

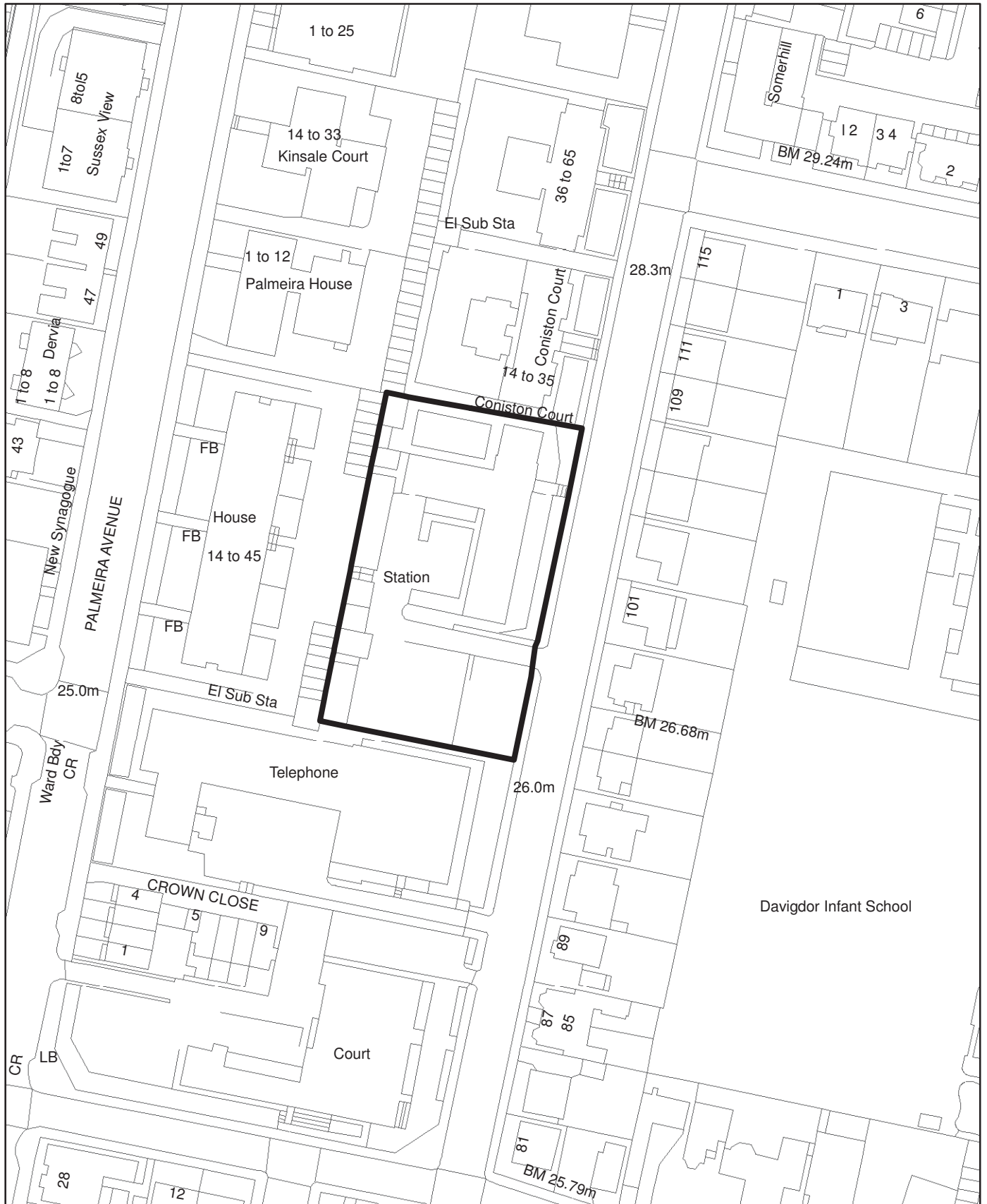
ITEM D

Police Station, Holland Road, Hove

**BH2013/01860
Full Planning**

28 AUGUST 2013

BH2013/01860 Police Station, Holland Road, Hove



**Brighton & Hove
City Council**



Scale : 1:1,250

<u>No:</u>	BH2013/01860	<u>Ward:</u>	GOLDSMID
<u>App Type:</u>	Full Planning		
<u>Address:</u>	Police Station Holland Road Hove		
<u>Proposal:</u>	Change of use from police station (sui generis) to junior school (D1), including part two and part three storey extension to rear to create school hall and 2no classrooms, partial demolition of rear garages and alterations to fenestration, boundary fences and landscaping.		
<u>Officer:</u>	Adrian Smith Tel 290478	<u>Valid Date:</u>	18/06/2013
<u>Con Area:</u>	N/A	<u>Expiry Date:</u>	17 Sept 2013
<u>Listed Building Grade:</u>	N/A		
<u>Agent:</u>	Brighton & Hove City Council, Kings House, Grand Avenue, Hove, BN3 2LS		
<u>Applicant:</u>	Brighton & Hove City Council, Ms Gillian Churchill, Kings House, Grand Avenue, Hove, BN3 2LS		

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 site comprises a four storey building located on the west side of Holland Road, Hove. The building is currently vacant having previously been occupied as a police station. Access to the site is via a ramp off Holland Road which leads to a basement level parking compound including garaging. The building itself is set below street level such that the upper three floors only are visible from Holland Road. A four storey wing extends from the north side to the rear, creating an 'L' shape building.
- 2.2 The surrounding area comprises two storey detached residential houses opposite to the east, four-five storey residential flats to the north (Conniston Court) and rear (Glynde House and Palmeira House), and a telephone exchange building to the south. The area is within a Controlled Parking Zone (zone O).

3 RELEVANT HISTORY

- BH2008/03741-** Replacement of existing timber windows to the North and South staircases with uPVC units. Approved 06/04/2009
- BH2008/00183-** Demolition of existing ordnance store and construction of new. Approved 11/03/2008
- BH2002/00426/FP-** Installation of 5 metre flag to east elevation. Approved 13/03/2002

4 THE APPLICATION

- 4.1 Planning permission is sought for the change of use of the site from a (sui generis) Police Station to a (D1) Primary School, incorporating a three storey extension to the rear and landscaping improvements. The proposed school would form a satellite to West Hove Junior School and would have a capacity for 480 pupils and 38 full time employees, to be phased in over a four year period.
- 4.2 The application is supported by a Transport Statement, draft School Travel Plan, and an Acoustic Report.

5 PUBLICITY & CONSULTATIONS

External:

- 5.1 **Neighbours: Seven (7)** letters of representation has been received from **91, 99, 109 Holland Road; 19, 26, 41 Coniston Court, Holland Road; 27 Glynde House, Palmeira Avenue**, objecting to the proposed development on the following grounds:
- The main catchment for the school is to the west, implying a significant portion of children would have a long journey to school, inevitably most by car
 - Increased traffic volume/congestion and pollution
 - Increased parking demand in the street
 - Holland Road is unsafe for additional vehicles, bicycles and children at exactly the same peak hours as Somerhill junior school one street away
 - The exit from Coniston Court car park is visually poor and a hazard for children crossing this entrance
 - There are two schools and a nursery in the area and the noise from them is sometimes unbearable. An additional school would compound noise and traffic issues
 - Noise pollution
 - Parents will park on driveways
 - Overlooking and loss of privacy from the extended building
 - Loss of light from the extension in the car park
 - Reduction in property prices
 - Somerhill Junior School is one street away and has recently been expanded- can the additional 500 children not be catered for in this school?
 - The initial proposal was to use the Police Station as additional classrooms, not a new school
 - This is overdevelopment in the area for educational uses and the site would benefit more from other projects such as housing
- 5.2 **One (1)** letter of representation has been received from **2 Byron Terrace**, supporting the application.
- 5.3 **Two (2)** letters of representation have been received from 23 & 40 Glynde House, Palmeira Avenue, commenting that:

- The inside of the 2.4m fence should be well planted to stop it looking too oppressive
- The trees proposed near the western boundary should not grow too large or dense to avoid obscuring light
- The large wall-lite panels to the extension should be light and bright rather than industrial/warehouse, ie not grey/black
- Any outdoor lighting should be constrained to prevent spillage into bedrooms

5.4 **Environment Agency:** No objection.

5.5 **Southern Water:** No objection

5.6 **UK Power Networks:** No objection

5.7 **East Sussex Fire and Rescue Service:** No objection

5.8 **Ecology:** No objection. The application site offers opportunities for biodiversity enhancements.

Internal:

5.9 **Planning Policy:** No objection. The proposal is welcome in planning policy terms as it will contribute to providing essential social infrastructure to address current and future increases in school rolls in the city and meets the aims of strategic objective SO21 in the City Plan Part 1.

5.10 **Environmental Health:** No objection. No objection subject to conditions requiring a noise management plan to control playground activities, full implementation of the noise mitigation measures detailed within the acoustic report, a restriction on use of the outside areas after 4pm daily and at weekends and on Bank Holidays.

5.11 **Public Art:** No objection. This application does not fall 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

5.12 **Sustainability Officer:** No objection. Approve with condition to secure implementation of sustainability measures detailed in sustainability checklist submitted by applicant.

5.13 **Sustainable Transport:** No objection. Given the scale of the development it is forecast that there could be a significant transport impact. The Highway Authority would therefore look for this to be mitigated by the applicant funding off-site highway works and implementing a robust travel plan.

5.14 In light of the trip generation information not being readily available for the existing police station use the applicant has undertaken a walking and cycling audit along the likely routes that pupils to the school would walk and cycle along. This audit would identify areas where improvements are required and inform discussions in relation to the necessary improvements.

5.15 The Highway Authority would look for the applicant to provide a contribution related to the development that assists in mitigating the forecast impact of the proposed development. The Highway Authority would look for the improvements to go towards the following measures:

- Footway improvements in the local area:
- Crossing and speed reduction measures on Holland Road.

5.16 **Arboriculturalist:** No objection

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
TR10	Traffic calming
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
SPD12	Design guide for extensions and alterations

Brighton & Hove City Plan Part One (submission document)

SS1	Presumption in Favour of Sustainable Development
SA6	Sustainable Neighbourhoods

8 CONSIDERATIONS & ASSESSMENT

8.1 Matters relating to property prices are not material planning considerations. The main considerations in the determination of this application relate to the principle of change of use of the site, impacts of the proposed extensions and alterations on the appearance of the building and the amenities of adjacent residences, sustainability issues, and the impact of the use of the site on transport and highway safety in the area. Matters relating to property prices in the area are not material planning considerations.

Principle of Change of Use:

8.2 The site as existing comprises a (Sui Generis) police station building that has been vacant since February 2013. The proposal seeks to change the use of the site to a (D1) Primary School, providing a four form entry satellite school for West Hove Junior School. There are no policies within the Brighton & Hove Local Plan or the emerging Submission City Plan Part One that seek the

retention of police station buildings, whilst the NPPF is silent on this matter. Conversely, policy HO19 of the Brighton & Hove Local Plan, 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.

- 8.3 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. However, St Andrews C of E Primary School and Somerhill Junior School currently have a total of only 197 places per year, a significant shortfall. The proposed school would provide four forms of entry with a total capacity of 480 pupils. Given the clear immediate identified need for school places in the central Hove area, and the weighting within local and national policy towards the provision of sufficient school places, it is considered that the principle of change of use of this site can be supported, subject to the development having a satisfactory impact on highway safety and the amenities of adjacent occupiers.

Design and Appearance:

- 8.4 The building as existing comprises a four storey 1950's purpose built police station, originally constructed in tandem with the nearby law courts. The proposal seeks to retain the building largely as existing, with minimal alterations to the front and side elevations. Those alterations proposed include the provision of new windows at front basement level, the replacement of the existing side stairwell windows with smaller upvc windows and new rendering, and the introduction of louvers discretely located below the first and second floor windows fronting Holland Road.
- 8.5 In order to facilitate the conversion of the building to a school, a three storey 10m tall extension is proposed to the rear of the building, set adjacent to the north wing and extending across the width of the building. It would be largely set on stilts above ground level and would comprise two classrooms at basement level and a two-storey school hall at ground and first floor levels above. The extension would sit below fourth floor level to the main building and inset 4m from the rear of the north wing, thereby being of a subservient scale to the existing building. The plans detail that the extension would be completed in composite panel cladding, with pyramid rooflights and extract vents at roof level, and fenestration to the southern side elevation only. These functional finishes are generally considered appropriate given the nature of the existing building and its proposed use, however the samples submitted with the application are not considered an appropriate finish for the development. Residents have requested that the panels are finished in a light colour to complement the existing building and avoid the extension having the appearance of a warehouse/industrial building. A condition is attached to secure further samples that would improve the appearance of the extension accordingly.
- 8.6 Within the rear car park, the existing garages and stores along the rear boundary are to be removed, with exception of three compounds which will be adapted to form general storage, bicycle and scooter stores, and refuse stores.

No objection is raised to the loss of these poor quality garage and store buildings.

Landscaping:

- 8.7 The site as existing is formed predominantly of car parking hardstandings. A small area of grassland fronts Holland Road to the south of the site whilst low hedging/planting fronts the main police station building. These two areas provide the only soft landscaping within the site. External to the site, five Elm trees sit on the pavement along Holland Road, with a further four Sycamore trees close to the northern boundary within Coniston Court.
- 8.8 The application proposes to retain the hardstandings to the north and rear part of the site as hard play areas. To the front of the site, the existing grassed area would be retained as a soft play area, with new planting to the street frontage. The existing planting fronting the main building would be retained and enhanced with new lily ponds and low planting beds set to the northern end. Seven new apple trees are to be planted within the site, three along the rear garden and a further four along the street frontage. These trees would serve to soften and generally improve the street frontage of the site.
- 8.9 In terms of boundary treatments, new 2.4m high green weld mesh fencing is proposed fronting the building, the soft play area, and along the southern site boundary. Although large, this fencing would be set behind new planting and would still allow views through the site whilst providing the necessary security for the school. As such this fencing is not considered to be visually obtrusive within the street scene. To the rear, the existing 2.4m high boundary wall is to be retained, whilst no alterations are proposed to the northern boundary. The council's arboriculturalist has raised no objection to the proposed works subject to suitable protections for the street Elms during the course of development.
- 8.10 A lighting scheme has been proposed for the site, detailing the position of all new external lights. The lights would be in the form of small wall lights and downlights affixed to the walls of the building. The majority of these would be security and emergency lighting, rather than permanent night lighting. Bollard lights are proposed to the access ramp fronting Holland Road. These lights would have minimal intrusion on the appearance of the site, are of an insubstantial size, and would be located away from the nearest residential properties. As such any light spillage would likely be minimal and unobtrusive.
- 8.11 For these reasons the proposed landscaping and boundary treatments are considered to improve the street frontage of the site in accordance with policies QD14 and QD15 of the Brighton & Hove Local Plan.
- 8.12 The County Ecologist has commented that the proposed lily ponds and new planting offer suitable opportunities for biodiversity enhancement within the site, in accordance with policy QD17. Such measures are detailed in the landscaping scheme submitted with the application and secured by condition.

Impacts on Residential Amenity:

- 8.13 The nearest residential properties are located to the front, north and rear of the site. The residential flats within Glynde House, Palmeira House and Conniston Court to the rear and north of the site would be most exposed to increased noise disturbance from the general operation of the school. The application is supported by acoustic assessments to identify likely noise disturbance from the internal and external use of the site.
- 8.14 Internally, the report calculates that noise spillage from the ventilation system, plant machinery, and use of the school hall would not have a harmful impact on neighbouring amenity, provided the kitchen extract duct on the roof of the building is suitably enclosed as per the details in the report. This requirement is secured by condition.
- 8.15 Externally, the report assesses the likely noise output from the playground areas. Based on previous studies by the acoustic consultants it is predicted that the average noise level within the playground would be 75db. The report details that whilst the worst case noise level at Glynde House (56db at first floor level) would be marginally above the recommended upper limit (55db), any impact would be tempered by the limited use of the playground to certain times of the school day, and not at weekends or during school holidays. Further, the report notes that the previous use of the site contained a workshop within the rear garages that would have generated sporadic noise of similar or greater levels.
- 8.16 Given the presence of a number of residential flats to the north and west of the site, it is considered expedient to request a Playground Management Plan to ensure that the use of the playground is appropriately limited and monitored. It is understood that the greatest noise from the playground would occur during break and lunch times, with all other uses of the space occurring during lesson time where activity would be more restrained and controlled. Similarly, breakfast and after school clubs would be monitored with fewer pupils than at the main break times. It should also be noted that the school would not reach full capacity for a period of 4 years, with the initial 120 pupil intake supplemented by a further 120 pupils per year until the 480 pupil capacity is reached. As such any noise impact would be limited in the first years, with any harm appropriately monitored and managed via the Management Plan as the number of pupils increases. This approach is supported by Environmental Health officers, who raise no objection to the proposal on these grounds, subject to a further condition restricting use of the outside areas for play or recreational activities after 4pm daily and at weekends and on Bank Holidays. A 4pm restriction is considered unduly restrictive given the likelihood of the school providing monitored after-school clubs. The restriction is therefore relaxed to 6pm daily and not at weekends or Bank Holidays, with the complementary management plan to address how the outside space would be managed to minimise noise disturbance.
- 8.17 In terms of other amenity harm, the proposed extension would be located approximately 38m from the nearest residential properties within Glynde House. This separation, along with the absence of windows to the west elevation, is such that the extension would have no significant overlooking or oppressive

impact on these properties. The top floor to the existing building would retain corridor windows facing to the west however they would be at a sufficient separation above and beyond the extension such that no substantial amenity harm would occur.

- 8.18 The existing northern wing to the building would contain two classrooms to each floor with north and south aspects. The northern aspect would face the nearest habitable windows to Conniston Court at a separation of approximately 25m. Given the previous office use of this wing and the presence of boundary trees within the Conniston Court site, it is not considered that any overlooking impact would be substantially different or more harmful than previous.
- 8.19 For these reason no significant amenity harm is identified and the proposed development accords with policy QD27 of the Brighton & Hove Local Plan.

Sustainable Transport:

- 8.20 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 predicted methods of travel to the school.
- 8.21 The site as existing is accessed via a ramp leading from Holland Road to a rear car park with a capacity of approximately 50 vehicles. The proposal seeks to retain the ramp as the main pupil accessway into the school and to provide access for refuse and delivery vehicles, with the existing car parking area forming the school playground. There would be no onsite parking either for staff or parents/visitors, whilst one of the existing garages to the rear of the site would be adapted to hold 20 bicycles. A further three disabled parking bays are proposed on street to meet the minimum standards set out in Supplementary Planning Guidance 04 'Parking Standards'.
- 8.22 The school would have a final capacity for 480 pupils and approximately 38 full time and 7 part time staff. This is forecast to generate approximately 1,190 trips at the opening and 1,190 at the closing of the school day (NB the trips split to 860 individual pupil, parent and staff trips to the school and 320 parent trips from the school in the morning and vice versa in the evening). Based on trip data from West Hove Junior School on Connaught Road the majority of trips would likely be walking trips (692), with 212 movements by car. Of these car movements, it is predicted that the number of vehicles seeking to drop off or pick up would be 95 for approximately half an hour in the morning and afternoon. This averages as 3 movements per minute for 30 minutes, or 6 vehicles per minute for 15 minutes. In assessing these predictions regard should be had to the existing use of the site as a police station, with approximately 200 staff and numerous trips generated by public visiting the site and operating police vehicles. There are no records to quantify the trip generation of the police station, or any other comparable police station sites elsewhere therefore a direct comparison between the existing and proposed use cannot be made. Notwithstanding this lack of data, the proposal would

result in a significant increase in trip generation for short periods at the opening and closing of the school day.

- 8.23 To offset this increase, the sustainable transport officer has sought measures to improve sustainable transport modes and infrastructure in the vicinity of the site to encourage vehicle trips away from the site and meet the requirements of development plan policy. Particular focus should be had on the links and routes between West Hove Junior School on Connaught Road and the application site, its satellite, as it is likely that many parents may have a child attending each site. The applicants have proposed modifications to Holland Road fronting the site. These include raised tables either side of the main school entrance, with the main raised table doubling as a pedestrian crossing, and the addition of three disabled parking bays. Subject to further detailing in consultation with the highways team these alterations would slow vehicular traffic outside the school and improve pedestrian and pupil safety.
- 8.24 To assist and better promote walking and cycling trips between the schools, the applicants have undertaken an audit of routes between the sites, focusing on links along Church Road and Eaton Road. In consultation with highways officers the applicants have committed to contributing towards the improvement of footways and pedestrian crossing facilities to the west of the site along these links between the sites. These works, in combination with a completed School Travel Plan, will suitably encourage both more sustainable transport usage and encourage parents away from driving directly to the school. The implementation of the above measures are therefore secured by condition, and would be broadly up to a value of £88,000.
- 8.25 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.

Percent for Art:

- 8.26 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:

- 8.27 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 proposed development represents an extension to a non-residential building and under the terms of SPD08 is required to demonstrate:
- No additional net annual CO2 emissions;
 - Reduction in water consumption; and
 - Minimisation of surface water runoff.

8.28 The application is supported by a sustainability checklist which outlines the sustainability measures proposed for the scheme. These include measures such as a natural ventilation system, dual flush toilets and improved insulation. The sustainability officer is satisfied with the measures proposed, which are secured by condition. Refuse and recycling facilities are proposed in a retained garage unit at the rear of the site. This space is of sufficient size to accommodate the needs of the site and is secured by condition. For these reasons, and subject to the recommended conditions, the proposed development is considered to reach the sustainability standards expected by Policy SU2 and SPD08.

9 CONCLUSION

9.1 The proposed change of use and extension of the building would serve to help meet an identified demand for additional school capacity in this part of the City. The extensions and landscape alterations proposed are of an appropriate scale, siting and design in relation to the existing building 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, in accordance with development plan policies.

10 EQUALITIES

10.1 The proposed building and extension 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
Site plan	002	-	10/06/2013
Existing floor plans and roof plan	003	-	10/06/2013
	004	-	10/06/2013
	005	-	10/06/2013
	006	-	10/06/2013
	007	-	10/06/2013
Existing elevations	008	-	10/06/2013
	009	-	10/06/2013
Site levels plan	-	-	10/06/2013
Proposed block plan	002	-	10/06/2013

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Proposed floor plans and roof plan	010		10/06/2013
	011		10/06/2013
	012		10/06/2013
	013		10/06/2013
	014		10/06/2013
Proposed elevations	015	A	13/08/2013
	016	B	13/08/2013
Proposed street elevation	024	B	13/08/2013
Proposed landscaping plan	022	B	14/08/2013
External lighting details (4no. plans and 1 no. specification sheet)	-	-	13/08/2013

- 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.
- 4) No part of the site shall be used for vehicular car parking other than that associated with deliveries to and from the development.
Reason: To ensure the development maintains a sustainable transport strategy and not to cause any highway safety issues and to comply with policies TR1, TR7 and TR19 of the Brighton & Hove Local Plan.
- 5) Noise associated with plant and machinery incorporated within the development shall be controlled such that the Rating Level measured or calculated at 1-metre from the façade of the nearest existing noise sensitive premises, shall not exceed a level 5dB below the existing LA90 background noise level. The Rating Level and existing background noise levels are to be determined as per the guidance provided in BS 4142:1997.
Reason: To safeguard the amenities of the occupiers of neighbouring properties and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.
- 6) Excluding use for access and egress to the school building, the outside areas of the school shall not be use for play or recreational purposes except between the hours of 8.30am and 6pm Mondays to Fridays.
Reason: To safeguard the amenities of the occupiers of neighbouring properties and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.

11.2 Pre-Commencement Conditions:

- 7) 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

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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.

- 8) All trees to be retained as part of the development, including those street trees fronting the site, shall be protected during the duration of works by fences erected in accordance with BS5837 (2012), and no vehicles, plant or materials shall be driven or placed within the areas enclosed by such fences.

Reason: To protect the trees which are to be retained on the site in the interest of the visual amenities of the area and to comply with policies QD1 and QD16 of the Brighton & Hove Local Plan.

- 9) The landscaping scheme detailed on drawing no.022 rev B received on 14 August 2013 shall be carried out in the first planting and seeding season following the first occupation of the building or the completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become, in the opinion of the Local Planning Authority, seriously damaged or diseased, shall be replaced with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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.

- 10) 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:

- 11) The development hereby permitted shall not be occupied until the sustainability measures detailed within the sustainability checklist received on the 10 June 2013 have been fully implemented, and such measures shall thereafter be retained as such.

Reason: To ensure that measures to make the development sustainable and efficient in the use of energy, water and materials are included in the development and to comply with policy SU2 of the Brighton & Hove Local

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Plan and Supplementary Planning Document SPD08 Sustainable Building Design.

- 12) The development hereby permitted shall not be occupied until the acoustic attenuation measures detailed within the BB93 School Acoustics (Acoustics Issues) report received on 14 August 2013 have been fully implemented, and such measures shall thereafter be retained as such.
Reason: To seek to reduce noise disturbance from the use of the site and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.
- 13) 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 Holland Road, Church Road corridor and the Eaton Road corridor, 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.
- 14) 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.
- 15) Prior to the first occupation of the development hereby approved a Playground Management Plan for the school shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall set out a package of measures to minimise noise from use of the playground, including details of hours of use and means of supervision. The Plan shall be implemented in accordance with the approved details.
Reason: To seek to reduce noise disturbance from the use of the site and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.
- 16) 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.

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 change of use and extension of the building would serve to help meet an identified demand for additional school capacity in this part of the City. The extensions and landscape alterations proposed are of an appropriate scale, siting and design in relation to the existing building 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, in accordance with development plan policies.
- 3) The applicant is advised that the Travel Plan required under condition 14 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;

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- (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 that a formal connection to the public sewerage system and water supply is required in order to service this development. Please contact Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester, SO23 9EH (tel: 01962 858688) or www.southernwater.co.uk