

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS



Proposed School Extension, King James' School, Almondbury

Transport Statement

February 2019

PROPOSED SCHOOL EXTENSION
KING JAMES' SCHOOL
ALMONDBURY
HUDDERSFIELD

KING JAMES' SCHOOL

TRANSPORT STATEMENT

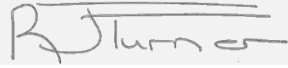
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1.0 INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Bryan G Hall (BGH) to accompany a full planning application by Farrar Bamforth Associates on behalf of King James' School, for an extension to the existing school located off St Helen's Gate, Almondbury. A plan showing the site location relative to the surrounding highway network is attached at **Appendix BGH1**.

1.2 The proposed development includes an additional floor to a teaching block of the school to provide ten new classrooms. Four of the new classrooms will be replacements for existing classrooms situated in temporary buildings to the west of the site (which will be removed post construction of the school extension) and one will be a replacement IT suite lost as a result of the proposed development, therefore providing an additional five classrooms in total. The additional classrooms will be able to accommodate an increase of 150 students at the school. The proposed site layout plans can be found at **Appendix BGH2**.

Pre-Application Discussions

1.3 A pre-application enquiry has been submitted to Kirklees Council (KC) in order to determine the level of information which will be required to be submitted as part of the planning application. A copy of the pre-application response from KC can be seen at **Appendix BGH3**.

1.4 The response from KC (Dated 17/09/2018) states:

"Any subsequent application be supported by a Transport Statement. The need and scope of the Transport Statement should be agreed with K.C. Highways Development Management in advance of any application and could include details of:

- *existing and proposed parking capacity;*
- *proposed traffic generation;*
- *access to the site by various travel modes;*
- *accident analysis;*
- *site access arrangements; and*
- *service arrangements.*

It is suggested that as part of a Transport Statement, a school Travel Plan be included. If not included it could potentially be conditioned that a Travel Plan be provided, should the proposal result in a significant additional number of pupils."

- 1.5 This TS has been prepared to provide the information requested by KC. It has been agreed that a Travel Plan could potentially be provided should the proposal result in a significant additional number of pupils.

TS Content

- 1.6 This TS has been prepared with reference to the Department for Transport web based resource 'Planning Practice Guidance' March 2015. It considers the existing road safety record for the local highway network in the vicinity of the site, assesses the accessibility of the site for staff and students and assesses the parking demand for staff. A car parking survey is provided within this TS to assess the adequacy of the car parking provision on site and within the vicinity of the site.
- 1.7 Following this introduction, the Transport Statement is set out as follows:
- Section 2.0 describes the site and the existing highway network;
 - Section 3.0 describes the access to the site by sustainable modes including walking, cycling and public transport;
 - Section 4.0 describes the proposed development;
 - Section 5.0 assesses the likely trip generation of the proposed scheme and the adequacy of the car parking arrangements at the site; and
 - Section 6.0 provides a summary of the report and sets out the conclusions which have been reached.

2.0 THE SITE AND THE LOCAL HIGHWAY NETWORK

The Application Site

- 2.1 The application site lies to the west of St Helen's Gate, Almondbury. The site consists of the existing school buildings, associated parking, bus turnaround and school playing fields. The site is bounded to the north and west by residential dwellings, to the east by St Helen's Gate and to the south by Arkenley Lane.

The Local Highway Network

- 2.2 Access to the site is provided from St Helen's Gate and Arkenley Lane. Access to the main staff parking area is provided from St Helen's Gate to the north east corner of the site. There are 'SCHOOL - KEEP CLEAR' road markings in the vicinity of the access to stop vehicles parking across the site access junction. Access to the bus turnaround and further staff parking is provided at the south east corner of the site near to the junction of St Helen's Gate and Arkenley Lane. Again, 'SCHOOL – KEEP CLEAR' road markings are provided at the entrance and exit to the bus turnaround.
- 2.3 St Helen's Gate is a two-way single carriageway route providing access to the north towards the village of Almondbury. It has a typical carriageway width along its length of 5m with a 1.8m wide footway provided to the west of the carriageway.
- 2.4 To the north of the existing school access, St Helen's Gate provides direct frontage access to a number of residential properties. Further north, the route turns through 90 degrees and continues north west towards Almondbury. St Helen's Gate meets Fenay Lane at a priority 'T' junction. Near to this junction, there is pinch point on St Helen's Gate where due to the level difference between St Helen's Gate and Fenay Lane the retaining wall results in the carriageway narrowing to less than 5m.
- 2.5 To the south of the site access onto St Helen's Gate, the route continues south, providing access to residential properties to the east. There is a narrow footway of approximately 1.2m to the west of the carriageway. Approximately 30m to the north of the junction of St Helen's Gate/Arkenley Lane is the exit of the bus turnaround which forms a priority 'T' junction with St Helen's Gate.
- 2.6 St Helen's Gate forms a crossroads junction with Arkenley Lane whereby vehicles travelling on St Helen's Gate have priority over vehicles approaching from the south west and north east on Arkenley Lane. There are double yellow line waiting restrictions on all approaches to this junction to restrict vehicles from waiting/parking in this area.

- 2.7 The entrance to the bus turnaround facility and staff parking area is located approximately 30m to the west of the junction of St Helen's Gate/Arkenley Lane. The bus turnaround is one-way with vehicle permitted to enter only from Arkenley Lane and exit only from St Helen's Gate.
- 2.8 From the bus turnaround, school buses travel south along St Helen's Gate. From this point, due to the catchment of students from the school, the majority of buses turn left onto Woodsome Road. St Helen's Gate to the north of the school and Arkenley Lane to the east and west of the school are not suitable for buses to use.

Personal Injury Accident Data

- 2.9 Details of the personal injury accidents that have occurred on the highway network within the scope of the Transport Statement have been requested from Leeds City Council (LCC), the authority who holds accident records for West Yorkshire, for the most recent 5 year period available at the time of the request up to 16th December 2018. The study area includes the length of St Helen's Gate from Fenay Lane, past the site to the junction of St Helen's Gate/Arkenley Lane. A copy of the accident data and plot can be found at **Appendix BGH4**.
- 2.10 During the study period there have been a total of two personal injury accidents in the study area. Both accidents were classified as slight, with one involving a pedestrian and one being a vehicle only collision.
- 2.11 One of the collisions (Ref: 16N0292) occurred to the north of the junction of Fenay Lane/St Helen's Gate and involved a vehicle in a minor collision with a pedestrian who stepped from the pavement into the path of the oncoming vehicle.
- 2.12 The second collision (Ref: 17N1645) occurred on St Helen's Gate adjacent the vehicular entrance to the site and involved three vehicles. The collision involved a vehicle travelling south on St Helen's Gate at high speed passing a car travelling north, colliding with the vehicle and then colliding with a parked vehicle on St Helen's Gate.
- 2.13 It has been demonstrated above that there are no trends which suggest a highway safety problem in the vicinity of the site.

3.0 SITE SUSTAINABILITY

3.1 The site of King James' School is well established. A proportion of pupils walk to the school from nearby residential areas, however it is recognised that the school has a Priority Admissions Area (PAA) from which walking to school may not be possible. A plan showing the Priority Admissions Area can be found at **Appendix BGH5** The PAA for King James' School includes Fenay Bridge, Kirkheaton, Lepton and Grange Moor. However, the school also accepts a significant number of students from the nearby areas of Dalton and Almondbury.

3.2 Therefore, it is expected that a large proportion of pupils will travel to/from school by existing school bus services and those living within a closer proximity will walk to school.

Pedestrian Accessibility

3.3 The Chartered Institution of Highways and Transportation publication [2000] 'Guidelines for Providing for Journeys on Foot' notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres).

3.4 Walking is also an essential part of public transport travel with bus stops and in some instances railway stations usually being accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links to the public transport facilities, which are currently available to the development site.

3.5 The CIHT Guidelines also describe 'acceptable' walking distances for pedestrians without any mobility impairment. The recommended desirable, acceptable and preferred maximum walking distances for commuting/school and other journeys, such as retail/shopping, are shown in Table 3.1.

Table 3.1: Recommended Walking Distances

	Trip Purpose	
	Commuting/School	Other Journeys (Retail/Shopping)
Desirable Maximum Distance	500 metres	400 metres
Acceptable Maximum Distance	1,000 metres	800 metres
Preferred Maximum Distance	2,000 metres	1,200 metres

- 3.6 The entire built up area of Almondbury village is within the preferred maximum walking distance to school of 2,000 metres. Also, within this catchment are areas including Greenside and Waterloo. It is therefore expected that some trips to school will be undertaken on foot by both pupils and staff.

Cycle Accessibility

- 3.7 It is generally accepted that the bicycle is an ideal mode of transport for journeys under 8 kilometres and that cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.
- 3.8 The entire area which makes up the school's PAA is within 8 kilometres cycling distance of the school. It is therefore expected that some trips to school by staff and pupils will be undertaken by bike. However, it is noted that due to the topography of the area surrounding the school, cycling to school may not be possible for all.

Public Transport

Public Bus Services

- 3.9 The IHT publication 'Guidelines for Public Transport in Development' recommends that new development should be able to access a public transport route and preferably bus stops on that route within 400 metre recommended maximum walking distance of the application site.
- 3.10 The nearest existing public bus stops to the site are located on Fenay Lane to the north of the site, accessed via St Helen's Gate. Further public bus stops are accessible within the village centre of Almondbury on Northgate. The bus stop on Fenay Lane is served by the 342 bus service and is accessible within 400m walking distance of the school. The bus stop on Northgate is located approximately 600m walking distance from the school and is served by bus services 317, 341, 342 and 372. A summary of the public bus services available from the stops listed above can be seen in Table 3.2. It is expected that some trips to/from the school by pupils and staff will be undertaken by public bus.

Table 3.2: Bus Services and Frequencies

No.	Route	Stops	Headway (both directions)				
			Mon to Fri Daytime	Mon to Fri Evenings (after 6pm)	Saturday Daytime	Saturday Evenings (after 6pm)	Sundays
342	Huddersfield/Almondbury Circular	Fenay Lane and Northgate	30 minutes	-	30 minutes	60 minutes	-
317	Almondbury-Lindley	Northgate	60 minutes	-	60 minutes	-	-
341	Huddersfield - Stocksmoor	Northgate	120 minutes	120 minutes	120 minutes	120 minutes	60 minutes
372	Almondbury – Lindley	Northgate	10 minutes	30 minutes	10 minutes	30 minutes	20 minutes

School Bus Services

- 3.11 Due to the large PAA as mentioned earlier, a large proportion of pupil trips to school are undertaken by bus. Table 3.3 sets out the school bus services which are available for pupils to travel to and from school.

Table 3.3 – School Bus Services

Service Number	Route
K77	Wakefield Road at Quarry Lane – King James' School
K78	Grange Moor – King James' School
K79	Lepton Station Road – King James' School
K80	Waterloo – King James' School
K81	Leeds Road – King James' School
K86	Kirkheaton Terminus – King James' School
K87	Kirkheaton Terminus – King James' School

- 3.12 The information set out in Table 4.3 shows that there are a number of services which pupils can use to get to school from a range of locations within the Priority Admissions Area for the school. There is also a free bus 3 nights a week to cater for students attending after school clubs.

4.0 DEVELOPMENT PROPOSALS

- 4.1 The proposed development consists of a first floor extension to a relatively modern teaching block of the existing school. The extension will provide ten classrooms and include the replacement of an existing IT suite (one classroom) and temporary portable buildings (four classrooms).
- 4.2 Five of the new classrooms within the extension will be replacements for existing temporary accommodation and the IT suite which will be lost as part of the construction. Therefore, the actual number of new classrooms is only five. It is predicted that each classroom could accommodate 30 pupils and therefore the school could accommodate 150 extra pupils. It is not expected that there will be an increase in teaching staff as a result of the development proposals.
- 4.3 The proposed extension is above an existing teaching block which will preserve all areas of existing parking. Furthermore, the creation of four permanent classrooms within the extended teaching block will allow for temporary accommodation to be removed and a new parking area to be created in its place, therefore providing a betterment to the existing parking situation.
- 4.4 A plan showing the location of the proposed parking spaces in place of the temporary buildings is attached at **Appendix BGH6**. This shows that the space where the temporary buildings have been removed could accommodate 13 parking spaces.
- 4.5 The existing site access arrangements and existing servicing arrangements will remain the same should the development proposals be granted planning approval.

5.0 DEVELOPMENT TRIP GENERATION AND IMPACT

Existing Trip Generation and Mode Split

- 5.1 As part of an ongoing commitment to sustainable travel and in accordance with Condition 4 of the planning permission granted to King James School for the erection of classrooms and the provision of new parking (Ref: 2013/70/91392/W) a Travel Plan was produced in 2018 for the school. A survey was undertaken during March 2018 as part of the Travel Plan to establish the existing trip generation and modal split of students and staff to the school.

Student Trip Generation

- 5.2 The student travel survey undertaken in March 2018 asked 828 students their method of travel to and from school on a typical school day. The results of the survey are set out in Table 5.1 below.

Table 5.1 – Existing Modal Split to School - Students

To School	Totals	Percentage
Bus Direct to the school bus bay	265	32.0%
Catch a bus and then walk from Almondbury village	58	7.0%
Car direct to school	271	32.7%
Get a lift and then walk from Almondbury village	43	5.2%
Taxi	4	0.5%
Bicycle	3	0.4%
Walk	184	22.2%
	828	100%

Table 5.2 – Existing Modal Split from School - Students

From School	Totals	Percentage
Bus Direct from the school bus bay	357	43.1%
Walk to Almondbury village and catch a bus	31	3.7%
Car direct from school	148	17.9%
Walk to Almondbury village and then get a lift	14	1.7%
Taxi	2	0.2%
Bicycle	3	0.4%
Walk	271	32.7%
	828	100%

5.3 The information set out in Table 5.1 shows that 37.9% of students travel to school by car, of which 32.7% are trips direct to school. 39.0% of students travel to school by bus, of which 32% are bus journeys direct to the school bus bay. Of the remaining trips to school, 22.2% of students walk to school with a limited number travelling by taxi and cycling.

5.4 The information set out in Table 5.2 shows that students' trips from school differ slightly to their trip to school. 46.9% of students travel from school by school bus, of which 43.1% are direct from the school bus bay. A higher percentage of students (32.7%) travel home from school on foot compared with 22.2% of trips to school. This results in the number of trips by car reducing for journeys from school, down from 32.7% to 17.9%.

5.5 A proportion of children will have siblings at the school, thereby whilst these pupils will be accounted for as pupils travelling by car, they would be within the same car and hence be double counted. Clearly it is possible that siblings who travel by car replied to the survey stating they arrive/depart by car and therefore this is only one car trip not two.

Staff Trip Generation and Method of Travel

5.6 The information set out in Table 6.3 shows the existing level of staff trip generation and mode split to school.

Table 5.3 – Existing Modal Split to School - Staff

To School	Totals	Percentage
Catch a bus and then walk from Almondbury village	1	1.1%
Car direct to school	83	87.4%
Get a lift direct to school	3	3.2%
Taxi	1	1.1%
Bicycle	0	0.0%
Walk	7	7.4%
	95	100%

- 5.7 The information set out in Table 5.3 shows that 90.5% of trips to school by staff are undertaken by car, of which 3.2% are staff getting a lift to school. 7.4% of staff travel to work on foot, with a small percentage of trips undertaken by bus. Dissimilar to the students trips to school, the staff trips from school are very similar to trips to school. With only a slight change with one staff member catching a bus rather than car sharing.

Predicted Trip Generation and Modal Split

- 5.8 As set out in Section 4.0, it is expected that with the proposed extension to the school, there will be an additional capacity for 150 students at the school. It is not expected that there will be an increase in members of staff. It is reasonable to assume that the existing modal split of students journeys to/from school is a good indication of how new students will travel to school. Therefore, the predicted trip generation and modal split of the additional students is set out in Table 5.4 and Table 5.5, based on the ratios of existing student movements to/from school.

Table 5.4 – Predicted Modal Split to School – 150 Students

To School	Totals	Percentage
Bus Direct to the school bus bay	48	32.0%
Catch a bus and then walk from Almondbury village	11	7.0%
Car direct to school	49	32.7%
Get a lift and then walk from Almondbury village	8	5.2%
Taxi	1	0.5%
Bicycle	1	0.4%
Walk	33	22.2%
	150	100%

Table 5.5 – Predicted Modal Split from School – 150 Students

From School	Totals	Percentage
Bus Direct from the school bus bay	65	43.1%
Walk to Almondbury village and catch a bus	6	3.7%
Car direct from school	27	17.9%
Walk to Almondbury village and then get a lift	3	1.7%
Taxi	0	0.2%
Bicycle	1	0.4%
Walk	49	32.7%
	150	100%

5.9 The information set out in Table 5.4 and 5.5 shows that with the proposed extension in place, there is the potential for an additional 49 car trips to school in the morning and an additional 27 car trips from school in the afternoon. However,

as mentioned in paragraph 5.5 a proportion of both existing children and new children at the school will have siblings, thereby whilst these pupils will be accounted for as pupils travelling by car, they would be within the same car and hence be double counted and therefore increase in car trips is likely to be lower than that stated.

- 5.10 Information from the Office of National Statistics in 2017 states that of the total number of families with dependent children some 57% have multiple dependants. Taking a conservative estimate that if the families with multiple dependants have a maximum of 2 children and assuming there is a 38% chance they are of secondary school age it has been assumed that 30% of pupils will be travelling with a sibling attending the same primary school.
- 5.11 Given the above, and only applying this to the potential new pupils, there is the potential for an additional 34 car trips to school in the morning and an additional 19 car trips from school in the afternoon. Furthermore King James School are committed to sustainable travel and therefore every effort will be made to ensure that new students travel to school using the most sustainable method of travel possible.
- 5.12 With regard to the information set out above, the number of car trips direct to school is predicted to increase by 34. It should be noted that the school is unlocked for students at 08:15 and registration takes place at 08:35. Therefore there is a window of 20 minutes when it is expected that students who travel by car will be dropped off. The predicted increase in students of 34, equates to approximately 2 additional car trips every minute throughout this 20 minute period. Therefore, it is concluded that the additional number of students will not have a detrimental impact on the operation of the local highway network.
- 5.13 Furthermore, it is generally expected that parents who are dropping children at school will be doing so as part of a trip to work and therefore the predicted trip to the school may already be a movement which is taking place on the local highway network.
- 5.14 With regard to the information set out in Table 5.5, the typical school day at King James' finishes at 15:00 and therefore the predicted increase in car trips from school will be outside of the recognised peak of the local highway network. Therefore, these trips will have minimal impact on the operation of the highway network in the vicinity of the site.

Parking Survey

- 5.15 In order to understand the existing parking situation at the school a parking survey has been undertaken of the school car parks and on St Helens Gate adjacent the main school entrance in order to establish the level of parking demand associated with the school. A survey was undertaken on Thursday 31st January 2019, deemed to be a typical school day, in order to establish the level of parking at the school.
- 5.16 An initial survey was undertaken at 07:00 in order to establish the parking situation on St Helens Gate adjacent the main school entrance before any trips associated with the school take place. At this time there were no cars parked on-street on St Helens Gate and therefore it can be assumed that any parking from this point onwards is associated with the school and not with residential parking.
- 5.17 A survey of the school car parks and St Helens Gate adjacent the main school entrance was then undertaken at 09:00 once all staff were on site and school had begun. The results of the parking survey, along with the respective capacity of each parking area can be seen in Table 5.6 below.

Table 5.6 – Car Parking Survey – 09:00, Thursday 31st January 2019

Car Parking Location	Capacity	No. of Cars Parked	% Occupancy
Reception Area	6	6	100%
Driveway*	0	2	N/A
St Helens Gate	7	7	100%
Bus Turnaround car park	42	41	98%
Rear Parking Area	38	35	92%
Tennis Courts (Overflow parking)*	0	8	N/A
TOTAL	93	99	106%

*Not in designated parking space

- 5.18 It can be seen from the information set out in Table 5.6 there is demand for parking on a typical day at the school in excess of the number of allocated car parking spaces. It is recognised that the parking on St Helens Gate has been taking place for a long period of time and it can be seen from the personal injury collision data set

out in Section 2.0 that this causes no issues in terms of highway safety for vehicles exiting from the school's main vehicular entrance.

- 5.19 The overflow parking on the tennis courts to the rear of the school is only used in exceptional circumstances when the three school car parks (reception, bus turnaround and rear car park) are at capacity.
- 5.20 With the proposed development in place, the school will be able to remove the temporary classrooms to the rear of the site and form an area of new car parking which could accommodate up to 13 parking spaces. With this new parking area provided, there would be extra capacity for parking on the site which could accommodate some of the vehicles which park on St Helens Gate. This will provide a betterment to the existing parking situation.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement forms part of a planning application for a proposed extension to the existing King James' School, St Helen's Gate, Almondbury.
- 6.2 The proposed development includes an additional floor to a teaching block of the school to provide ten new classrooms. Four of the new classrooms will be replacements for existing classrooms situated in temporary buildings to the west of the site (which will be removed post construction of the school extension) and one will be a replacement IT suite lost as a result of the proposed development, therefore providing an additional five classrooms in total. The additional classrooms will be able to accommodate an additional 150 students at the school.
- 6.3 The TS has considered the sustainability and accessibility of the site. The site is well located in proximity of some residential areas, providing accessibility for members of staff and some pupils to walk to school. The site is well connected by existing public bus services and existing school bus services.
- 6.4 It has been demonstrated that the expected increase in number of pupils which could be accommodated should the development be granted planning permission will not have a detrimental impact on the operation of the highway network in the vicinity of the site.
- 6.5 A car parking accumulation exercise has been undertaken on the site and in the vicinity of the site to determine the existing level of car parking. The site is currently operating above its theoretical car parking capacity. However, it has been demonstrated that the proposed development will provide a betterment to the existing parking situation as some existing temporary classrooms are to be removed and replaced with a new area of staff car parking.
- 6.6 It can be concluded that the residual impact of the development is not 'severe' and there are therefore no transport reasons why the proposals should not be granted planning permission.

APPENDIX BGH 1



Rev:	Amendment:	DRN:	CHK:	Date:

Client: FARRAR BAMFORTH ASSOCIATES LTD

Project: ALMONDBURY, HUDDERSFIELD

Title: SITE LOCATION PLAN

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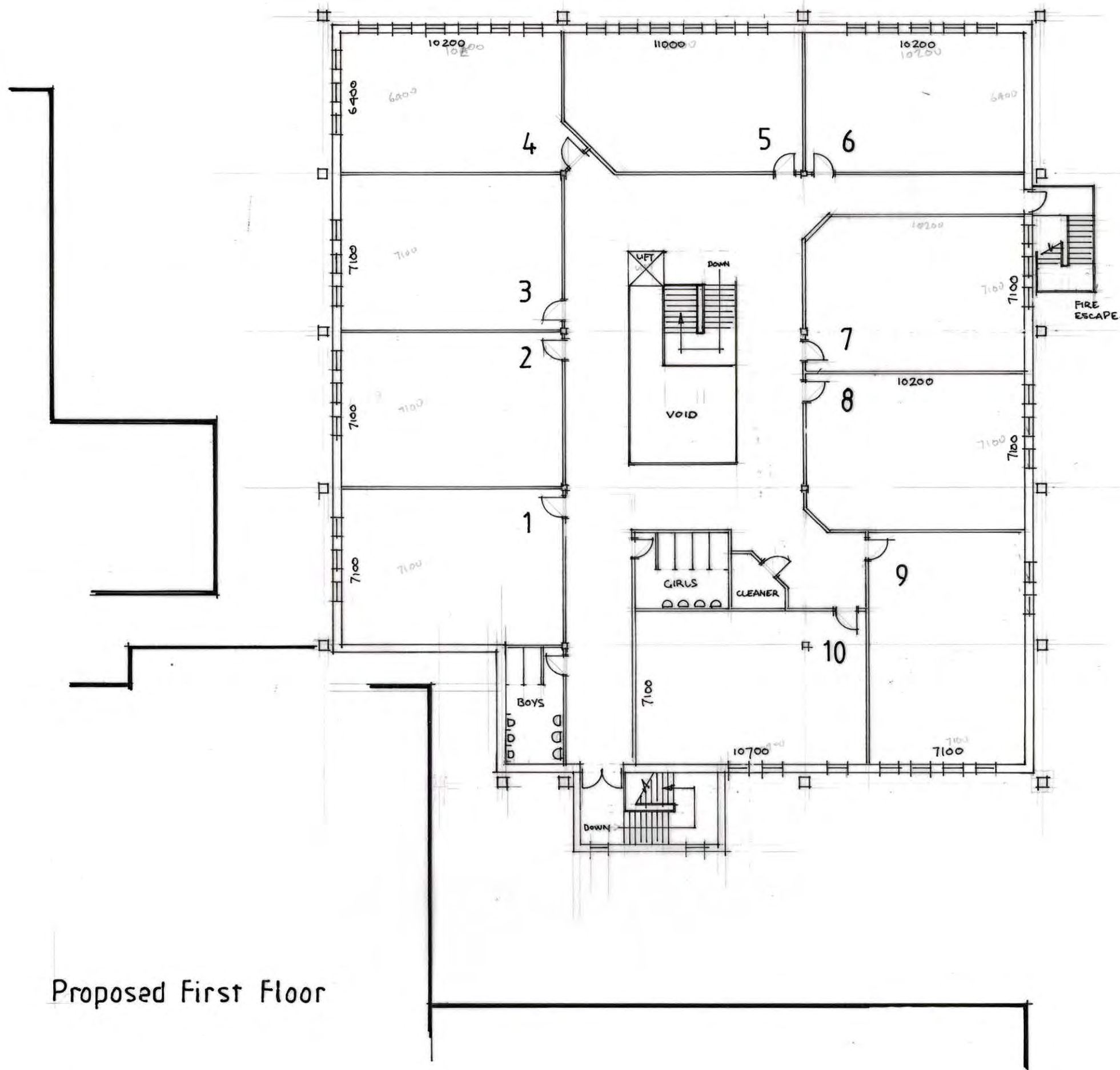
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APPENDIX BGH 2



Proposed First Floor

APPENDIX BGH 3

Planning

Investment and Regeneration Service
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Off Market Street, Huddersfield, HD1 2JR

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Farrar Bamforth
Farrar Bamforth Associates
51, Trinity Street
Huddersfield
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Paul Kemp
Service Director
Economy, Regeneration and Culture

Date: 17-Sep-2018
Our Ref: 2018/20317

Dear Sir/Madam

Pre applicaiton for first floor extension to create 4 classrooms at King James School, St Helen's Gate, Almondbury, Huddersfield, HD4 6SG

Thank you for your request for pre application advice on the above proposal.

1. Summary of enquiry

The enquiry relates to the erection of a first floor extension to a relatively modern teaching block of King James' School. The extension would provide 10 classrooms and include the replacement of an existing IT suite and temporary portable buildings.

The enquiry is supported by block, floor and elevations plans along within a Design and Access Statement.

2. Planning History

2004/93203: Erection of temporary mobile double classroom with ramped access and escape stairs (within the curtilage of a listed building). Conditional Full Permission.

2005/92492: Erection of temporary school unit (within a Conservation Area).

2006/90572: Renewal of previous permission for erection of temporary mobile double classroom with ramped access and escape stairs (within the curtilage of a Listed Building, within a conservation Area).

2006/90573: Renewal of previous permission for erection of temporary school unit (within the curtilage of a Listed Building, within a Conservation Area).

2008/91773: Erection of classrooms and provision of new parking. Granted Under Reg. 3 General Regulations.

2013/91392: Variation of condition 1 on previous permission 2008/91773 for erection of classrooms and provision of new parking. Removal or Modification of Condition(s).

2018/90957: Variation condition 1 (time scale) on previous permission 2013/91392 for variation of condition 1 (time scale) on previous permission 2008/91773 for erection of classrooms and provision of new parking

3. Land allocation and relevant planning policy

The statutory development plan comprises the Kirklees Unitary Development Plan (saved Policies 2007).

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 submitted to the Secretary of State for Communities and Local Government on 25th April 2017, so that it can be examined by an independent inspector. The Examination in Public began in October 2017.

The weight to be given to the Local Plan will be determined in accordance with the guidance in paragraph 48 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 (2018), these may be given increased weight. At this stage of the Plan making process the Publication Draft Local Plan is considered to carry significant weight. Pending the adoption of the Local Plan, the UDP (saved Policies 2007) remains the statutory Development Plan for Kirklees.

The site is Green Belt on the UDP Proposals Map.

The site is Green Belt on the PLP Policies Map.

The site is within Almondbury Conservation Area.

Kirklees Unitary Development Plan (UDP) Saved Policies

- **D11** – The extension of buildings in the Green Belt
- **BE1** – Built environment strategy
- **BE2** – Quality of design
- **BE5** – Conservation areas
- **BE11** – Building materials
- **EP4** – Noise (sensitive locations)
- **T10** – Highways and new development
- **T19** – Parking Standards

The UDP can be viewed under the 'Planning Policy' section of the Kirklees Planning and development website:-

<http://www.kirklees.gov.uk/beta/planning-and-development.aspx>

Kirklees Publication Draft Local Plan: Submitted for examination April 2017

- **PLP1** – Presumption in favour of sustainable development
- **PLP2** – Place shaping
- **PLP20** – Sustainable travel
- **PLP21** – Highway safety and access
- **PLP22** – Parking
- **PLP24** – Design
- **PLP30** – Ecology and geodiversity
- **PLP35** – Historic environment
- **PLP49** – Education and health care needs
- **PLP51** – Protection and improvement of local air quality

Local Plan submission documents can be views on the following website:-

<http://www.kirklees.gov.uk/beta/planning-policy/local-plan.aspx>

National Planning Policy Framework

- **Chapter 2** – Achieving sustainable development
- **Chapter 4** – Decision-making
- **Chapter 8** – Promoting healthy and safe communities

- **Chapter 9** – Supporting sustainable transport
- **Chapter 12** – Achieving well-designed places
- **Chapter 13** – Protecting Green Belt land
- **Chapter 15** – Conserving and enhancing the natural environment
- **Chapter 16** – Conserving and enhancing the historic environment

The National Planning Policy Framework (NPPF) can be viewed at:-

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

4. Consultations undertaken

K.C. Highways: Comments and advice attached and summarised below.

K.C. Ecology: Request that application be supported by, at a minimum, a Preliminary Ecological Appraisal. See attached and below.

Local Ward Members

Because of the request for the enquiry to be confidential local ward members have not been briefed on the proposal. It is advised, when ready to enter the public domain, you contact the local ward councillors. The ward is Almondbury, with the councillors being;

- Cllr Judith Hughes
- Cllr Bernard McGuin
- Cllr Alison Munro

Councillor contact details can be found at;

<https://democracy.kirklees.gov.uk/mgMemberIndex.aspx?FN=WARD&VW=LIST&PIC=0>

5. Relevant matters for consideration

Principle of Development

Land Allocation: Green Belt

The NPPF identifies that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. All proposals for development in the Green Belt should be treated as inappropriate unless they fall within one of the categories set out in paragraph 145 or 146 of the NPPF.

The erection of an extension to an existing building is considered acceptable in the Green Belt by policy D11 of the UDP, PLP57 of the PDLP and Paragraph 145 of the NPPF subject to the extension not being disproportionate in size to the original building or dominant in appearance.

On review of the planning history of King James' School, along with aerial maps, officers consider the proposed development to be disproportionate in size and dominant in appearance to the original building. Therefore the proposal does not comply with the above referenced exceptions and is inappropriate development in the Green Belt by definition.

The NPPF states that inappropriate development is harmful to the Green Belt. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt and any other harm.

Inappropriate development should not be approved except in Very Special Circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

It is your responsibility to demonstrate to officers why your proposal has Very Special Circumstances. The Design and Access Statement indicates that the need to provide additional permanent school places and upgrades to facilities is the purpose of the proposal. To amount to Very Special Circumstances, evidence supporting and demonstrating this position should be provided with any subsequent application. Without suitable evidence to support any suggested Very Special Circumstances, officers will be unable to support the development.

Education development

Both local and national planning policy add weight in favour of supporting the development and expansion of schools. As above, this is subject to justifying there is a genuine need for such expansion.

PLP49 of the PDLP states;

Proposals for new or enhanced education facilities will be permitted where:

- a. they will meet an identified deficiency in provision;*
- b. the scale, range, quality and accessibility of education facilities are improved;*
- c. they are well related to the catchment they are intended to serve to minimise the need to travel or they can be made accessible by walking, cycling and public transport.*

Subject to demonstrating a genuine needs that is being addressed via the proposal, officers would be able to attribute weight in favour of the proposal. In addition this could reference to the removal of temporary classrooms and the quality of the accommodation provided.

Impact on visual amenity, including the Almondbury Conservation Area

The site is within the Almondbury Conservation Area. LPAs have a duty to preserve or enhance the character or appearance of that Conservation Areas. Any subsequent application must be supported by a Heritage Impact Assessment. This should include an assessment of the Heritage Significance of the Conservation Area.

The indicative elevations show the proposed first floor going directly above the existing ground floor. From a design perspective, this is considered acceptable in principle. The architectural design is shown to match that existing, which is likely to be appropriate taking into account that existing development. Furthermore the fenestration suitably harmonises with that of the ground floor. It is presumed, and expected, that the extension would be faced in matching materials to the host building. External fire escapes are accepted as a necessity, however their design should be lightweight and unobtrusive.

I do have concerns regarding the height of the building, more so when the design, scale and height of the proposed roof is also considered. The building is on rising land set above the more historic elements of the campus. I have some concerns that the extension, in this context and on the basis of the limited information provided, would appear overly dominant and unduly large on the host building and within the wider area; especially when viewed from St. Helen's Gate. I consider this would detrimentally impact upon the appearance of the built and historic environments, due to its ensuing scale and dominance, causing harm to the character of the Conservation Area and potentially to the setting of the listed building to the east of the site. I would advise you to consider these points in the design of the extension.

You will need to submit a Heritage Impact Assessment clearly explaining the scheme in accordance with Chapter 16 of the NPPF. As part of this we will need to consider the degree of harm to the significance of heritage assets. At this stage officers are not able to fully comment on this element, however given the scale of the development it would make a

notable impact within the Conservation Area. It can be presumed that the proposal would cause less than substantial harm. In accordance with the NPPF, this harm would have to be weighed against the public benefit of the proposal.

Impact on the oldest, Grade II listed building as a designated heritage asset

Part of the school, believed to be the reception/entrance, is Grade 2 Listed.

As the proposed development does not touch the listed building and the teaching block is not 'listed by association', a Listed Building Consent would not be required. Notwithstanding this, officers must consider a proposal's impact upon the setting of Listed Buildings within a Planning Application.

The Heritage Significance of the Listed Building should be considered within the Heritage Impact Assessment, to allow officers to fully assess the proposal's impact on the building's setting. The issues raised in the preceding paragraph regarding the scale and design of the extension would also be relevant in considering the impact on the setting of the listed building, especially when viewed from St. Helen's Gate.

Impact on residential amenity

The building to be extended is in excess of 35.0m from the closest neighbouring residential unit (no.47 St Helen's Gate). Furthermore the scale of the first floor extension, in this context is not considered to be overbearing. Whilst noise from the building itself is unlikely to be materially different to the existing premises I am unclear whether the development would result in additional pupils. This would need to be explained in more detail as part of a future application.

Given these circumstances, based on the details held, officers do not raise concerns regarding harm to the amenity of neighbouring residents from noise in principle.

The above is caveated that, due to the security of schools and inability of officers to access 3rd party land during pre-application enquiries, a more thorough site visit would take place during any subsequent application.

Impact on highway safety

Insufficient information has been provided at this stage for Highways to offer substantive comments.

10 classrooms are sought, with a stated capacity of 30 students each. On a pure capacity basis this equates to 300 students, although it is noted that some existing temporary accommodation is to be removed. Nonetheless, given the scale and nature of the proposal it has the potential to increased demand that would impact upon the safe and efficient operation of the local highway network.

Highways advise any subsequent application be supported by a Transport Statement. The need and scope of the Transport Statement should be agreed with K.C. Highways Development Management in advance of any application and could include details of;

- existing and proposed parking capacity
- proposed traffic generation
- access to site by various travel modes
- accident analysis
- site access arrangements
- service arrangements

It is suggested that, as part of a Transport Statement, a school Travel Plan be included. If not included it could potentially be conditioned that a Travel Plan be provided, should the proposal result in a significant additional numbers of pupils.

Highways Development Management can be contacted, to discuss Transport Statements and Travel Plans, on;

Mark.berry@kirklees.gov.uk

Other matters

Impact on Local Ecology

The site is within bat alert and swift nesting zones, along with being adjacent to a habitat network. The nature of the proposal has the potential to harm local species. Policy requires development to preserve and enhance the natural environment.

K.C. Ecology request that a Preliminary Ecological Appraisal (PEA), in accordance with national guidelines, be undertaken for the site. The results of the PEA, and any additional survey identified as necessary, should be used to prepare an Ecological Impact Assessment (EcIA) to support a future planning application once any mitigation and enhancement measures have been incorporated into the scheme.

The above is to comply with PLP30 of the PDLF and Chapter 15 of the NPPF.

7. Conclusion

I trust this information is of use to you in formulating a scheme for the site. However, I have to advise you that any views or opinions expressed are in good faith, without prejudice to the formal consideration of any planning application, which will be subject to public consultation and ultimately be decided by the Council.

It should be noted that subsequent alterations to legislation or local, regional and national policies might affect the advice given. The Council's Local Plan was submitted to the Secretary of State for Communities and Local Government on 25th April 2017, so that it can be examined by an independent inspector. The Hearings commenced in October 2017. Pending the adoption of the Local Plan, the UDP (saved Policies 2007) remains the statutory Development Plan for Kirklees. However, the weight to be given to the Local Plan will be determined in accordance with the guidance in paragraph 48 of the National Planning Policy Framework (2018). The further the Plan progresses through the examination process; the greater weight will be afforded to relevant Local Plan Policies.

Caution should be exercised in respect of pre-application advice which is not submitted within a short time of the Council's advice letter.

The information you need to provide with your application is detailed on the Validation checklist which can be viewed under the heading 'Guidance and advice notes' on the Kirklees Planning and development website: -

<http://www.kirklees.gov.uk/beta/planning-anddevelopment.aspx>

Yours faithfully



Simon Taylor
Head of Strategic Investment

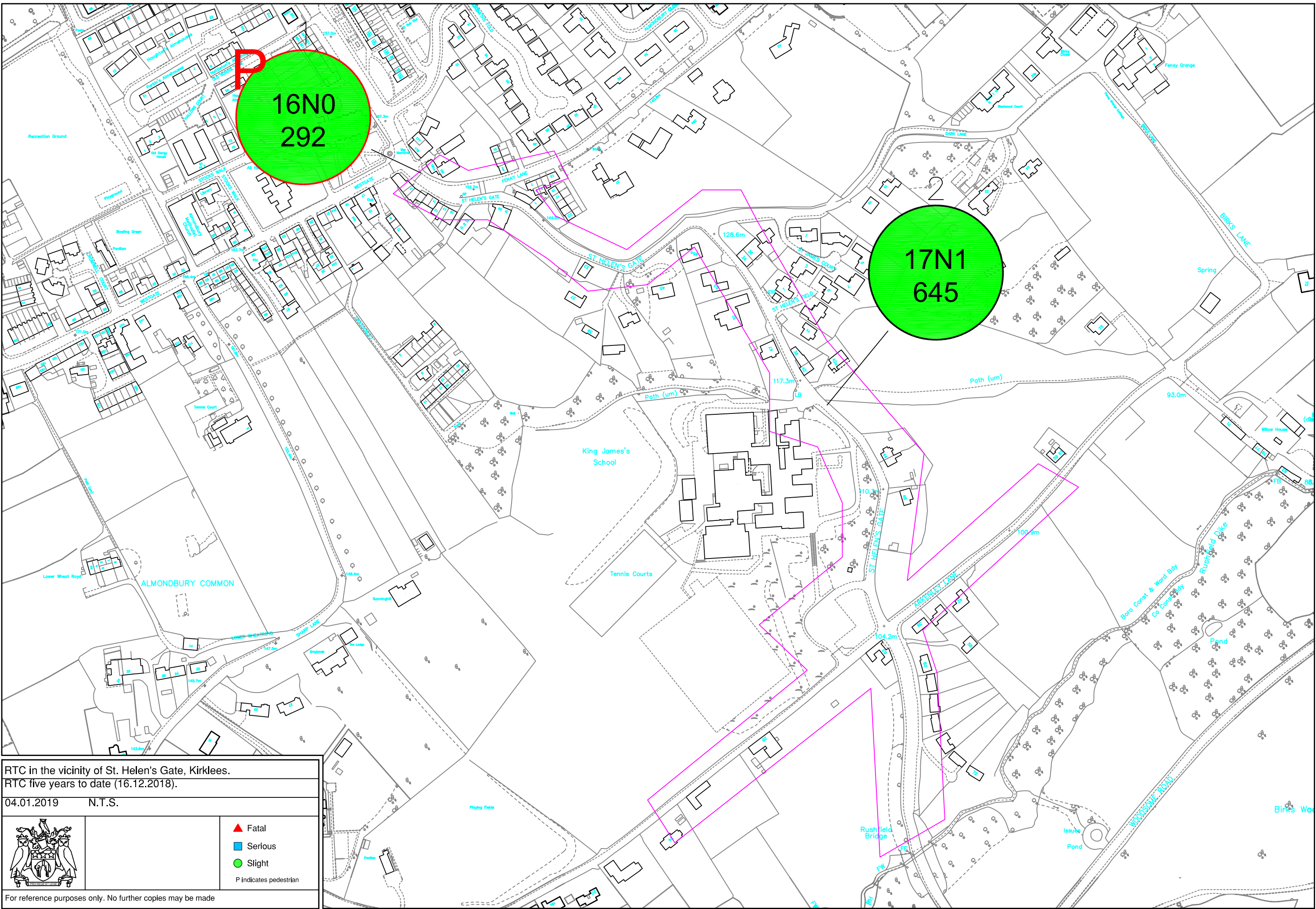
Disclaimer

Any views or opinions expressed are in good faith, without prejudice to the formal consideration of any planning application, which will be subject to public consultation (which will include the relevant Town or Parish Council) and ultimately be decided by the Council.

It should be noted that subsequent alterations to legislation or local, regional and national policies might affect the advice given. You should be aware of the Council's Local Development Scheme which sets out the programme for developing its local plan. You are advised to seek further advice once any consultation drafts are published.

Caution should be exercised in respect of pre-application advice which is not submitted within a short time of the Council's advice letter.

APPENDIX BGH 4



RTC in the vicinity of St. Helen's Gate, Kirklees.
RTC five years to date (16.12.2018).

04.01.2019

N.T.S.



▲ Fatal

■ Serious

● Slight

P indicates pedestrian

For reference purposes only. No further copies may be made

RTC in the vicinity of Saint Helen's Gate, Kirklees, five years prior to date (16.12.2018)

16N0292 SLIGHT 23/06/2014 C 08:00 416893 / 415025 Fenay Lane

THIS COLLISION INVOLVES ONE VEHICLE AND SLIGHT INJURY TO ONE PEDESTRIAN , V1 IS TRAVELLING DOWN FENAY LANE TOWARDS PENNISTONE ROAD , AS V1 ROUNDS LEFT HAND BEND JUST AFTER RAISED TRAFFIC CALMING MEASURE PEDESTRIAN STEPS ONTO THE ROAD FROM THE PAVEMENT FROM DRIVERS NEARSIDE. FRONT OF V1 COLLIDES WITH PED AT SLOW SPEED , PEDESTRIAN IS KNOCKED TO THE GROUND

Vehicles	From	To	Driver	Breath Test	Casualties	Veh	Sex	Age	Ped direction to
1 Car	W	E	Female	19 Negative	1 Pedestrian	SLIGHT	1	Female	12 Unknown

Contributory Factors

Pedestrian failed to look properly C001 Possible

17N1645 SLIGHT 23/07/2014 C 16:45 417196 / 414852 Saint Helens Gate

THIS COLLISION INVOLVES THREE VEHICLES SLIGHT INJURY TO DRIVER OF V3V1 IS TRAVELLING DOWN SAINT HELENS GATE TOWARDS PENNISTONE RD, V2 IS STATIONARY PARKED NEARSIDE TO KERB UNATTENDED ON SAINT HELENS GAE , V3 IS TRAVELLING ON SAINT HELENS GATE TOWARDS FARNLY TYASV3 SLOWS ON NARROW STRETCH OF ROAD WITH PARKED VEHICLES TO NEARSIDE , V1 APPROACHES AT A FAST SPEED , AS THE V1 PASSES V2 IT COLLIDES OFFSIDE TO OFFSIDE FORCING V3 INTO PARKED V2V1 FAILS TO STOP

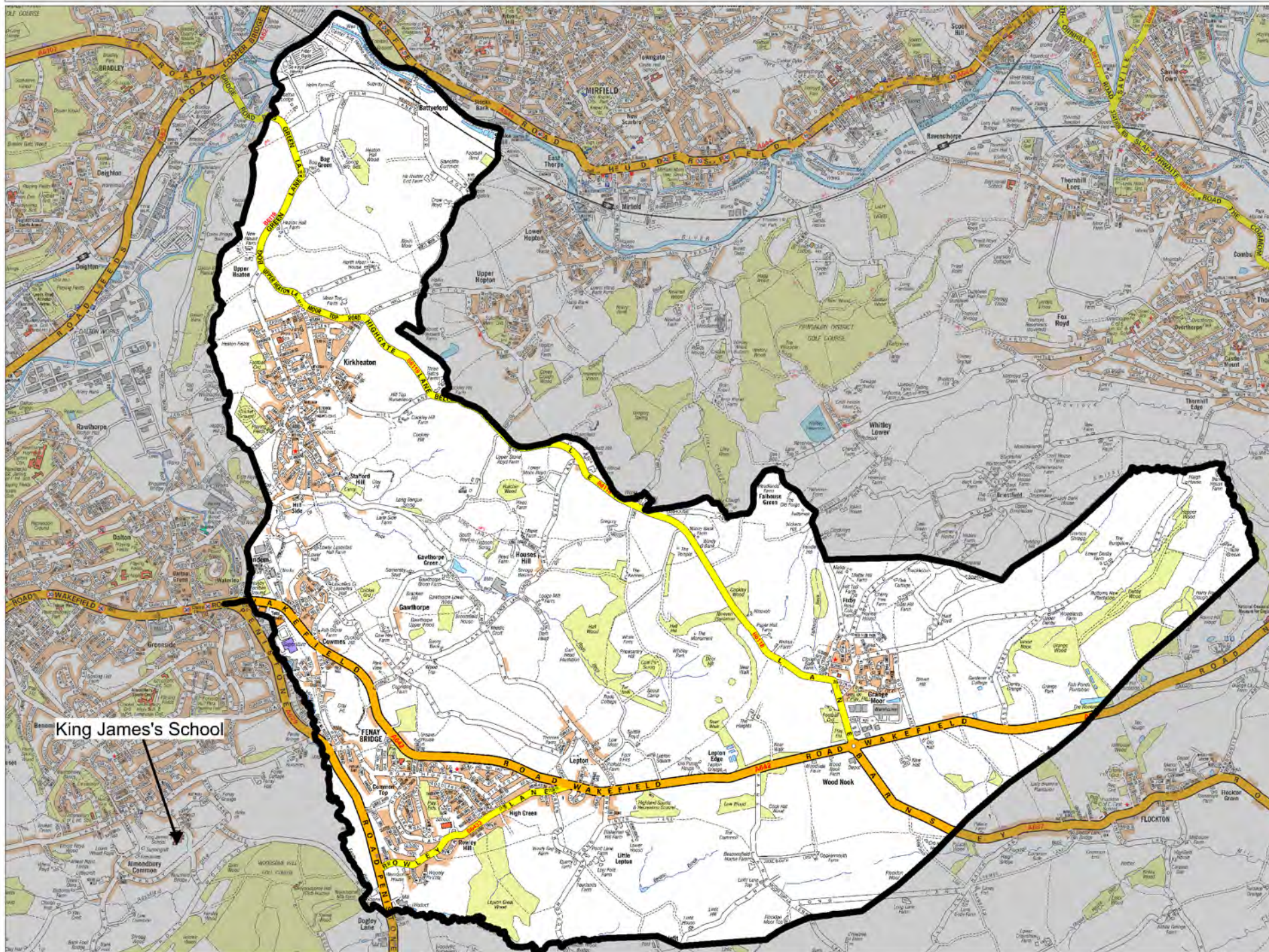
Vehicles	From	To	Driver	Breath Test	Casualties	Veh	Sex	Age	Ped direction to
1 Car	W	E	Not known	-1 Not contacted	1 Driver/Rider	SLIGHT	3	Female	23
2 Car	S	N	Not known	-1 Not contacted					
3 Car	P	P	Female	23 Not contacted					

Contributory Factors

Exceeding speed limit V001 Possible

APPENDIX BGH 5

King James's School



APPENDIX BGH 6

build over D.T. Block with external
steel frame and structural roof
supporting floor

remove temporary classrooms,
use space as contractor's
compound during construction,
and convert to car parking
on completion

SCALE - 1:500 (A3)

Farrar Bamforth Associates Ltd.

Chartered Architectural Technologists

51 Trinity Street

Huddersfield HD1 4DN

Tel: 01484 424008 Fax: 01484 512305

OPTION 1 BUILD OVER D.T. BLOCK



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