

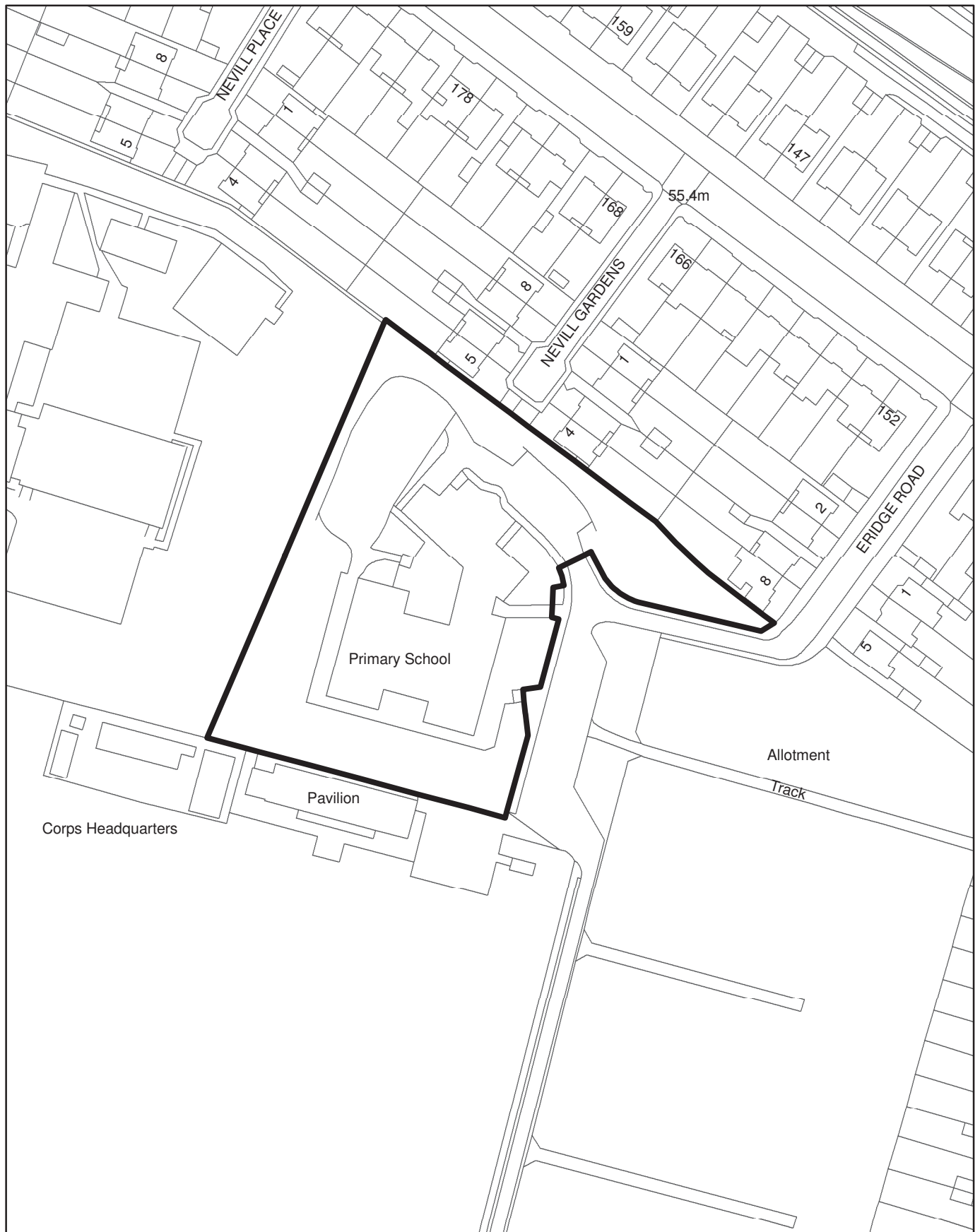
# **ITEM B**

**Aldrington C of E Primary School, Eridge  
Road, Hove**

**BH2013/01720  
Council Development (Full Planning)**

**28 AUGUST 2013**

BH2013/01720 Aldrington C of E Primary School, Eridge Road, Hove



**Scale: 1:1,250**

<b><u>No:</u></b>	<b>BH2013/01720</b>	<b><u>Ward:</u></b>	<b>HOVE PARK</b>
<b><u>App Type:</u></b>	<b>Council Development (Full Planning)</b>		
<b><u>Address:</u></b>	<b>Aldrington C of E Primary School Eridge Road Hove</b>		
<b><u>Proposal:</u></b>	<b>Extensions and alterations to school building including erection of two storey block and creation of link corridor, erection of single storey extension to school hall, erection of single storey extension and creation of new main entrance to school. Internal remodelling, creation of new parking spaces, landscaping, alteration to West boundary and associated works.</b>		
<b><u>Officer:</u></b>	<b>Adrian Smith Tel 290478</b>	<b><u>Valid Date:</u></b>	<b>19/06/2013</b>
<b><u>Con Area:</u></b>	<b>N/A</b>	<b><u>Expiry Date:</u></b>	<b>18 Sept 13</b>
<b><u>Listed Building Grade:</u></b>	<b>N/A</b>		
<b><u>Agent:</u></b>	<b>Brighton &amp; Hove City Council, Room 210, Property &amp; Design, Kings House, Grand Avenue, Hove, BN3 2LS</b>		
<b><u>Applicant:</u></b>	<b>Brighton &amp; Hove City Council, Kings House, Grand Avenue, Hove, BN3 2LS</b>		

## 1 RECOMMENDATION

- 1.1 That the Committee has taken into consideration and agrees with the reasons for the recommendation set out in section 11 and the policies and guidance in section 7 and resolves to **GRANT** planning permission subject to the Conditions and Informatives set out in section 11.

## 2 SITE LOCATION & DESCRIPTION

- 2.1 The application relates to Aldrington Church of England Primary School located on Eridge Road, Hove. The school sits to the south of residential properties on Eridge Road and Nevill Gardens, with Blatchington Mill School adjacent to the west, allotments to the east, and Nevill Playing Field and clubhouse to the south. Access to the school is via the east of the site along Eridge Road, which passes through the site and links with Nevill Avenue to the south as a one-way system.
- 2.2 The school currently comprises a mix of largely single storey buildings with outside play space to the north and west sides.

## 3 RELEVANT HISTORY

- BH2011/00999-** Erection of single storey extension. Approved 31/05/2011
- BH2009/01337-** Erection of canopy outside reception classroom. Approved 15/09/2009
- BH2004/02650/FP-** Re-roofing of library area. Approved 27/08/2004

#### **4 THE APPLICATION**

- 4.1 The application seeks planning permission for extensions and alterations to the school to enlarge its capacity from a single form of entry to a two form of entry. This would raise the number of pupils attending the school over a seven year period from 218 to 436, employing 14 new full-time staff (48 in total). The additional form of entry would require the addition of 6 classrooms to the 6 existing, and additional associated works including the enlargement of the school staff room and hall. The development is detailed to be completed in three phases commencing summer 2013 readied for September 2014 (subject to planning permission being granted).
- 4.2 The proposals include:
- The construction of a new two-storey teaching block comprising six classrooms, with a new link corridor to the existing school
  - A front extension to the existing school reception to accommodate an enlarged staff room and reception area
  - The enlargement of the school hall
  - The remodelling of the outside play areas, including the expansion of the site into areas currently within the demise of Blatchington Mill School.
- 4.3 The proposed works would expand the floor area of the school from 1355sqm to 2300sqm.
- 4.4 The application is supported by an Ecological Appraisal Report and a Transport Statement.

#### **5 PUBLICITY & CONSULTATIONS**

##### **External**

- 5.1 **Neighbours: One (1)** letter of representation has been received from **182 Nevill Road**, supporting the application as it would provide additional school places with minimal impact on surrounding properties.
- 5.2 **One (1)** letter of representation has been received from **1 Eridge Road**, raising no objection to the school extension, but commenting that there are some inaccuracies in the proposal, namely:
- The first section of Eridge Road is two-way, not one-way as claimed
  - Not all properties on Eridge Road have off-street parking
  - Eridge Road is 30mph, not 20mph as is Nevill Road
  - Workers from Legal and General offices on Hove Park heavily park the street
  - There is no information on how construction traffic will be managed given the narrow access road with parked vehicles
- 5.3 **Environment Agency: No objection.**
- 5.4 **Sport England Local Office: No objection.**
- 5.5 **EDF Energy: No comment.**

- 5.6 **Southern Water:** No comment.
- 5.7 **Sussex Police:** No objection
- 5.8 **East Sussex Fire and Rescue Service:** No objection
- 5.9 **County Ecologist:** No objection. The level of surveys undertaken is adequate. The surveys demonstrate that the risk of protected species (bats and reptiles) being encountered during the works is low. However, the precautionary approach of undertaking destructive searches under ecological supervision of both the roof and the nature area is welcomed and should be supported. Should protected species be encountered during these searches, work should stop and advice sought from Natural England (in the case of bats) or a suitably qualified and experienced ecologist on how to proceed.
- Internal:**
- 5.10 **Planning Policy:** No objection. Policy HO19 of the Local Plan states the planning permission will be granted for new community facilities, including schools, where it can be demonstrated that four criteria are met. The scheme is considered to meet all four of the criteria.
- 5.11 Strategic Objective SO21 of the emerging City Plan states that additional primary school places will be provided in response to growing demand. The growing demand is set out in the Brighton & Hove School Organisation Plan 2012 – 2016, which forecasts that the number of children entering primary education in the city will grow from 2,711 in 2011/12 to 2,850 in 2016/17. The need for new places is particularly acute in the west of the city.
- 5.12 The annexation of part of the adjoining school grounds will reduce the open space area available to that school, and there will be therefore an overall loss of open space across the two sites. Confirmation should be sought that the loss of secondary school grounds will not have an adverse impact on it meeting its future open space/sports requirements.
- 5.13 **Environmental Health:** No objection.
- 5.14 **Public Art:** No objection. It is not considered that this application falls within the definition of major development for the purposes of public art as defined in policy QD6, therefore a public art contribution will not be requested in this instance
- 5.15 **Sustainability Officer:** No objection
- 5.16 **Sustainable Transport:** No objection. Recommend approval subject to the applicant entering into a S106 agreement to contribute towards sustainable transport provision and the inclusion of the necessary conditions on any permission granted.
- 5.17 While the Highway Authority does not agree with the modal splits forecast by the applicant in order to calculate the likely transport impact of the development,

subject to the inclusion of the necessary conditions, including the need to produce a robust travel plan and that the applicant contributes to the necessary off-site highway works, the Highway Authority are of the view that these measures can successfully mitigate the forecast impact of the development.

5.18 In terms of contributions, based on the information submitted by the applicant the additional total daily person trips generated by the development would be 1050 trips, creating an overall contribution of £157,500. The applicant has stated that they are willing to contribute up to a maximum of £60,000 towards sustainable transport measures in the local vicinity. The Highway Authority deems that this along with the provision of a robust Travel Plan is adequate provision to mitigate the transport impact of the development in this instance.

5.19 The Highway Authority would look for the applicant to provide a scheme of works detailing the proposed improvements in the local area prior to occupation of the development. The works shall include footway improvements in the local area, improvements to crossing facilities on Nevill Road and public transport improvements in the vicinity of the site.

5.20 **Arboriculturalist:** No objection

5.21 **Access:** No comment

## **6 MATERIAL CONSIDERATIONS**

6.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that “If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

6.2 The development plan is:

- Brighton & Hove Local Plan 2005 (saved policies post 2007);
- East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (Adopted February 2013);
- East Sussex and Brighton & Hove Minerals Local Plan (November 1999); Saved policies 3,4,32 and 36 – all outside of Brighton & Hove;
- East Sussex and Brighton & Hove Waste Local Plan (February 2006); Saved Policies WLP 7 and WLP8 only – site allocations at Sackville Coalyard and Hangleton Bottom and Hollingdean Depot.

6.3 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and is a material consideration which applies with immediate effect.

6.4 Due weight should be given to relevant policies in the development plan according to their degree of consistency with the NPPF.

6.5 The Brighton & Hove City Plan Part One (submission document) is an emerging development plan. The NPPF advises that weight may be given to relevant policies in emerging plans according to their stage of preparation, the

extent to which there are unresolved objections to relevant policies and the degree of consistency of the relevant policies to the policies in the NPPF.

- 6.6 All material considerations and any policy conflicts are identified in the “Considerations and Assessment” section of the report.

## 7 RELEVANT POLICIES & GUIDANCE

### The National Planning Policy Framework (NPPF)

#### Brighton & Hove Local Plan:

TR1	Development and the demand for travel
TR2	Public transport accessibility and parking
TR4	Travel plans
TR7	Safe Development
TR8	Pedestrian routes
TR11	Safe routes to school and school safety zones
TR14	Cycle access and parking
TR19	Parking standards
SU2	Efficiency of development in the use of energy, water and materials
SU5	Surface water and foul sewage disposal infrastructure
SU13	Minimisation and re-use of construction industry waste
SU15	Infrastructure
QD1	Design - quality of development and design statements
QD2	Design - key principles for neighbourhoods
QD3	Design - full and effective use of sites
QD6	Public art
QD14	Extensions and Alterations
QD15	Landscape design
QD16	Trees and hedgerows
QD17	Protection and integration of nature conservation features
QD18	Species protection
QD27	Protection of amenity
QD28	Planning obligations
HO19	New community facilities

#### Supplementary Planning Documents

SPD03	Construction and Demolition waste
SPD08	Sustainable Building Design
SPD11	Nature Conservation & Development

#### Brighton & Hove City Plan Part One (submission document)

SS1	Presumption in Favour of Sustainable Development
SA6	Sustainable Neighbourhoods

## 8 CONSIDERATIONS & ASSESSMENT

- 8.1 The main considerations in the determination of this application relate to the impacts of the proposed extensions and alterations on the appearance of the school and the amenities of adjacent residences, sustainability and ecology

issues, and the impact of the intensification of use of the site on transport and highway safety in the area.

**Principle of Development:**

- 8.2 The site as existing comprises a primary school with a single form of entry, which the application seeks to double to a two form of entry with the addition of extensions to the site. The application identifies that the number of school age children in each year group within the city has risen by 21% since 2001, with the number of school age children in the central Hove area (defined as postcodes BN3 1, BN3 2 & BN3 3) rising by 101% to 397 in each year group over the same period. The expansion of Aldrington School has been identified as a means to help meet this increased demand for school places.
- 8.3 There are no policies within the Brighton & Hove Local Plan that directly address the enlargement of existing schools, however Strategic Objective SO21 of the Submission City Plan Part One and paragraph 72 of the NPPF explicitly encourage the provision of new schools or the expansion of existing to meet needs of existing and new communities. On this basis it is considered that the principle of development can be supported, subject to it having a satisfactory impact on highway safety and the amenities of adjacent occupiers.

**Design and Appearance:**

- 8.4 The school as existing comprises a series of single storey pitch roofed buildings set central within the site. The main access to the site is from the east, with the school play areas located to the west side. A bank of grassland and 2m high fencing separates the school from residential properties to the north, whilst dense boundary vegetation screens the school from the adjacent Blatchington Mill School to the west and Nevill Playing Field to the south.
- 8.5 The proposed extensions comprise two main elements. The first comprises a 7.5m by 13.3m single story flat roofed extension to the east side of the building to expand the main reception and staffroom to the school. This extension would square off the north east corner of the school and be completed to match the orange brick detailing of the existing building.
- 8.6 The main works comprise the addition of a 12.4m by 33m two-storey classroom block to the northwest of the site. This building would be completed in brickwork to match the existing school buildings, with a mono-pitch roof above finished in a terracotta membrane. It would link to the main school via a link corridor set adjacent to the south of the main school hall, itself to be extended south by 6.2m. Although the two storey building would be taller than the existing single storey school buildings, it would not be excessively scaled or out of context in the site. The building would be set amongst the cluster of school buildings central to the site and approximately 12m from the northern site boundary. Its matching brickwork finish and terracotta roof finish would complement that of the existing buildings, and would not dominate or otherwise detract from the setting of the school. For these reasons the proposed extensions would relate positively to the existing building and site in general, in accordance with policies QD1, QD2 and QD14 of the Brighton & Hove Local Plan.



**Landscaping and Site Boundary Alterations:**

- 8.7 The proposed two storey building would be located on the existing hard play areas to the northwest of the site. To compensate for the loss of this outdoor play space, the application proposes the re-alignment of the west site boundary to transfer 1,720sqm of play area from the adjacent Blatchington Mill School to the site. The transfer of this space has not been objected to by Blatchington Mill School, which would retain good quality open play space for its pupils. Similarly Sport England have not objected to the loss of playing field capacity within either school. The new site area is detailed to form two netball courts and a grassed play area, and would be separated from Blatchington Mill School by a new chain link fence with new hedgerow planting.
- 8.8 The existing western boundary hedge and trees are to be removed as part of the expansion, along with two trees within the site and further vegetation at the site entrance to form three disabled parking bays. The council's arboriculturalist has raised no particular concerns with the loss of the trees and boundary vegetation, subject to a landscaping plan detailing compensatory planting for the site, in particular along the new western site boundary. A plan detailing the hard and soft landscaping finishes of development has been submitted which includes suitable replacement hedgerow/scrub boundary planting and grassed play areas.

**Impacts on Residential Amenity:**

- 8.9 The nearest residential properties are located to the north of the site along Nevill Gardens. These properties are on higher ground level approximately 12m from the nearest corner of the new building and 18m from the other school buildings. This separation is such that the scale of the building would not oppress outlook to, or otherwise compromise, the amenities of these properties, which sit perpendicular to the site. There are no other residential properties in the area that would be impacted by the development. In terms of noise disturbance from use of the playground, the proposed extension would largely replace the existing hard play area to the north west of the site, with the main outside play areas moved to the extended south west part of the site, away from the adjacent residential properties. Although a small hard play area would remain to the north side of the extension, its scale is considerably smaller than the existing hard play area. As such, although a greater number of children would be attending the school, their outside space would in the main be located further away from residential properties than current. For these reasons no significant amenity harm is identified and the proposed development accords with policy QD27 of the Brighton & Hove Local Plan.
- 8.10 The plans detail that a new external lighting column is proposed adjacent to the three new disabled parking bays. The column would be 4m in height and set approximately 25m from the nearest residential property to the north at 4 Nevill Gardens. The details submitted show that the column would have minimal light spillage at this distance, to the satisfaction of Environmental Health officers.

**Sustainable Transport:**

- 8.11 Brighton & Hove Local Plan policy TR1 requires all new development to provide for the travel demand it creates, whilst policy TR14 requires that new

development must provide covered and secured cycle parking facilities for residents. A Transport Statement has been submitted with the application that includes an audit of existing transport infrastructure and the estimated trip generation for the expanded school.

- 8.12 The site as existing is accessed via a one-way system leading from Eridge Road through the site and exiting on Nevill Avenue to the south. This access is shared by users of the adjacent Nevill Playing Fields, clubhouse and cadet building, and by users of the allotments. A small car park is set within the school grounds that accommodates 9 vehicles and one disabled space specifically for use by staff/parents/visitors to the school. A further 18-20 communal spaces are available fronting the site, with further informal parking for approximately 15 vehicles at the southern end of the exit route onto Neville Avenue. Cycle parking for 8 bicycles is located within a compound to the north of the site, adjacent to the 9 parking bays. The school currently operates a walking bus which collects children from a drop-off point within the Co-Op supermarket car park off Neville Road approximately 400m to the east of the site and escorts them into the school grounds.
- 8.13 The application proposes three new disabled parking bays adjacent to the main school entrance and a new cycle store along the northern site boundary to expand the bicycle capacity to 12 spaces. The 12 onsite parking spaces, including three disabled spaces, complies with Supplementary Planning Guidance 04 'Parking Standards' which requires a maximum of 50 general parking spaces and at least 3 disabled spaces for a site of this scale. No additional on-site parking spaces are proposed other than the three disabled bays identified, whilst the transport statement as submitted identified no alterations to pedestrian, bicycle or vehicular routes external to the site.
- 8.14 The proposed doubling of the school capacity would result in increased trip generation to and from the site. The Transport Statement forecasts an additional 1050 trips throughout the day, (525 inbound trips and 525 outbound trips) with 168 additional car movements (equating to approximately 40 vehicles entering the site and 40 exiting the site at the start and end of the school day). The Statement calculates that the forecast increase in car trips over the busiest 20 minute period is likely to be an average of 2 cars per minute which it states would have no material or detrimental effect on the junction of Eridge Road and Nevill Road, or on the wider highway network. The report identifies that any disruption to local residents would be alleviated by the continuation of the walking bus from the Co-Op supermarket, and that such schemes will be paramount to reducing disruption and inconvenience to the wider residential area from mass parking on local roads at the beginning and end of the school day.
- 8.15 The Sustainable Transport Officer is concerned at the achievability of the forecasted modal split, which anticipates 60% of trips to/from the site post development will be via walking and scooting, with 25% via car. This compares with the current split recorded by the school of 29% walking/scooting, and 68% by car. The admissions criteria for the school (which is not based on home-to-school distance) is such that car-based trips will likely be greater than for other

schools in the area which have a defined local catchment. Consequently it would be expected that car volumes to the site will increase as a result of this development. It is clear from the site visit that the existing school grounds cannot physically cater for more vehicles than proposed, whilst there is no practicable scope for increasing off-site parking provision. Consequently measures to improve sustainable transport modes and existing walking bus schemes should be explored to encourage vehicle trips away from the site and meet the requirements of development plan policy.

- 8.16 To help offset any increase in vehicular trips, the applicants have subsequently committed to contributing towards the improvement of footways, pedestrian crossing facilities and public transport in the vicinity of the site, including those on the Nevill Road corridor, the area to the north of Nevill Road, Nevill Avenue and the area to the south and the area to the west of Holmes Avenue. These improvements have been agreed in consultation with Transport Planning officers and would improve pedestrian linkages to the site, bus access, and access via the school's walking bus scheme from the Co-Op car park. This, in combination with an upgraded School Travel Plan, will suitably encourage both more sustainable transport usage and encourage parents to use the walking bus scheme rather than driving directly to the school. The above measures are therefore secured by condition, and would be broadly up to a value of £60,000.
- 8.17 It has not been possible to secure the full contribution (of £157,500) as originally sought by the Sustainable Transport Officer however the contribution secured is proportionate on a per-pupil basis to recent permissions for extensions at other schools in the area, notably St Nicolas C of E Junior School (BH2012/02548) and St Peters Community Infants School (BH2012/02546). The degree of contribution secured would not therefore warrant the refusal of this application as the full sum is not considered necessary in this instance to make the proposed development acceptable in planning terms. Subject to the identified highway improvements and further conditions securing a construction management plan to minimise highway and public safety risk along the one-way access to the site and seeking an upgraded School Travel Plan, the development would accord with policies TR1, TR2, TR4, TR7, TR8, TR11 and TR14 of the Brighton & Hove Local Plan.

**Ecology:**

- 8.18 The Ecological Appraisal Report submitted with the application identified the potential for bats, reptiles and breeding birds within the site, and recommended a survey to investigate whether a bat roost is present within a gap in the eaves to the southern roof of the school building. The report also recommended that the development creates new habitats including chalk grassland to the south west of the site, new planting along the new western boundary to provide a linking hedgerow/tree/scrub, and the installation of wall-mounted bat boxes and Sparrow Terraces.
- 8.19 The County Ecologist has raised concern over the loss of the existing western boundary, and requested a suitable replacement hedgerow be planted along the new western boundary to provide a replacement north-south link habitat. Further surveys have been requested to establish whether the three disabled parking

bays would harm any reptile populations in the wildlife area along the northern site boundary, and to establish whether the bat roost is indeed present.

- 8.20 The applicants have subsequently surveyed the site for reptiles and bat roosts as requested and returned no findings. The County Ecologist has agreed with the findings and raised no further concerns, subject to conditions requiring the installation of the recommendations set out in the Ecology Appraisal Report. An informative is attached advising the applicants that if protected species are encountered during works, work should stop and advice sought from Natural England (in the case of bats) or a suitably qualified and experienced ecologist on how to proceed. Subject to these conditions and informative the proposal would preserve and enhance the biodiversity of the site in accordance with policies QD17 & QD18 of the Brighton & Hove Local Plan and SPD11 guidance.

**Percent for Art:**

- 8.21 Policy QD6 of the Local Plan requires the provision of, or a contribution towards, new public art in major development schemes, commensurate to the scale and prominence of the proposal. The nature and relatively small scale of this development is such that it is not considered to meet the definition of a major development as set out in paragraph 3.30 of policy QD6, therefore no contribution towards public art is sought in this instance.

**Sustainability:**

- 8.22 Policy SU2 of the Brighton & Hove Local Plan, including SDP08 'Sustainable Building Design', requires new development to demonstrate a high level of efficiency in the use of water, energy and materials. The scale of the proposed development constitutes a new build major development for the purposes of SPD08 rather than an extension, albeit a new build directly linked to the existing school building. The SPD guidance states that a development of this scale should achieve 60% in energy and water sections of relevant BREEAM assessment within overall 'Excellent'.
- 8.23 The application is supported by a 'One Planet' checklist which outlines sustainability measures to be included in the development. However, the 'One Planet' checklist does not reflect the requirements set out in the above adopted policy and SPD guidance. As such there is limited information submitted with the application relating to sustainability and the efficient use of resources to demonstrate that the appropriate standard has been met. Notwithstanding this, it is considered that the appropriate evidence could be secured by condition to ensure the proposal complies with the above policies. Suitable conditions are therefore attached to bring the development into accordance with policy SU2 and SPD08 guidance.

**9 CONCLUSION**

- 9.1 The proposed extensions would serve to help meet an identified demand for additional school capacity in this part of the City and are of an appropriate scale, siting and design in relation to the existing school buildings and the surrounding area. The development would not lead to significant harm to neighbouring amenity and includes suitable measures to address the

additional travel demand it would create and ensure a net gain in biodiversity, in accordance with development plan policies.

**10 EQUALITIES**

10.1 The proposed extensions would be accessible for disabled persons

**11 PLANNING OBLIGATION / CONDITIONS / INFORMATIVES**

11.1 Regulatory Conditions:

1) The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

**Reason:** To ensure that the Local Planning Authority retains the right to review unimplemented permissions.

2) The development hereby permitted shall be carried out in accordance with the approved drawings listed below.

**Reason:** For the avoidance of doubt and in the interests of proper planning.

Plan Type	Reference	Version	Date Received
Existing site plan	014	-	15/07/2013
Existing block plan	015	A	15/07/2013
Existing plan	003	-	29/05/2013
Existing elevations	004	-	29/05/2013
Proposed site plan	001	-	29/05/2013
Proposed block plan	002	A	10/06/2013
Proposed external works plan	007	C	22/07/2013
Proposed plans	005	-	29/05/2013
	006	-	29/05/2013
Proposed elevations	009	-	29/05/2013
	011	-	10/06/2013
Proposed contextual elevations	010	-	29/05/2013
Proposed external finishes	016	A	07/08/2013
Site Fire Strategy	111	-	15/07/2013

3) All new hard surfaces hereby approved shall be made of porous materials and retained thereafter or provision shall be made and retained thereafter to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the site.

**Reason:** To reduce the risk of flooding and pollution and increase the level of sustainability of the development and to comply with policy SU4 of the Brighton & Hove Local Plan.

11.2 Pre-Commencement Conditions:

4) No development shall take place until samples of the materials (including colour of render, paintwork, cladding and colourwash) to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

**Reason:** To ensure a satisfactory appearance to the development and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.

- 5) No development shall commence until a BRE issued Interim/Design Stage Certificate demonstrating that the development has achieved a minimum BREEAM rating of 60% in energy and water sections of relevant BREEAM assessment within overall 'Excellent' for all non-residential development has been submitted to, and approved in writing by, the Local Planning Authority. A completed pre-assessment estimator will not be acceptable.

**Reason:** To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.

- 6) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme for landscaping, which shall include hard surfacing, boundary treatments, planting of the development, indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in accordance with BS5837 (2012) during the course of development.

**Reason:** To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.

- 7) All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 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 similar size and species, unless the Local Planning Authority gives written consent to any variation. All hard landscaping and means of enclosure shall be completed before the development is occupied.

**Reason:** To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.

- 8) No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include details of measures to mitigate disturbance during demolition and construction works from noise and dust, plant and equipment and transport movements in addition to details of any temporary external lighting to be installed at the site and measures to prevent light spillage. The development shall be carried out in accordance with the approved CEMP unless otherwise approved in writing by the Local Planning Authority.

**Reason:** To ensure that construction operations, vehicles, materials and waste do not impact on highway safety and the operation of the school, to protect the amenities of adjacent occupiers and to comply with policies TR7, SU13 and QD27 of the Brighton & Hove Local Plan.

11.3 Pre-Occupation Conditions:

- 9) The development hereby approved shall not be occupied until a BREEAM Building Research Establishment issued Post Construction Review Certificate confirming that the non-residential development built has achieved a minimum BREEAM rating of 60% in energy and water sections of relevant BREEAM assessment within overall 'Excellent' has been submitted to, and approved in writing by, the Local Planning Authority.

**Reason:** To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.

- 10) The development hereby permitted shall not be occupied until a scheme detailing improvements to footways, pedestrian crossing facilities and public transport in the vicinity of the site, including the Nevill Road corridor, the area to the north of Nevill Road, Nevill Avenue and the area to the south and the area to the west of Holmes Avenue, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the works have been carried out in strict accordance with the approved measures and thereafter retained as such.

**Reason:** To ensure that the proposed development provides for the demand for travel it creates and does not increase the danger to pedestrians walking to and from the site and to comply with policies TR1, TR8, TR11, QD28 and SU15 of the Brighton & Hove Local Plan.

- 11) At least six months prior to the first occupation of the development hereby approved a School Travel Plan for the development shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall set out a package of measures to meet the needs of the site, promote sustainable travel choices and reduce reliance on private motor vehicles for staff, pupils and visitors. The Travel Plan shall be implemented in accordance with the approved details and shall subject to annual review in accordance with details submitted to and approved in writing by the Local Planning Authority.

**Reason:** To seek to reduce traffic generation by encouraging alternative means of transport to private motor vehicles and to comply with policy TR4 of the Brighton & Hove Local Plan.

- 12) The development hereby permitted shall not be occupied until the disabled parking bays detailed on drawing no. 007 rev C received on 22/07/2013 have been fully implemented and made available for use, and these areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

**Reason:** To ensure that satisfactory facilities for the parking of vehicles are provided and to comply with policies TR1 and TR19 of the Brighton & Hove Local Plan.

- 13) The development hereby permitted shall not be occupied until the cycle parking facilities shown on the approved plans have been fully implemented and made available for use. The cycle parking facilities shall thereafter be retained for use by the occupants of, and visitors to, the development at all times.

**Reason:** To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy TR14 of the Brighton & Hove Local Plan.

- 14) No development shall commence until a scheme to enhance the nature conservation interest of the site has been submitted to and agreed in writing by the Local Planning Authority, in accordance with the measures detailed within the Ecological Appraisal Report received on 29 May 2013 and the standards described in Annex 6 of SPD 11. The agreed scheme shall be implemented in full prior to the occupation of the development hereby approved.

**Reason:** To increase the biodiversity of the site, to mitigate any impact from the development hereby approved and to comply with Policy QD17 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD11 Nature Conservation and Development.

#### 11.4 Informatives:

- 1) In accordance with the National Planning Policy Framework and Policy SS1 of the Brighton & Hove City Plan Part One (submission document) the approach to making a decision on this planning application has been to apply the presumption in favour of sustainable development. The Local Planning Authority seeks to approve planning applications which are for sustainable development where possible.
- 2) This decision to grant Planning Permission has been taken:
  - (i) having regard to the policies and proposals in the National Planning Policy Framework and the Development Plan, including Supplementary Planning Guidance and Supplementary Planning Documents: (Please see section 7 of the report for the full list); and
  - (ii) for the following reasons:-

The proposed extensions would serve to help meet an identified demand for additional school capacity in this part of the City and are of an appropriate scale, siting and design in relation to the existing school buildings and the surrounding area. The development would not lead to significant harm to neighbouring amenity and includes suitable measures to address the additional travel demand it would create and ensure a net gain in biodiversity, in accordance with development plan policies.



## PLANNING COMMITTEE LIST – 28 AUGUST 2013

- 3) The applicant is advised that the Travel Plan required under condition 11 should include as a minimum the following initiatives and commitments:
- (i) Promote and enable increased use of walking, cycling, public transport use, car sharing, and car clubs as alternatives to sole car use;
  - (ii) Increase awareness of and improve road safety and personal security;
  - (iii) Undertake dialogue and consultation with adjacent/neighbouring tenants/businesses;
  - (iv) Identify a nominated member of staff or post to act as Travel Plan Co-ordinator, and to become the individual contact for the Local Planning Authority relating to the Travel Plan;
  - (v) Identify a monitoring framework, which shall include a commitment to undertake an annual staff and pupil travel survey, for at least five years, or until such time as the identified targets are met, to enable the Travel Plan to be reviewed and updated as appropriate. Annual surveys should be submitted to the Council's School Travel Plan Officers;
  - (vi) A commitment to reduce carbon emissions associated with school travel;
  - (vii) Identify targets focussed on reductions in the level of staff and parent car use.
- 4) The applicant is advised of the possible presence of bats and/or protected reptiles on the development site. All species of bat are protected by law. It is a criminal offence to kill bats, to intentionally or recklessly disturb bats, damage or destroy a bat roosting place and intentionally or recklessly obstruct access to a bat roost. If bats or any other reptile species as protected under the Wildlife and Countryside Act 1981 are seen during construction, work should stop immediately and advice sought from Natural England (in the case of bats) or a suitably qualified and experienced ecologist on how to proceed.

