

## COMMITTEE REPORT

**Committee:** East Area  
**Date:** 21 August 2008  
**Ward:** Hull Road  
**Parish:** Hull Road Planning Panel

**Reference:** 08/01266/FULM  
**Application at:** Archbishop Holgates School Hull Road York YO10 5ZA  
**For:** Erection of 1 no two storey learning centre with associated access, landscaping, parking and cycle storage following demolition of existing cycle storage (resubmission)  
**By:** Archbishop Holgates School  
**Application Type:** Major Full Application (13 weeks)  
**Target Date:** 29 August 2008

### 1.0 PROPOSAL

1.1 This is a full planning application for the erection of an extension to Archbishop Holgate's school to provide accommodation for post 16 education.

1.2 In December 2006 Archbishop Holgate's school was advised that it had been redesignated as a high performing specialist science college with a second vocational specialist status thus creating an opportunity to apply for the provision of post 16 education.

1.3 A feasibility study undertaken at Archbishop Holgate's school concluded that through the development of a new purpose built applied learning centre Archbishop Holgate's school could promote partnership working to the delivery of the 16 - 19 agenda in a way that meets the needs of learners and offers focused educational provision addressing demand from some of the key economic drivers within the city.

1.4 Archbishop Holgate's school is located on Hull Road approximately 1.5 miles to the east of York city centre. It is a voluntary aided mixed gender secondary school with science college status, and designated as a high performing school with applied learning status. It currently serves approximately 850 students in the 11 - 16 age group, mainly within the south and east areas of York.

1.5 The 8.5Ha site is located directly adjacent to Hull Road to the south. The surrounding development is primarily low rise residential, the Black Bull Hotel, and low rise motel, on the western perimeter.

1.6 The school site is a single, two and three storey mixed development, based on an original school development in 1963. This was significantly enlarged in the 1970's with successive further developments to date. The main buildings are located towards the northern part of the site. The southern part of the site comprises the school grounds, mainly playing fields. The main entrance and exit point for both vehicular and pedestrian traffic is located on Yarburgh Way on the north eastern side of the site.

1.7 The proposal is to construct a two storey building to accommodate approximately 1730 square metres of floor space. The overall size of the building is 46 metres by 19 metres with a maximum height of 9.75 metres. The building is to be sited directly adjacent to the east wing of the building on an existing hard standing which is currently used as the car park and will provide accommodation for 160 pupils and 10 staff. The proposal includes 30 parking spaces( including 2 disabled spaces) , 58 cycle parking spaces and motorcycle parking adjacent to the new applied learning centre. The main car parking that is currently located on the site of the new building is to be relocated to the front of the school building. This area provides 85 car parking spaces ( Including 5 disabled spaces) and 300 covered cycle parking spaces. It is also proposed to widen a portion of the internal access road to 5.5 metres to provide a passing place for vehicles entering and leaving the site. Vehicular entrance enhancements proposed on the original scheme have been deleted from this application.

1.8 The application is supported by a design and access statement which incorporates sustainability measures.

## **2.0 POLICY CONTEXT**

2.1 Development Plan Allocation:

City Boundary York City Boundary 0001

DC Area Teams East Area (1) 0003

Schools Badger Hill Primary 0184

Schools Archbishop Holgate's CE 0243

2.2 Policies:

## **3.0 CONSULTATIONS**

Internal

Highways Network Management

3.1 The previous application included proposed works to the entrance that were not favoured by highways as they were considered to disadvantage pedestrian movements at and around the main entrance. If amendments to the entrance are still envisaged then details must be submitted for consideration.

3.2 It is also noted that motorcycle and extensive cycle parking/storage areas are to be provided but no details are shown. It is considered that this could be covered by condition.

3.3 It is also noted that a large area of car parking is to be formed with "Grasscrete". This area would be over 200m from the public highway and consequently it is not considered that there would be any significant "carry over" of loose material onto the public highway. Its construction and use is therefore not objected to subject to standard conditions being applied.

3.4 Notwithstanding the above comments Highways Network Management do not object to the application subject to conditions that ensure the appropriate execution of the scheme, the submission of a travel plan and a condition requiring the submission of details of the covered cycle and motor bike parking.

#### Environmental Protection

3.5 The Environmental Protection Unit have no objections to the application however it is recommended that a condition is attached to ensure any plant / machinery installed as a result of this application does not affect the amenity of local residents through noise. A demolition and construction informative is also suggested.

#### Structures and Drainage

3.6 No objections to the proposal provided the maximum discharge rate does not exceed 5 litres per second.

#### Landscape Architect

3.7 The Landscape Architect does not object to the principle of the development however there are two trees that will be lost by the positioning of the car park which it is considered should be retained. It is requested that the cycle parking is amended to allow the trees to be kept. A landscaping condition and tree protection condition are also proposed.

#### External

##### Hull Road Planning Panel

3.8 Hull Road Planning panel support this application

##### Sport England

3.9 Sport England objected to the last application for the extension of the school because the proposed location of the car parking would result in the loss of a playing pitch and athletics provision. The resubmission now proposes to place the car parking adjacent to the existing rugby pitch on an area of land that is currently sloping and would not be capable of forming a pitch. Therefore, as the development will not impact on any of the existing pitches or safety margins, sport England is satisfied that the development is acceptable when assessed against their policies.

#### Publicity

3.10 The application was advertised by means of a site notice posted on the 10th June 2008 and via a press advert dated the 11th June 2008. Properties surrounding the site were also consulted on the application on the 3rd June 2008.

## 4.0 APPRAISAL

### 4.1 Key Issues

- Policy background
- Design and landscape considerations
- Traffic, highways and access issues
- Playing field provision
- Drainage
- Sustainability
- Impact on Residential amenity

### Policy Background

4.2 The application relates to the erection of an extension to an existing school to provide facilities for 16 to 18 year olds. The site is identified as an educational establishment in the Draft Local Plan.

4.3 The regional spatial strategy adopted May 2008 says little about education, however policy E1 makes reference to the need to support higher and further education to ensure a knowledge driven economy. Paragraph 11.3 says that there needs to be an ongoing focus on education skills, training and training entrepreneurships.

4.4 The draft local plan sets out educational objectives, one of which is to foster a culture of education, life-long learning and to widen access to education. Policy ED1 in relation to Primary and secondary education says that new secondary education facilities will be granted provided that it would meet a recognised need, the development is of a scale and design appropriate to the character and appearance of the locality and an area of open space and playing fields, sufficient to meet the needs of pupils is incorporated in the development and where a development is capable of a joint or dual use for community benefit, this has been incorporated into the design. Policy ED11 says the loss of playing fields associated with educational establishments will not be permitted unless exceptional circumstances are proven to exist.

4.5 Other relevant local plan policies include GP1 (Design), which states that development proposals will be expected (inter alia) to respect or enhance the local environment, be of a density, layout, scale, mass and design that is compatible with neighbouring buildings, spaces and the character of the area, using appropriate building materials, and avoiding the loss of open spaces, important gaps within development, vegetation, water features and other features that contribute to the quality of the local environment. Policy GP4a requires new development to have regard to the principles of sustainable development as set out in the policy and expanded upon within the Interim Planning Statement on sustainable design and construction.

4.6 Policy GP7 says that the development of land designated as open space will only be permitted where there will be no detrimental effect on local amenity or nature conservation and compensatory provision of an equivalent size and standard is provided. Policy GP9 states that where appropriate, development proposals will be required to incorporate a suitable landscaping scheme, which must be planned as an

integral part of the proposals, include an appropriate range of indigenous species, reflect the character of the locality and surrounding development and form a long term edge to developments adjoining or in open countryside.

#### Design and Landscape Considerations

4.7 It is proposed to site the building on the existing car park located adjacent to the east wing of the existing building. The land beyond the car park area drops away to the playing fields. The playing fields separating the site from surrounding residential properties. The design of the building is similar in scale to the rest of the school and has been designed to be consistent with the external form of existing buildings. As the extension will be sited immediately adjacent to the existing school buildings, with consistent visual form and scale, it is anticipated that its presence will not affect the visual amenity of the area.

4.8 In terms of landscape the proposal intends keeping all the existing landscaping around the area of the site where the extension is to be built. This area would also benefit from additional planting, particularly to soften the development when viewed from the residential properties to the rear. The submission of a landscaping scheme will be conditioned. In relation to the proposed car park; there are four trees that will be affected by the new car park and cycle parking position. The Landscape Architect is concerned about the loss of two of the trees a lime and a maple which are good specimens and has asked for the layout to be amended to ensure that these trees can be retained. An amended plan is expected to deal with the Landscape Architects concern, the details of the amendment will be reported direct to committee. In all other respects the position of the new parking arrangements is considered to be acceptable; it is well related to the buildings reception area and provides the site with a better overall layout. Additional landscaping through a landscaping scheme will help assimilate the car park in to the site and provide 'softening' to the gabion wall needed to retain soil where levels change between the playing field and car parking area.

#### Traffic, highways and access issues

4.9 The proposal includes 30 parking spaces (including 2 disabled spaces) , 58 cycle parking spaces and motorcycle parking adjacent to the new applied learning centre. The main car parking that is currently located on the site of the new building is to be relocated to the front of the school building. This area provides 85 car parking spaces (Including 5 disabled spaces) and 300 covered cycle parking spaces. It is also proposed to widen a portion of the internal access road to 5.5 metres to provide a passing place for vehicles entering and leaving the site. Vehicular entrance enhancements proposed on the original scheme have been deleted from this application.

4.10 Highways Network Management raise no objections to the proposals subject to conditions which ensure the proper implementation of the scheme and the submission of a travel plan. The parking provision is well related to the entrances to the building and is considered to provide an overall better arrangement that exists at the site.

## Playing Field Provision

4.11 Sport England have considered this application in the context of their policy which opposes any grant of planning permission for any development which would lead to the loss of or prejudice the use of any part of a playing field. The previous application for the proposal was objected to because the car park was sited so that a significant amount of playing field would be lost. Sport England have concluded that the proposed development affects only land incapable of forming, or forming part of, a playing pitch and does not result in the loss of or inability to make use of any playing pitch, a reduction in size of the playing area of any playing pitch or the loss of any sporting/ ancillary facilities on site and are therefore not objecting to the application.

## Drainage

4.12 The site is located within flood zone 1. Structures and Drainage have confirmed that details submitted to deal with surface water run off are acceptable. A condition is proposed to ensure that the maximum discharge rate proposed is achieved and maintained on site. The Environment Agency has been consulted on the application because the application site exceeds 1 Ha. Any comments received will be reported direct to committee.

## Sustainability

4.13 The design and access statement sets out the sustainability measures that will be undertaken to achieve a BREEAM assessment very good. Measures include a Building Energy Management System which provides time and temperature control functions for heating, domestic hot water and mechanical ventilation systems, rainwater harvesting and ground source heating. A condition is proposed to ensure a BREEAM very good is achieved. The measures proposed within the development are considered to be in accordance with GP4a and the interim planning statement relating to sustainable development.

## Impact on Residential Amenity

4.14 The siting of the proposed extension is set well away from residential properties and whilst these properties will be aware of the change in the appearance of the school as a result of the building there will be no detrimental impact on the residential amenity of properties as a result of the extension.

4.15 The new car parking area on the west of the site will increase vehicle, cycle and pedestrian movements adjacent to the sites boundary with the public house . However the boundary between the sites is well established and positioning of the cycle and car parking in its proposed location will not in Officer view detract from the operation of the public house. Properties on Sails drive to the rear of the public house will not be affected by the development.

## 5.0 CONCLUSION

5.1 Archbishop Holgate's School has been identified as a high performing school and a feasibility study for the school has concluded that through the erection of a new purpose built applied learning centre the school could promote partnership working to deliver 16-19 year old education. In terms of its design and siting and highways, traffic and access issues the proposal is considered to be acceptable and in accordance within policy ED1 and GP1 of the Draft Local Plan.

5.2 The proposal will not result in the loss of playing field facilities and therefore accords with the requirements of ED11 and will provide sustainability measures in accordance with policy GP4a and the Interim Planning Statement on Sustainable development.

5.3 Whilst the development will be visible to surrounding properties, it is sited sufficient distance from the boundaries of the site not to cause disturbance or be in any way visually dominant and therefore complies with the requirements of GP1 in so far as it relates to residential amenity.

## 6.0 RECOMMENDATION: Approve

- 1 TIME2 Development start within three years
- 2 The development hereby permitted shall be carried out only in accordance with the following plans and other submitted details:-

071368 103E  
071368 104E  
071368 106E  
071368 135A  
28298/207  
28298/202A  
28298/200A  
28298/103  
28298/100A  
28298/101  
28298/102  
28298/01  
28298/02  
28298/03  
28298/04  
28298/05  
28298/06  
28298/07

Design and Access statement incorporating sustainability details received 27th May 2008

or any plans or details subsequently agreed in writing by the Local Planning Authority as an amendment to the approved plans.

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

3 No development shall take place until there has been submitted and approved in writing by the Local Planning Authority a detailed landscaping scheme which shall illustrate the number, species, height and position of trees and shrubs . This scheme shall be implemented within a period of six months of the completion of the development. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless alternatives are agreed in writing by the Local Planning Authority.

Reason: So that the Local Planning Authority may be satisfied with the variety, suitability and disposition of species within the site.

4 Before the commencement of development including excavations, site clearance, building operations, or the importing of materials, a method statement regarding protection measures for the existing trees to be retained shall be submitted to and approved in writing by the Local Planning Authority. This statement shall include details and locations of protective fencing to be shown on a plan; site access during demolition/construction; arrangements for loading/off-loading; parking arrangements for site vehicles; locations for storage of materials; location of site compound.

The protective fencing line shall be adhered to at all times during development to create exclusion zones. None of the following activities shall take place within the exclusion zones: excavation, raising of levels, storage of any materials or top soil, lighting of fires, parking or manoeuvring of vehicles. Within the exclusion zones there shall be no site huts, no mixing of cement, no disposing of washings, no stored fuel, no new service runs or drains et al.

Reason: To ensure protection of existing trees before, during and after development which are covered by a Tree Preservation Order and/or make a significant contribution to the amenity of the area and/or development.

5 HWAY10 Vehicular areas surfaced, details reqd

6 HWAY18 Cycle parking details to be agreed

7 HWAY19 Car and cycle parking laid out

8 The development hereby permitted shall not come into use until secure and covered motorcycle parking facilities have been provided in accordance with details that have been submitted to and approved in writing by the LPA. Thereafter the parking facilities shall be retained free of all obstructions that would prevent their



intended purpose.

Reason - To promote alternative means of commuting to the private car thereby reducing congestion on the adjacent roads

9 Prior to the commencement of the development hereby permitted an amended School Travel Plan for Archbishop Holgates School incorporating the proposed learning centre or solely for the proposed learning centre, as deemed appropriate, shall be submitted to and agreed in writing by the LPA and thereafter such measures as may be contained therein shall be adhered to.

Reason: To ensure the development complies with advice contained in PPG 13-Transport, and in Policy T20 of the City of York deposit Draft Local Plan, and to ensure that adequate provision is made for the movement of vehicles, pedestrians, cycles and other modes of transport to and from the site, together with provision of parking on site for these users

10 Details of all machinery, plant and equipment to be installed in or located on the use hereby permitted, which is audible outside of the site boundary when in use, shall be submitted to the local planning authority for approval. These details shall include maximum sound levels ( $L_{Amax}(f)$ ) and average sound levels ( $L_{Aeq}$ ), octave band noise levels and any proposed noise mitigation measures. All such approved machinery, plant and equipment shall not be used on the site except in accordance with the prior written approval of the local planning authority. The machinery, plant or equipment and any approved noise mitigation measures shall be fully implemented and operational before the proposed use first opens and shall be appropriately maintained thereafter.

Reason: To protect the amenity of local residents.

11 The developer shall aim to achieve a BREEAM "very good" or "excellent" assessment standard for the development. Unless otherwise agreed in writing by the Council within 1 month of the date of the commencement of construction of the development the developer shall submit in writing for the approval of the Local Planning Authority a BREEAM design assessment demonstrating the progress of the BREEAM assessment, the percentage score expected to be achieved and which standard this relates to. Where this does not meet at least a 'very good' standard then the developer must demonstrate what changes will be made to the development to achieve at least 'very good' standard.

Reason. To ensure that the development is sustainable and accords with Policy GP4A of the draft City of York Local Plan.

12 VISQ8 Samples of exterior materials to be app

13 The maximum rate of discharge from the proposed development must be no greater than 5 l/s.

Reason: To prevent the increased risk of flooding.

## **7.0 INFORMATIVES: Notes to Applicant**

### **1. REASON FOR APPROVAL**

In the opinion of the Local Planning Authority the proposal, subject to the conditions listed above, would not cause undue harm to interests of acknowledged importance, with particular reference to:-

- Design and landscape considerations
- Traffic, highways and access issues
- Playing field provision
- Drainage
- Sustainability
- Impact on Residential Amenity

As such the proposal complies with Policies ED1, ED11, GP1, GP4a, and GP9 of the City of York Local Plan Deposit Draft.

### **2. Contaminated Land**

If, as part of the proposed development, the applicant encounters any suspect contaminated materials in the ground, the Contaminated Land Officer at the council's Environmental Protection Unit should be contacted immediately. In such cases, the applicant will be required to design and implement a remediation scheme to the satisfaction of the Local Planning Authority. Should City of York Council become aware at a later date of suspect contaminated materials which have not been reported as described above, the council may consider taking action under Part IIA of the Environmental Protection Act 1990.

### **3. CONTAMINATION**

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### **4. Construction Informative**

The developer's attention should also be drawn to the various requirements for the control of noise on construction sites laid down in the Control of Pollution Act 1974. In order to ensure that residents are not adversely affected by air pollution and noise, the following guidance should be attached to any planning approval, failure to do so could result in formal action being taken under the Control of Pollution Act 1974:

1. All demolition and construction works and ancillary operations, including deliveries to and despatch from the site shall be confined to the following hours:

Monday to Friday	08.00 to 18.00
Saturday	09.00 to 13.00

Not at all on Sundays and Bank Holidays.

2. The work shall be carried out in such a manner so as to comply with the general recommendations of British Standards BS 5228: Part 1: 1997, a code of practice for "Noise and Vibration Control on Construction and Open Sites" and in particular Section 10 of Part 1 of the code entitled "Control of noise and vibration".

3. All plant and machinery to be operated, sited and maintained in order to minimise disturbance. All items of machinery powered by internal combustion engines must be properly silenced and/or fitted with effective and well-maintained mufflers in accordance with manufacturers instructions.

4. The best practicable means, as defined by Section 72 of the Control of Pollution Act 1974, shall be employed at all times, in order to minimise noise emissions.

5. All reasonable measures shall be employed in order to control and minimise dust emissions, including sheeting of vehicles and use of water for dust suppression.

6. There shall be no bonfires on the site.

5. Controls on construction site

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