2016 at Moor End Academy. Approximately 1,200 leaflets were distributed including hand delivered leaflet drops to local residents, including all neighbouring streets to the site i.e. Dryclough Road, Woodside Road, Walpole Road and Moor End Road. Leaflets were also provided to local schools including Moor End Academy and Existing Beaumont Primary Academy so that pupils could take them home to parents.

11.39 Local Councillors were invited to the public exhibition and have been made aware of the proposals. Banners and boards presented the proposals, and the project team were on hand to answer questions.

11.40 Attendees at the public exhibition were invited to complete a questionnaire and return when leaving the event. 40 questionnaires were returned. The following questions were asked as part of the consultation:

- 1) Do you support the proposed new school on this site?
- 2) What do you like or dislike about the proposed development?
- 3) What do you think could be improved?

11.41 16 attendees confirmed their support for the proposed new school (40%), 14 attendees said they do not support the redevelopment of the site (35%), three did not know (7%), and 7 respondents did not answer the question (18%). Questions 2 and 3 raised the following issues relating to the proposed development:

- Increase in traffic, concerns of excessive parking
- Location of proposed school
- Design of the school
- The impact of the proposed school on the amenity

11.42 Positive comments were made including:

- Support for the development
- Good design
- Acknowledgement of need for a new school
- Creation of jobs

12.0 CONCLUSION

- 12.1 the NPPF states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. The proposed erection of a new primary school building within this existing school site is considered to be necessary for the continuation and enhancement of the established educational use, for it to continue to serve the needs of Kirklees residents. The principle of erecting a school on sites allocated as Urban Green Space has been established by previous permissions and by the provision of community benefits associated with the provision of a school facility.
- 12.2 Consideration has been given to the objections raised particularly on the grounds of adverse impacts upon residential amenity and highway safety through increased levels of congestion and lack of parking provision. The existing highway network is adequate for the increase in traffic associated with the development. Measures are proposed to minimise the potential impacts upon users of the highways surrounding the site and occupiers of residential properties within the vicinity of the proposed development. The location of a primary school on an existing school site is considered to be a more appropriate location with existing sports pitches than a new site with no existing infrastructure.
- 12.3 The proposal is considered to be acceptable subject to the imposition of the conditions below.

12.3 **CONDITIONS (Summary list. Full wording of conditions including any amendments/additions to be delegated to the Head of Development Management)**

1. 3 year Time Limit
2. Development in accordance with approved plans
3. Highways requirements
4. Sport England requirements 2 x conditions
5. Environmental Services
6. Yorkshire Water
7. KC Drainage requirements
8. Tree Planting scheme
9. Use of 3G Pitch
10. Hours of construction
11. Implementation of Acoustic Barrier
10. Hours of Use of floodlights
11. Contaminated Land requirements
12. Removal of existing modular classrooms
13. Secure By Design

Background Papers:

Application and history files.

<http://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2017%2f90155>

Certificate of Ownership – Certificate B and Notice served

Appendix below regarding noise

