

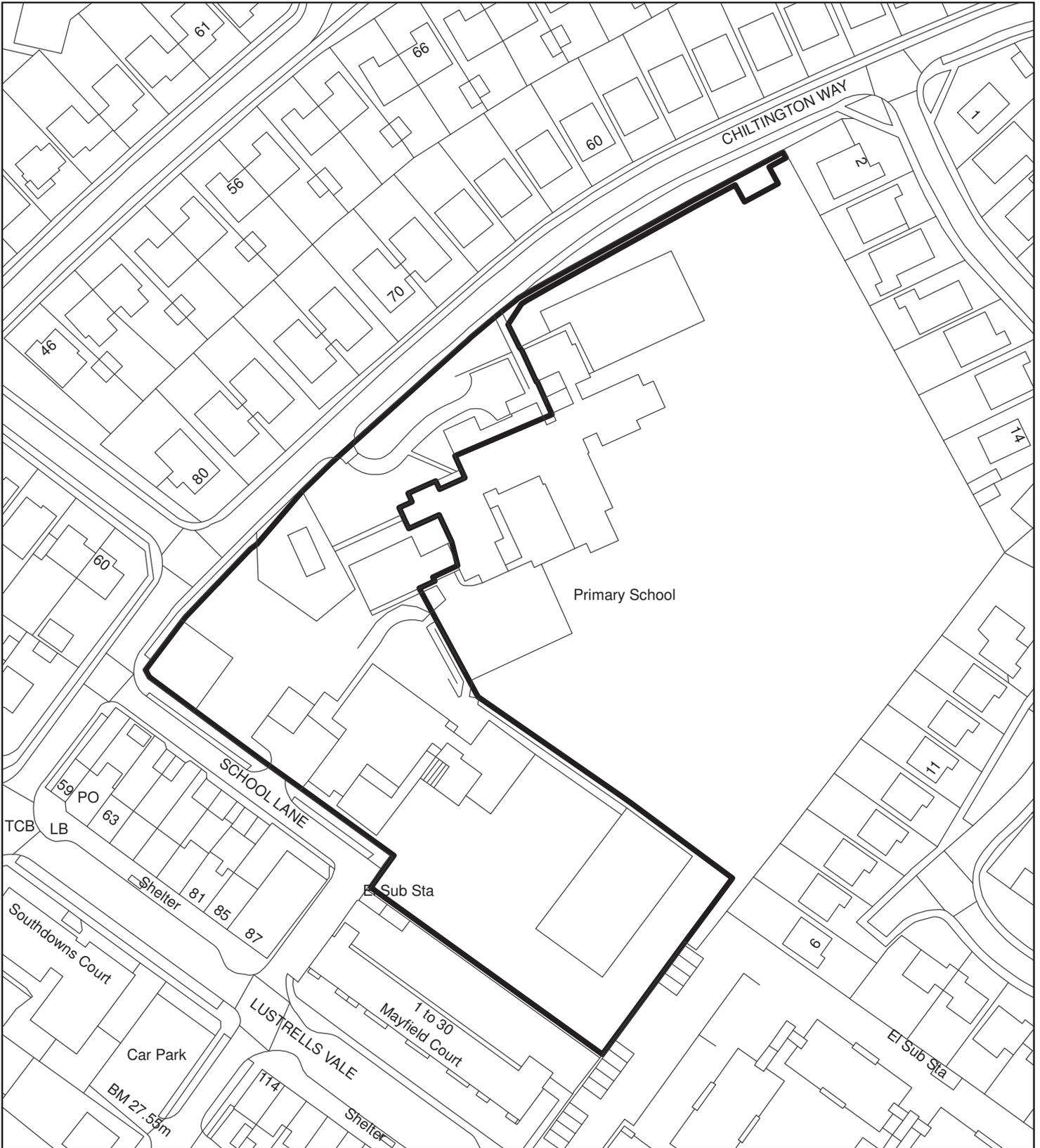
ITEM B

**Saltdean Primary School, Chiltington Way,
Saltdean, Brighton**

**BH2014/03933
Council development**

11 MARCH 2015

BH2014/03933 Saltdean Primary School, Chilington Way, Saltdean, Brighton



**Brighton & Hove
City Council**



Scale: 1:1,250

<u>No:</u>	BH2014/03933	<u>Ward:</u>	ROTTINGDEAN COASTAL
<u>App Type:</u>	Council Development (Full Planning)		
<u>Address:</u>	Saltdean Primary School Chiltington Way Saltdean Brighton		
<u>Proposal:</u>	Demolition of two existing single storey classroom blocks and erection of a new two storey teaching block with link corridor, new two storey classroom extension, hall extension, infill staff room extension and other associated works.		
<u>Officer:</u>	Kathryn Boggiano Tel 292138	<u>Valid Date:</u>	11/12/2014
<u>Con Area:</u>	N/A	<u>Expiry Date:</u>	12 March 2015
<u>Listed Building Grade:</u>	N/A		
<u>Agent:</u>	Brighton & Hove City Council, Property & Design, Kings House, Grand Avenue, Hove, BN3 2LS		
<u>Applicant:</u>	Brighton & Hove Council, Ms Gillian Churchill, Head of Capital Strategy and Development Planning, 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 There are two main buildings on campus within close proximity of each other which were built in 1968 and 1972. The Upper School (Block 1) is located to the north and is accessed off Chiltington Way and the Lower School (Blocks 3, 4, 5 and 6) is located to the south at a lower land level and is accessed off School Lane. Due to the difference in levels the upper ground floor level of the Lower School is the similar height to the lower ground floor level of the Upper School. The majority of the buildings are single storey apart from Block 4 of the Lower School which is two storeys in height.
- 2.2 An extension to the north building was completed in 2004. There are a number of temporary buildings and a permanent caretakers building. There are three playgrounds, and adventure playground and a large field.
- 2.3 The school currently has two access points for vehicles located on Chiltington Way on the western side of the site and also on School Lane to the south. Both vehicle accesses serve small car parks. The car park accessed off Chiltington Way accommodates five vehicles. The car park accessed off School Lane is laid out to accommodate seven vehicles, however in reality the layout makes it difficult to manoeuvre and informal echelon parking is occurring resulting in a reduction to six spaces. Therefore the total existing car parking spaces is 11 spaces.

- 2.4 The surrounding area is predominantly residential in character. The majority of surrounding streets contain detached dwellings, however there are blocks of flats to the south east at Mayfield Court and Westbrook. A terraced parade of shops are present on Lustrells Vale.
- 2.5 There is a free car park located at the corner of Lustrells Vale and Saltdean Drive which is accessed via Saltdean Drive.
- 2.6 Work has commenced on removing some of the temporary buildings on site and to facilitate this a construction site entrance has been installed where the car park access is proposed on School Lane.

3 RELEVANT HISTORY

BH2014/01162: Erection of two temporary classrooms with associated landscaping. Approved 03/07/2014.

BH2013/01841: Erection of single storey modular building containing classroom, group room, toilets and store with covered link to existing building and landscaping (Retrospective). Approved 14/08/2013.

BH2003/01341/FP: Demolition of two hutted classrooms. Erection of a single storey extension on the south/west elevation to provide staff room, library and classroom. Approved 16/06/2003.

BH2001/00425:FP: Installation of white PVCU frames windows and doors to replace defective windows and doors. Approved 12/04/2001.

95/0648/CC/FP: Erection of mobile classroom unit. Approved 23/06/1995.

4 THE APPLICATION

- 4.1 The Primary School currently has two forms of entry from years one to six, plus a reception year which equates to 420 pupils. It is proposed to increase the number of pupils to 630 which would permit three forms of entry per year.
- 4.2 Four extensions are proposed which would facilitate nine classrooms, plus an extension to the existing staff room at the Upper School building and the existing hall at the Lower School building. The extensions are described in detail below.
- 4.3 Single storey staff room extension located on north west facing elevation of Upper School building (facing Chiltonington Way).
 - Upper ground floor: staff room extension and new external entrance for corridor to link directly with existing staff room.
 - Extension would measure approximately 2.5 by 8 metres.
 - Proposed materials: brick to match existing and aluminium windows (grey).
- 4.4 Main two storey link extension, located near to western corner of site and would link the Upper School building (Block 1) with the Lower School building (Block 3). Temporary building to be removed.

- Lower ground floor: Link corridor and lift, three classrooms and ICT suite, external link via steps to Nature Area to west.
 - Upper ground floor: four classrooms, link corridor and lift, disabled WC and shower room, corridor link through to Upper School building at the northern end and two level access external link bridges to Nature Area to the west.
 - Roof: photovoltaics.
 - Extension would measure approximately 34.5 metres in length by between 7.5 metres and 12 metres in width plus the link corridor section at upper ground floor.
 - Proposed materials: Two tone cladding materials for walls (colour dark clay red to match existing brick) for south west and north west facing elevations. Brickwork to match existing on south east facing elevation. North east facing elevation to contain both brick and cladding materials. Windows and doors to be aluminium. Windows coloured grey, colour of door units undecided. Roof to be single ply membrane grey. Link bridges to be metal with timber handrail.
- 4.5 Single storey hall extension, located to south western side of the Lower School (Block 3).
- Lower ground floor: Hall extension measuring 64 m².
 - Extension would measure approximately 7.5 by 9 metres.
 - Proposed materials: Two tone cladding (dark clay red) on south west facing elevation and mixture of this and brick on south east facing elevation. Aluminium windows and doors (grey).
- 4.6 Two storey classroom extension, located to south east of Lower School (Block 4), temporary cabin Block 6 to be removed.
- Lower and Upper Ground floors: Link corridor and lift, two W.Cs, one classroom all at both floors.
 - Extension would measure approximately 8 by 8 metres for the main part of extension and 4.3 by 3 metres for the link corridor.
 - Proposed materials: Two tone cladding materials (dark clay red colour) to south east elevation and brick to match existing to south west and north east elevations. Aluminium windows and doors, grey colour for windows, colour of doors undecided. Metal fire escape to south east elevation, metal to match other existing fire escapes.
- 4.7 A new car park is proposed which would be accessed from School Lane and would be sited to the south of the Lower School building. This would accommodate five car parking spaces. Entrances to the School for pupils would be rationalised with two separate accesses for Reception and Key Stage 2 (years 3 to 6) from School Lane. The existing entrance from Chiltington Way would be utilised for Key Stage 1 (years 1 to 2).

5 PUBLICITY & CONSULTATIONS

External

- 5.1 Neighbours:** 28 letters of representation have been received from the addresses listed in the appendix to this report which are objecting to the

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application. Whilst some of the representations support and understand the need for the school extensions, all of the objections are concerned with transport issues (staff parking and drop off/pick up issues). These reasons are summarised in more detail below.

- Parents' inconsiderate and illegal parking has nearly caused accidents to local residents including frail pedestrians and school children. A child was recently hit by a car near the school. Constant risk of accidents due to parking on yellow lines, straddle parking on pavements and road, parking blocking residents' driveways, restriction of pedestrian and mobility vehicle movements.
- No traffic wardens enforce the yellow lines.
- Most of the nearby residents are elderly and there have already been several 'road rage' incidents with parents over bad parking and there are allegations of both verbal and physical abuse.
- Local residents cannot make any appointments to leave their houses or invite guests between the hours of 8am and 9.30am and between the hours of 2pm and 3.30pm.
- Parking problems currently exist around the school and shops on Lustrells Vale where people park illegally on grass verges and yellow lines. Emergency vehicles would not be able to get through the streets. Coach parking adds to the problem.
- At present there are between 35 and 45 vehicles being parked throughout the day in Chiltington Way and neighbouring roads including Effingham Close. With at least a 30% increase in pupils and staffing this will become up to 60 vehicles. Staff park their cars along the whole length of Chiltington Way from 7.45 to 17.30 which reduces it to single width. There are normally 15 vehicles parked on Chiltington Way. This makes it very difficult for residents to reverse out of their driveways opposite.
- It is difficult to get past the parked cars without mounting the pavement and the development will increase the number of accidents. Additionally on Effingham Close there can be parking on both sides of the road, part on the pavement, which would prevent emergency vehicles from passing.
- The trips as a result of the expansion will increase by 450 additional two way trips per day. There will only be 12 parking spaces for 95 staff which is approximately 8 staff to 1 parking space which is unacceptable. The increase in pupils from 420 to 630 is going to make the drop off/pick up situation much worse.
- Expansion of the school is an ideal opportunity to build a much bigger car park off School Lane where the proposed plan is for just 5 spaces which

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would not involve the loss of any school playing fields. The new larger car park is essential so that staff can park off the streets which will take some of the pressure off the parking problems for local residents. To build a car park with 5 spaces is a complete waste of money.

- There is a very large green playing field at the school so this should be made into a car park for the teachers.
- Council policy is to discourage employees driving to work and thus does not encourage car park development. Also Sport England wants to maximise green space and the head teacher wishes to minimise the loss of trees. However, it is unrealistic of the Council to expect staff to use public transport as the staff need to bring numerous boxes etc to school. Staff numbers will be increasing by 64 to 95 but the car parking will only be increasing by 1 space. According to SPG4 Parking Standards there should be 1 parking space per member of staff.
- There is no confidence in the submitted Transport Statement which states the wrong start and finishing times for the school and which states that the extension proposals will not have an adverse impact on upon the highway or public transport and as such there is not considered to be reason to recommend the refusal of the proposal on transport grounds. This is incorrect.
- The capacity of the surrounding streets should have been modelled as part of the Transport Assessment and a parking survey needs to be undertaken.
- The Transport Statement states that observations of on street parking within the vicinity of the school site has indicated that there is sufficient capacity to absorb the small amount of parking overspill that may result, though the school's efforts to encourage sustainable transport will assist in limiting the need for parking to occur off-site on a regular basis. This is incorrect.
- The Transport Statement acknowledges that the school expansion will generate additional drop off/pick up activity on School Lane and Chilton Way and that the situation will be monitored and managed though the Travel Plan. However, the issues of parents driving very short distances with their children is a losing battle.
- Further pedestrian and vehicle accidents are inevitable. There will be a fatal accident.
- Car park is required with between 30 and 50 car parking spaces. Failing this double yellow lines should be installed all the way round the school. However, double yellow lines are a poor option compared to the car park and are useless if not enforced. The green playing field issue is minor as the number of times this area is used is limited. The loss of a few trees

to increase car parking is minor and is outweighed by the avoidance of injuries/fatalities on the road.

- The Addendum to the Transport Statement states that there will only be an additional 16 staff rather than 32 and that there will only be an increase of 11 staff cars as a result of the extension. The new total of car parking spaces will only be 12 spaces per 52 staff. There will be a 50% increase in staff and only 1 additional parking space which is totally unacceptable.
- The additional car parking survey states that there is ample capacity across the survey area (within 400 metres of school). However whilst there is sufficient capacity around surrounding streets, there is not sufficient capacity on streets where teachers currently park, Chilington Way, Effingham Close, Falmer Avenue and School Lane. Teachers have books, files, boxes and associated papers. Of the 17 roads listed only 4 are within easy walking distance.

5.2 One letter of representation has been received from the address detailed within the appendix to this report which provides the following comments on the application;

- The planning department should ensure that there is provision for dedicated parking to accommodate the cars which follow the increased pupil provision as parking is already difficult around the end of the school day.

5.3 **East Sussex Fire & Rescue:** No comments to make.

5.4 **County Archaeologist:** The proposed development is of archaeological interest due to its location within an area of medieval and post-medieval activity, as well as a potential for earlier remains relating to prehistoric and Roman usage of this area of the South Downs. The site is in close proximity to a Saxon burial ground, the contemporary settlement to which has not yet been located. The settlements are typically in close proximity to the burial grounds, and the site's location in the flatter, more sheltered, valley bottom is a suitable location for such occupation. From the photographs submitted with the application it appears that this area of the school has been subject to terracing or hard landscaping, raising the potential for below ground archaeological remains surviving.

5.5 Therefore recommend that a Programme of Archaeological Works is secured by condition which will enable any archaeological deposits and features disturbed during the proposed works to be adequately recorded.

5.6 **County Ecologist:** Provided the recommended mitigation measures are implemented, the proposed development should not have an adverse impact on biodiversity and can be supported from an ecological perspective. The site offers opportunities for biodiversity enhancements.

- 5.7 The majority of the site currently comprises improved/amenity grassland, buildings, hard standing, species poor hedgerows, mature broadleaf trees, ephemeral/short perennial vegetation, and introduced shrubs, and is of relatively low ecological value. Of greatest ecological interest is the “nature area” in the south west corner of the site which includes a drained pond.
- 5.8 Trees and hedgerows should be retained where possible and protected in accordance with BS5837:2012 *Trees in relation to design, demolition and construction*. Any impacts to mature trees and hedgerows should be assessed and mitigated as recommended in paragraph 4.6 of the Ecological Appraisal Report, i.e. surveyed and protected, replanted where possible, or replaced with appropriate native species.
- 5.9 No evidence of bat roosts was found in buildings or trees on site. However, given that there are numerous records of bats from the surrounding area, and that there is suitable habitat on site, the site has the potential to be used for commuting and/or foraging. All species of bats are protected under Schedule 5 of the Wildlife and Countryside Act 1981, as amended, and Schedule 2 of the Conservation of Habitats and Species Regulations 2010 making all species of bats European Protected Species.
- 5.10 The nature area in the south west corner of the site has the potential to support reptiles. Slow worms, grass snakes, common lizards and adders are protected against intentional killing or injuring under Schedule 5 of the Wildlife and Countryside Act 1981, as amended.
- 5.11 From the information provided, the nature area lies outside the area of the proposed works, and is currently separated from the works area by a strip of mown grassland. Provided that there is no encroachment into the nature area, and that it is kept separated from the works area through maintenance of the mown strip, and protected throughout construction, no further surveys are required. The nature area should be brought into active management to enhance it for reptiles and other wildlife.
- 5.12 The site has the potential to support breeding birds. Under Section 1 of the Wildlife and Countryside Act 1981 (as amended), wild birds are protected from being killed, injured or captured, while their nests and eggs are protected from being damaged, destroyed or taken. To avoid disturbance to nesting birds, any removal of scrub/trees that could provide nesting habitat should be carried out outside the breeding season (generally March to August). If this is not reasonably practicable within the timescales, a nesting bird check should be carried out prior to any clearance works by an appropriately trained, qualified and experienced ecologist, and if any nesting birds are found, clearance must stop until the fledglings have left. To mitigate for the loss of nesting habitat, bird boxes should be provided.
- 5.13 In addition to the recommended mitigation for protected species, the site offers opportunities for enhancement which will help the Council address its duties and responsibilities under the Natural Environment Rural Communities Act and the NPPF. Opportunities include the provision of bat boxes and bat bricks along with

sensitive lighting, the provision of bird boxes and bricks, and the use of species of known value to wildlife within the landscaping scheme. Recommended boxes are listed in paragraphs 4.18 and 4.21 of the Ecological Appraisal Report. Advice on plant species of value to wildlife can be found in the Council's SPD 11, Annex 7 *Notes on Habitat Creation and Enhancement*. Where possible, native species of local provenance should be used.

5.14 **Environment Agency:** The site is located in Flood Zone 1 as defined by the NPPF as having a low probability of flooding. In this instance, the Environment Agency do not consider that it is necessary to provide comments. Recommend that consultation is carried out with the Lead Local Flood Authority (LLFA) and with Council officers responsible for the surface water aspects of this site.

5.15 **Saltdean Residents Association:** Object to the development. Recognise that the expansion of the school is badly needed and supported by the Resident's Association. The main plans for the classrooms, halls and kitchen are excellent, however object to the transport arrangements, particularly:

- Lack of on site parking for teachers. Up to 50 cars could be parking on the surrounding street as a result of staff once the development is complete.
- Sustainable transport (buses, cycling and walking): The Transport Statement states that 'the schools efforts to encourage sustainable journeys will assist in limiting the need for parking to occur off site on a regular basis'. However the submitted Transport Statement shows how few pupils or teachers use buses or cycle. The terrain is very hilly in Saltdean, the weather can be very dramatic and particularly windy and short bus journeys are not economically viable. Cars are the normal mode of transport in Saltdean.
- Traffic management in surrounding streets during drop off/pick up: There are current difficulties experienced by residents in Falmer Avenue, Chilmington Way and Effingham Close and without a more robust Transport Plan these difficulties will worsen and spread to other neighbouring roads. The Transport Statement suggests that the Saltdean Park public car park should be used by people accessing the school. This is a shoppers car park to support the parade at Lustrells Vale. This car park is currently full on many occasions because of the school and people using it as a park and ride for Brighton. There are double yellow lines around the shopping area but they do not stop people from illegally parking there. There is no proper enforcement and this will worsen and cause more accidents and anti-social behaviour.

5.16 Recommend the following measures:

- The area where the 5 parking spaces are proposed should be extended as a 30 space car park. The costs of this would be outweighed by the benefits in terms of neighbourhood harmony and safety.
- Develop a dropping off, picking up strategy now and possibly one way streets.
- More yellow lines and limited parking in Saltdean Drive car park with enforcement.

- Negotiate a concessionary fare within Saltdean for pupils and guardians with B & H buses.
- 5.17 **Saltdean, Rottingdean & Ovingdean Neighbourhood Watch:** Have no concerns regarding the actual extension as this is needed due to the increase in children living in and moving to Saltdean. However extremely concerned about the lack of car parking. Staff park on Chiltington Way which increases the conflict at drop off/pick up times. The new parking area should be extended to provide more parking spaces so that more staff can park on site. The area the new car park could be extended into is seldom used by the children.
- 5.18 **Sport England:** No objection. The proposed development affects only land incapable of forming, or forming part of a playing pitch, and does not result in the loss of or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing areas of any playing pitch or the loss of any other sporting/ancillary facilities on the site.
- 5.19 **Southern Gas Networks:** No objection. A low/medium/intermediate pressure gas main is located in the proximity of the site. There should be no mechanical excavations taking place above or within 0.5 metres of the lower pressure system, 0.5 metres of the medium pressure system and 3 metres of the intermediate pressure system.
- 5.20 **Southern Water:** No objection. A formal application to connect to the sewer should be made for this development. Sustainable Urban Drainage Systems are proposed. These are not adoptable by sewerage undertakers and do not discharge to the public sewer.
- 5.21 **Sussex Police:** Due to the development being an infill project, the proposals will knit into the existing framework of the school and the only security advice to be given for the new development would be to ensure that any new external ground floor doors along with any easily accessible doors and windows are to conform to PAS 024-2012 or LPS1175 SR2. Doors and window are to be fitted with laminated glazing that conforms to BS EN356 P1A.
- 5.22 **UK Power Networks:** No objection.
- Internal**
- 5.23 **Arboriculturist:** No objection. Several trees are proposed for removal, however, they are all of small stature and would not warrant protection by a Tree Preservation Order. These comprise one Rowan, one Swedish Whitebeam, one Myrobalan plum. A section of hedge will be relocated and some greenery removed. All major trees on the site to be retained e.g. Ash, Kanzan Cherry, Sycamore.
- 5.24 Recommend conditions for the following:
- Tree protection for all remaining trees in the vicinity of the proposed development to be protected to BS5837 (2012) Trees in Relation to Design Demolition and Construction;

- Grasscrete within Root Protection Areas of trees to be laid in accordance with BS 5837 (2012);
- Landscaping – replacement tree planting for those that will be lost.

5.25 **Environmental Health:** No comments to make regarding the proposal.

5.26 **Flood Risk Manager:** No objection.

5.27 **Planning Policy:** The proposal is considered welcome in planning policy terms. The extension to Saltdean Primary School will provide an additional form of entry to the school (increasing from 2 to 3 forms of entry). The school currently has a bulge class to address the shortfall in school places in the area. The proposal will make an important and permanent contribution towards meeting the shortfall in primary school places and will provide essential infrastructure locally therefore reducing the need for primary age pupils to travel to school. The proposal addresses strategic objective SO21 in the City Plan by providing school places in an area with growing demand.

5.28 Brighton & Hove Schools Organisation Plan 2013 – 17 sets out the priorities for meeting demand for new school places in the city. The Plan states on page 10 ‘Closer analysis also shows that numbers of children in Saltdean are likely to exceed the places available at Saltdean Primary School (where a bulge class was provided for 2013/14) and that these higher numbers may continue for the foreseeable future. Discussions with colleagues in East Sussex suggest that they are forecasting a shortfall in places in the neighbouring areas of Telscombe Cliffs and Peacehaven and that it would not therefore be possible to consider placing East Saltdean children (living in East Sussex) in the East Sussex schools.’ The SOP goes on to indicate there will be discussions with Saltdean Primary School to discuss the school moving to three forms of entry.

5.29 **Sustainability:** Approval is recommended using a condition to secure BREEAM ‘Simple Buildings’ ‘very good’ standard with a minimum of 50% in energy and water sections. The application involves a simple checklist called the One Planet Checklist which indicates briefly measures being installed. This indicates that an efficient boiler, solar hot water and ground source heat pump technology may be considered at detailed design stage.

5.30 Use of ‘grasscrete’ or porous surfaces are welcomed for parking areas as this provides opportunities for rain water attenuation to be minimised.

5.31 A BREEAM ‘simple buildings’ assessment has also been submitted. This is a fairly new BREEAM tool designed to be used for simple buildings such as extensions to schools and other buildings. BREEAM Simple Buildings assessment is an acceptable approach, as it means the applicant can undertake BREEAM assessment in a cost effective way with a reduced number of criteria relevant to a simpler building. A description of BREEAM SIMPLE is provided below.

5.32 In correspondence the following has been confirmed:

- Overall BREEAM score – 70.25%

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- Percentage of Energy credits achieved – 41.67% (this is conservative and will be informed when Part L calculations are undertaken and the applicant has agreed to targeting 50% to meet local policy)
- Contribution of energy section to overall score – 7.92%
- Proposing 35 photovoltaic panels, delivering 8.75 – 11.2 kWp depending on efficiency panels and how much schools can spend. A conservative average would be 9.7kWp
- The consultant noted these may be conservative estimates given the amount of PV.

5.33 One Planet Checklist

- Link corridor acts as a draft lobby into new teaching block. This will aim to control heat loss and assist in maintaining internal environment.
- Ventilation; Mechanical Ventilation limited to minimal essential areas include IT Suite Natural Ventilation Strategy incorporated into the design through cross ventilation design.
- Current design principles includes a natural ventilation strategy and option to use the activity space as a stack effect ventilation lobby. Agreed design incorporates dual height openable windows allowing cross ventilation through the teaching spaces drawn through using a natural stack effect.
- The rooms with low heating and lighting demand are placed on the north side of the building:
- Minimal openings to direct south elevation means that avoids overheating from this aspect which receives direct solar radiance all day.
- New teaching spaces designed to provide cross ventilation.
- Proposal submitted for comment. Option of using activity spaces for stack ventilation including vertical risers linking to high level ventilators through the wall. Sizes to be confirmed during detailed design stage. These are welcomed from a point of view of providing comfortable internal ambient temperatures and avoiding overheating.
- Indication that a food growing area or fruit trees will be discussed with the school.
- Low VOC (volatile organics compound) paints to be used where 'feasible' (it is not clear what 'feasible' means).

5.34 It is disappointing that no green roofs or rainwater harvesting are proposed, but the scheme has otherwise addressed sustainability policy.

5.35 **Sustainable Transport:** No objection. Recommend approval subject to conditions to require the funding of the highways works package; continuing Travel Plan process including non-standard enhancements; a construction vehicle management plan and an informative regarding the proposed new crossover onto School Lane.

5.36 The initial application was accompanied by a Transport Statement and this was later supplemented by an addendum.

5.37 Parking provision

It is proposed to rearrange parking resulting in a net increase of 2 disabled parking spaces. Based on revised and more accurate staff numbers (Full Time Equivalent FTE) provided by the school, SPG4 indicates that for the extension alone at most 12 general spaces and at least three disabled bays are required. The applicant is willing to compensate for the shortfall in disabled parking by committing to prioritising the needs of members of staff with disabilities and this can most effectively be done through the travel plan process. Four cycle parking spaces are proposed compared to an SPG4 minimum requirement of three and the details of the proposed provision are satisfactory. If the school expanded as now proposed was built as a single development the SPG4 figures for the whole school would be maximum 41 general bays, minimum 4 disabled bays and minimum 16 cycle places.

5.38 Scope for displaced parking

Estimates for new staff parking demand result from the number of staff and the proportion of them using cars. Discussion of the initial Transport Statement led to the applicants noting that (1) Estimated staff numbers in the application were on a general/ pro-rata basis rather than specific to the school (2) The surveys of modal share were out of date. Part of the point of the addendum was to provide new evidence on these aspects. Specific consideration of the school's circumstances led the applicant to conclude that the likely increased number of staff would be at most 16 FTE by 2020 rather than the initial estimate of 31. An up to date survey of staff modal share was also undertaken. This confirmed that there has been no substantial change to the degree of car use since the figures used in the initial Transport Statement. The best estimate for the amount of displaced parking arising from the extension is seven vehicles.

5.39 Capacity for displaced parking

This is not formally considered in the initial Transport Statement however parking surveys were carried out at the request of officers for consideration in the addendum. These surveys were carried out on Thursday 5 February on roads within approximately 400 metres of the school. The numbers of cars parked were counted during the hours 7.30- 8.30, 12.00-1.00 and 3.30-4.30 and the number of cars parked was compared to the capacity. The lowest amount of spare capacity was for 366 cars during the hour 12.00- 1.00. Clearly this is substantially higher than the maximum estimate of displaced parking so capacity is available for this parking without causing substantial nuisance.

5.40 Highways impact

The revised estimate in the addendum is that in total the expansion will generate an additional 435 trips in and 435 out by all modes combined over a full day. The peak hour increase in car movements would be an additional 111 in and 111 out i.e. approximately 2 per minute in each direction. It would not be appropriate to provide extra road capacity for these movements given the low number and short duration of significant impact and the residential nature of the surrounding area. The new crossover onto School Lane will need to be constructed under a Highway Authority licence and an informative to this effect should be attached. A Construction Management Plan should be required by condition for approval to ensure that measures such as controls of delivery times and routes are implemented to minimise the impact of the construction on the school and local

residents. The applicants have analysed the local 3 year accident record. Of the 5 personal injury accidents recorded within 800 metres of the school none involved school age children or happened at school opening and closing times.

5.41 Highways works

Notwithstanding the accident data the conflicts at the start and end of the school day will increase by a substantial proportion and it is considered appropriate to require the funding of appropriate minor highways works to reduce the potential hazard arising and enhance the quality of existing and proposed walking buses. The Road Safety Team has monitored movements to and from the school and designed a package of works to improve the safety and accessibility of the routes used while bearing in mind the impending introduction of a local 20 mph zone. This package with estimated costs comprises (1) Additional waiting restrictions subject to a Traffic Regulation Order (TRO) in Lustrells Vale – (£2,000) (2) Improved signage at the Lustrell's Vale/School Lane junction (£1,300) (3) New/improved dropped kerbs and tactile paving at Chichester Drive West/Saltdean Vale, Glyndebourne Avenue/Chichester Drive West, Glyndebourne Avenue/Lustrells Vale, Saltdean Vale/Lustrells Vale (£4,000) (4) A new pedestrian refuge at Saltdean Vale/Arundel Drive East (£12,000) (5) Entry treatments at either end of Chiltonington Way (this would ensure that this section of the 20mph speed limit in the area becomes a 20mph school safety "zone") (£23,000) (6) Pedestrian Refuge on Saltdean Park Road and junction narrowing at junction of Saltdean Park Road and Arundel Park West - creating a safer walking route towards and from the school area and also providing a safe walking from between the school and local facilities such as the Library and Lido (e.g. for in school class trips) and the car parking areas located off Saltdean Park Road (£21,000). Total work costs including a 15% contingency (£9,495) is £72,795. Application of the standard contributions formula indicates that a contribution of £174,000 would be appropriate here. These formula calculations are for guidance only and given the good local accident record, the small number of measures considered necessary, and the applicant's continuing commitment to the travel plan process as described below, it is recommended that the funding of the works described should be accepted as meeting policy. This can and should be achieved by condition as with other recent school expansions.

5.42 Travel Plan

The applicant has confirmed their commitment to the established school travel plan process in the Transport Statement and continuing work on this should be required by condition. Non-standard content which is appropriate in this case should also be specifically required by this condition. This consists of (1) Prioritising and allocating staff off street car parking, in particular that required by disabled staff members. The nature of allocation used should be reported in each travel plan review and officers should be able to require amendments if reasonably required. (2) Establishment of an internal car sharing database within the school.

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) is a material consideration.
- 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
TR12	Helping the independent movement of children
TR13	Pedestrian network
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
SU10	Noise nuisance

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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 – efficient and effective use of sites
QD14	Extensions and alterations
QD15	Landscape design
QD17	Protection and integration of nature conservation features
QD20	Urban Open Space
QD27	Protection of Amenity
HO19	New community facilities
SR20	Protection of public and private outdoor recreation space

Supplementary Planning Guidance:

SPGBH4 Parking Standards

Supplementary Planning Documents:

SPD03	Construction & Demolition Waste
SPD06	Trees & Development Sites
SPD08	Sustainable Building Design
SPD11	Nature Conservation & Development
SPD12	Design Guide for Extensions and Alterations

East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan

WMP 3d Minimising and managing waste during construction, demolition and excavation.

Brighton & Hove City Plan Part One (submission document)

SS1	Presumption in Favour of Sustainable Development
CP8	Sustainable Buildings
SO21	Strategic Objective 21 – Additional school places

Interim Guidance on Developer Contributions

8 CONSIDERATIONS & ASSESSMENT

- 8.1 The main considerations material to this application are the principle of the school extension, the impact of the intensification of use of the site on transport and highway safety in the area, impact of the proposed extensions and alterations on the appearance of the school and surrounding area, impact on residential amenity and archaeological, sustainability and ecology issues.

Principle of the school extension

- 8.2 One of the 12 core land use planning principles in the NPPF (paragraph 12) requires the delivery of sufficient community and cultural facilities and services to meet local needs. The 2013 Brighton & Hove Schools Organisation Plan (SOP) sets out the priorities for meeting demand for new school places in the City. The SOP states 'Closer analysis also shows that numbers of children in Saltdean are likely to exceed the places available at Saltdean Primary School (where a bulge class was provided for 2013/14) and that these higher numbers

may continue for the foreseeable future. Discussions with colleagues in East Sussex suggest that they are forecasting a shortfall in places in the neighbouring areas of Telscombe Cliffs and Peacehaven and that it would therefore not be possible to consider placing East Saltdean children (living in East Sussex) in the East Sussex schools'. The SOP goes on to indicate there will be discussions with Saltdean Primary School to discuss the school moving to three forms of entry.

- 8.3 Strategic objective 21 of the submission City Plan requires the provision of additional primary and secondary school places in response to growing demand and future increases in population by working with partners, including not for profit organisations, to build new schools and by expanding successful schools.
- 8.4 It is considered that the extensions and the additional form of entry to the school (increasing from 2 forms to 3) would make an important and permanent contribution towards meeting the shortfall in primary school places in the Saltdean area and would provide essential infrastructure locally therefore reducing the need for primary age pupils to travel greater distances to school. This satisfies the aims of strategic objective 21 in the City Plan that aims to address the shortfall in school places by expanding successful schools. Therefore it is considered that the extension is acceptable in principal and also complies with the paragraph 12 of the NPPF.

Transport:

- 8.5 Policy TR1 of the Local Plan requires development proposals to provide for the demand for travel which they create and maximise the use of public transport, walking and cycling. Policy TR7 will permit developments that would not increase the danger to users of adjacent pavement, cycle routes and roads.
- 8.6 Policy TR11 states that development proposals that affect proposed or existing 'Safe Routes to Schools' or 'School Safety Zones' should contribute towards the implementation, improvement and maintenance of routes to school or to the safety of movement within the 'School Safety Zones'. Safe Routes to School is a concept developed by the sustainable transport charity 'Sustrans'. It involves a partnership between schools, pupils and the local authority whereby children are encouraged to walk or cycle to school as a result of the local authority making improvements to road and pavement design near schools to improve safety. School Safety Zones are areas where specific engineering measures will be taken to improve safety around schools where there have been traffic accidents.
- 8.7 The main transport impacts as a result of the increase in pupil and staff numbers are related to drop off/pick up and staff parking.
- 8.8 Neighbour concerns are related to the conflict which exists at drop off/pick up times, staff parking on surrounding streets and potential accident and highway safety issues. Local residents consider that a larger staff car park should be provided as part of the development proposal. These concerns have been summarised within section 5 of this report.

- 8.9 The school currently has two access points for vehicles located on Chiltington Way on the western side of the site and also on School Lane to the south. Both vehicle accesses serve small car parks. The car park accessed off Chiltington Way accommodates five vehicles. The car park accessed off School Lane is laid out to accommodate seven vehicles, however in reality the layout makes it difficult to manoeuvre and informal echelon parking is occurring resulting in a reduction to six spaces. Therefore the total existing car parking spaces is 11 spaces.
- 8.10 The main two storey extension which would link the Upper School building with the Lower School building would result in the loss of parking from the School Lane car park which would be reduced from six spaces to three (including two new disabled spaces). The Chiltington Way car park would remain as existing. A new car park is proposed to the south east of the site which would accommodate five spaces. The car parking would be increased from the 11 usable spaces to 13 spaces which would be a net increase of two spaces (including two additional disabled parking spaces).
- 8.11 The school does not have a formal drop off area and it is not proposed to create one. School Lane is one way running in a north east and then north west direction from Lustrells Vale to Chiltington Way. There are school no waiting yellow lines on both School Lane and Chiltington Way.
- 8.12 A Transport Statement has been submitted with the application and subsequently a parking survey was carried out and an addendum to the Transport Statement was submitted.

Staff car parking

- 8.13 Currently the school has 420 pupils and this would increase to 630. As existing there are 64 members of staff which include both full and part time. The existing FTE equivalents are 21 teaching staff and 23.5 FTE support staff. As a result of the proposal the teaching staff would increase by 7 FTE over five years and there would be 9 FTE additional support staff (including teaching assistants).
- 8.14 The Transport Statement originally predicted the increase in staff numbers on a pro-rata basis in relation to the increase in floor area. However, after consultation with the Head Teacher this has now been more accurately predicted. Administration and catering staff would not increase on a pro-rata basis. The increase in staff has now been projected to be 16. This would take the total number of staff to 80 (including both full and part time).
- 8.15 By applying the formulae in SPG4 and using the FTE staff numbers the proposed extension would require a maximum of 12 general spaces and a minimum of three disabled spaces. When the SPG formula is applied to the school as a whole this would equate to a maximum of 41 standard spaces and a minimum of 4 disabled spaces.
- 8.16 The original staff transport survey results did not report the numbers of staff who currently car share. Therefore, the survey was repeated so this data could

be extracted. The survey found that 58.8% of staff drive to work and 5.9% of staff car share. 29.4% of staff walk to work and 2.9% of staff cycle and 2.9% of staff use public transport. As part of the survey staff working patterns were also examined which found that out of the respondents who answered the survey the maximum number of staff present on site at any one time was 92%.

- 8.17 As there are high numbers of part time staff, it is difficult to predict with certainty the amount of staff who have driven to the school at any one time. Based on the results of the existing staff survey it is thought that in the region of 24 to 36 cars are being driven to the school by staff, dependant on how many part time staff are in work at that particular time. The 36 car prediction is at the higher end and is reliant on 92% of the 64 part and full time staff being present at any one time, which is considered to be unlikely. As there are 11 car parking spaces on site this would result in between 13 and 25 cars being parked on surrounding streets or in the free car park on the opposite side of Lustrells Vale (accessed off Saltdean Drive).
- 8.18 The addendum to the Transport Statement predicted that if all of the additional staff who drove parked on street and no allowance was made for car sharing, additional on street parking demand would equate to 11 vehicles. However if a reduction factor is applied based on the maximum number of staff being present at any one time as being 92% and as 10.5% of staff who drive car share, then this would equate to nine additional vehicles parking on street. As there are two additional parking spaces created then this would equate to seven additional vehicles parked on street.
- 8.19 A parking survey was undertaken for streets within 400 metres walking distance of the school. The survey was undertaken outside of peak drop off and pick up times so that only parent parking did not distort the results of the survey which was carried out primarily to record staff and other more long term parking within the streets. The survey showed that the lowest amount of spare capacity on street in the surrounding area was for 366 cars during the hour 12noon to 1pm. At this peak time, the survey recorded the following results for the streets nearest to the school:
- School Lane: Parking stress at 90% with capacity for one additional parked vehicle only;
 - Chiltonington Way: Parking stress at 60% with capacity for an additional 24 vehicles;
 - Effingham Close: Parking stress at 27% with capacity for an additional eight vehicles;
 - Falmer Avenue: parking stress at 39% with capacity for an additional 19 vehicles.
- 8.20 The Council's Transport Officers have commented that as the lowest amount of spare capacity was 366 cars, which is significantly higher than the maximum estimate of displaced parking, substantial capacity is available for future displaced parking without causing substantial nuisance.
- 8.21 Local residents concerns regarding staff parking on surrounding streets which results in difficulties for them when reversing out of their driveways is noted and

reported within section 5 of this report. However the extension of yellow lines onto surrounding streets is not something which the Council's Road Safety Team have recommended (apart from on Lustrells Vale).

- 8.22 It is also noted that the local residents have requested that the proposed car park is extended into the embankment which would result in the loss of a row of mature trees. Whilst the loss of trees is not something the Arboricultural Officer would object to if replacement planting was secured, Transport Officers do not consider that an expansion to the car park would be necessary as there is sufficient capacity on the local road network to cater for displaced parking.
- 8.23 The expansion of the parking area would significantly alter the topography and land levels in this area and would remove a natural screen of trees. The cycle shelter would also need relocating. The extension of the proposed car park is not a mitigation measure which has been identified as being necessary by transport officers. The general car parking standards are a maximum and the parking survey has shown there is capacity for displaced parking in the surrounding area. The applicant is unwilling to extend the car park as the additional excavation, additional porous paving area, new retaining walls and cycle and shed relocation would render the scheme difficult to fund. The applicant also considers that the Secretary of State would be unlikely to grant permission for a larger car park under the Schools Standards and Framework Act 1998, as a larger car park cannot be justified in planning policy terms and may not be considered essential for the education of children on this site. The applicant also considers that the topography and line of trees is a natural barrier separating the proposed car parking from the play areas, and they do not wish to move the car parking to directly adjacent the play areas.
- 8.24 Therefore it is considered that the level of staff parking is adequate and would not warrant a reason for refusal on highway grounds.

Additional transport movements:

- 8.25 As well as the additional staff vehicle movements, the Transport Statement predicts that the increase in pupil numbers and staff numbers would result in an additional 435 trips in and 435 out by all modes over a full day. The peak hour increase in car movements would be an additional 116 in and 106 out during the morning peak with total amount of car trips being 367 in and 318 out. Transport Officers have commented that it would not be appropriate to provide extra road capacity for these movements given the low number and short duration of significant impact and the residential nature of the surrounding area.
- 8.26 Whilst local residents have raised concerns about school children being involved in accidents, the local three year accidents record has been analysed. Of the five personal injury accidents recorded within 800 metres of the school, none involved school age children or happened at school opening and closing times.
- 8.27 Notwithstanding the accident data, the number of pupils will increase by 210, and it is considered necessary to secure highway works in the vicinity of the site. These include the following measures:

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- Additional waiting restrictions subject to a Traffic Regulation Order (TRO) in Lustrells Vale – (£2,000);
- Improved signage at the Lustrell's Vale/School Lane junction (£1,300);
- New/improved dropped kerbs and tactile paving at Chichester Drive West/Saltdean Vale, Glyndebourne Avenue/Chichester Drive West, Glyndebourne Avenue/Lustrells Vale, Saltdean Vale/Lustrells Vale (£4,000);
- A new pedestrian refuge at Saltdean Vale/Arundel Drive East (£12,000);
- Entry treatments at either end of Chiltington Way (this would ensure that this section of the 20mph speed limit in the area becomes a 20mph school safety "zone") (£23,000);
- Pedestrian Refuge on Saltdean Park Road and junction narrowing at junction of Saltdean Park Road and Arundel Park West - creating a safer walking route towards and from the school area and also providing a safe walking from between the school and local facilities such as the Library and Lido (e.g. for in school class trips) and the car parking areas located off Saltdean Park Road (£21,000);
- Total work costs including a 15% contingency (£9,495) is £72,795.

8.28 It is considered that the above works would improve the pedestrian environment near to the school benefiting pupils and parents who travel on foot. The entry treatments should also improve road safety for the pedestrians within the Local School Safety Zone.

8.29 Neighbours concerns regarding illegal and inconsiderate parking by parents is noted and it is recognised that it can be difficult to alter people's behaviour. The school will need to complete an updated School Travel Plan which will include publicity measures to encourage parents to use alternatives to the private car and if they do drive to encourage them to park responsibly. The School Travel Plan should also implement other measures such as signage outside the school and walking buses. Currently the school does not operate any walking buses however a nearby after school club does. The school has committed to providing a walking bus scheme as part of the new Travel Plan.

8.30 Disabled parking

There are currently no dedicated disabled parking spaces on site. Two disabled parking spaces would be provided. SPG4 'Parking Standards' requires that a minimum of three spaces are provided for the extension (minimum of two spaces plus 1 space per 2,500 m² or part thereof). For the school as a whole a minimum of four spaces would need to be provided. Two disabled spaces are proposed which is an improvement over the existing situation. Whilst this falls below the minimum of three which should be provided for the extension, it is considered that the level of provision can be monitored through the School Travel Plan process and parking spaces on site can be prioritised for disabled members of staff.

8.31 Cycle parking

Four additional cycle parking standards are proposed within a covered cycle shelter and this complies with SPG4 Parking Standards.

Design:

- 8.32 Policy QD14 of the Local Plan requires extensions to be well designed, sited and detailed in relation to the buildings to be extended, adjoining properties and to the surrounding area.
- 8.33 It is considered that the scale of the extensions are appropriate with regard to the scale of the existing school. The extensions are either single or two storeys in height. The extensions would incorporate a more modern design though the use of cladding materials and design of openings. The materials proposed for walls are dark clay red cladding materials and brick. The colour of the brick would match that of the existing school. Aluminium windows and doors are proposed. It is considered that the extensions would be read as modern and high quality design additions to the school which would integrate well with and not detract from the character and appearance of the existing school buildings.
- 8.34 The scale of the extensions are appropriate and they would fit well with the topography of the site and surroundings. The extensions would not be harmful to the character and appearance of the wider surrounding area.

Amenity:

- 8.35 Policy QD27 will not grant planning permission for development which would cause nuisance and loss of amenity to adjacent residents and occupiers. The transport impacts have been discussed in full earlier in this report. Due to the scale and siting of the extensions, it is not considered that they would cause harm to the residential amenity of surrounding residents.
- 8.36 The additional pupils within the school grounds could cause additional noise and disturbance to nearby residents. However, given the large size of the school grounds it is not considered that this would be significant enough to be harmful to surrounding residential amenity.

Ecology:

- 8.37 Policy QD17 of the Local Plan requires development to minimise the impact on existing nature conservation features on site and also that new nature conservation features be provided as part of the design of the scheme. SPD 06, Nature Conservation & Development provides further guidance regarding this.
- 8.38 The majority of the site currently comprises improved/amenity grassland, buildings, hard standing, species poor hedgerows, mature broadleaf trees, ephemeral/short perennial vegetation, and introduced shrubs, and is of relatively low ecological value. Of greatest ecological interest is the “nature area” in the south west corner of the site which includes a drained pond.
- 8.39 The nature area has the potential to support reptiles. However this area lies outside the area of the proposed works, and is currently separated from the works area by a strip of mown grassland. The County Ecologist recommends that the nature area should be brought into active management to enhance it for reptiles and other wildlife. The Ecology Appraisal Report also recommends the planting of native plant species. Conditions for the protection of the nature area and for a

future landscaping scheme for the whole site and management plan for the nature area are proposed to be secured by condition.

- 8.40 A number of trees are proposed to be removed to facilitate the new access to the car park and to facilitate the main two storey extension. These are all of small stature and there is no objection to their loss. A small amount of hedgerow would be relocated and some greenery lost. Replacement tree planting will be secured through the landscaping condition.
- 8.41 No evidence of bat roosts was found in buildings or trees on site. However, given that there are numerous records of bats from the surrounding area, and that there is suitable habitat on site, the site has the potential to be used for commuting and/or foraging. Bat boxes have been proposed in the Ecology Appraisal Report and it is proposed to secure these through a condition.
- 8.42 The site has the potential to support breeding birds. To avoid disturbance to nesting birds, any removal of scrub/trees that could provide nesting habitat should be carried out outside the breeding season (generally March to August). However as this may not be reasonably practicable within the timescales, the Ecology Appraisal Report recommends that a nesting bird check should be carried out prior to any clearance works by an appropriately trained, qualified and experienced ecologist. It is proposed to secure this by condition. The following bird boxes are also proposed and again will be secured by condition:
- 4 x Schwegler Sparrow Terraces;
 - 4 x Schwegler Brick Nest Boxes;
 - 2 x Schwegler Swift Boxes;
 - 2 x Ibstock Swift Bricks.
- 8.43 It is therefore considered that the scheme would deliver ecology enhancements in the form of native planting, bird and bat boxes and active management of the nature area.

Archaeology:

- 8.44 The proposed development is of archaeological interest due to its location within an area of medieval and post-medieval activity, as well as a potential for earlier remains relating to prehistoric and Roman usage of this area of the South Downs. The site is in close proximity to a Saxon burial ground, the contemporary settlement to which has not yet been located. The settlements are typically in close proximity to the burial grounds, and the site's location in the flatter, more sheltered, valley bottom is a suitable location for such occupation. From the photographs submitted with the application it appears that this area of the school has been subject to terracing or hard landscaping, raising the potential for below ground archaeological remains surviving.
- 8.45 Therefore it is proposed to secure a Programme of Archaeological Works by condition which will enable any archaeological deposits and features disturbed during the proposed works to be adequately recorded. The applicant has carried out a site meeting with the County Archaeologist and it has been agreed that the site of the main two storey extension does lie mainly on excavated

areas for the temporary classroom foundations, car park build up and also the storage building hard standing. However, it was agreed that the initial removal of the top soil down to the chalk line will be monitored as part of the Programme of Archaeological Works. The County Archaeologist has agreed that the two storey classroom extension and the single storey staff room extension do not need to be monitored as part of the Programme of Archaeological Works as there is already a high level of disturbance here below ground.

- 8.46 Any excavations (other than the removal of the top soil) should be also be monitored within the proposed car park area.

Sustainability:

- 8.47 Local Plan Policy SU2 states that planning permission will be granted for proposals which demonstrate a high standard of efficiency in the use of energy, water and materials. City Plan Policy CP8 seeks that development incorporates sustainable design features to avoid expansion of the city's ecological footprint, help deliver the principles of the One Planet approach, radical reductions in greenhouse gas emissions, particularly CO² emissions, and mitigates against and adapt to climate change.

- 8.48 Under SPD08 Sustainable Buildings and Policy CP8 of the Submission City Plan major medium scale new built development is expected to achieve BREEAM 'very good' and 50% in energy and water sections. However, as part of the main modifications to the City Plan, all development which is classed as a major planning application is required to meet an 'excellent' rating. Whilst it is possible that the scheme may meet 'excellent' rating, this is not guaranteed, and it has been designed to meet a 'very good' rating which was the policy requirement at scheme design stage. Whilst none of the extensions would be classed as a major development in their own right, it is the combined floorspace of all of the extensions which just take the development over the minimum threshold for a major planning application. Given that none of the extensions are a major development in their own right, it is considered that in this instance, a 'very good' BREEAM rating is acceptable.

- 8.49 35 photovoltaics are proposed on the main two storey extension and it is also proposed to secure this by condition. Porous paving or grasscrete is also proposed within the new car park area.

Flood Risk:

- 8.50 The development is within a Flood Zone 1. The surface water would drain via soakaways and would not discharge via the public sewer. There would be limited areas of new hardstanding and the new car park would be surfaced in grass-crete or other porous material.

9 CONCLUSION

- 9.1 The school extension is acceptable in principle and is needed to cater for an increase in primary age children in Saltdean. Subject to conditions requiring a School Travel Plan and scheme of highway infrastructure improvements to primarily aid pedestrian movement to and from the school, it is not considered

that the extension would result in significant additional transport movements which would be harmful to the local highway network. It is recognised that staff parking would occur on surrounding residential streets, however the parking survey showed that there is capacity within nearby streets for this to be accommodated.

- 9.2 The extensions are considered to be an appropriate design which would integrate well with the character and appearance of the existing school buildings and wider area. The extensions would be sustainable buildings and ecology on site would be enhanced. Subject to conditions there would not be a harmful impact on archaeology or flood risk. The development is considered to comply with development plan policies.

10 EQUALITIES

The development will provide two disabled parking spaces on site and would improve the connectivity and level access between the original Upper School and Lower School Buildings.

11 PLANNING OBLIGATION / CONDITIONS / INFORMATIVES

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
Ash Partnership Ecological Appraisal Report		Nov 2014	24 November 2014
Existing site layout 1 of 2	024		2 December 2014
Existing site layout 2 of 2	024		2 December 2014
Existing building plans	005		21 November 2014
Existing elevations	006	A	2 December 2014
Existing floor plans	070		21 November 2014
Existing classroom block elevations	054		2 December 2014
Existing hall and staff room extensions	049		2 December 2014
Proposed site plan	008	A	15 December 2015
Proposed block plan	009	A	15 December 2014
Proposed floor plans	071		21 November 2014
External works	025		21 November 2014

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Access and phasing plan	030	A	15 December 2014
Lower ground floor model 1 of 2	010		21 November 2014
Lower ground floor model 2 of 2	011		21 November 2014
Upper ground floor plans 1 of 4	015		21 November 2014
Upper ground floor plans 2 of 4	016		21 November 2014
Upper ground floor plans 3 of 4	017		21 November 2014
Upper ground floor plans 1 of 4	018		21 November 2014
Roof plan 1 of 2	020		21 November 2014
Roof plan 2 of 2	021		21 November 2014
Main extension elevations	045		21 November 2014
Main extension proposed sections (1 of 3)	040		21 November 2014
Main extension proposed sections (2 of 3)	041		21 November 2014
Main extension proposed sections (3 of 3)	042		21 November 2014
Classroom block elevations	055		21 November 2014
Hall and staff room extension	050		21 November 2014
3D views	060		21 November 2014
3D views	061		21 November 2014
External works	190		23 February 2014
External works demolition plan	190		23 February 2015
External works staff parking setting out	029		23 February 2014
Tree protection plan	733		24 February 2015
Site plan	001	A	2 December 2014

- 3) Unless otherwise agreed in writing with the Local Planning Authority, the development shall take place in accordance with the Breeding Bird Mitigation Measures detailed within paragraphs 4.12 to 4.14 of the Ash Partnership Ecological Appraisal Report received on the 24 November 2014.
Reason: To ensure that nesting birds are protected during the development and to comply with policy QD18 of the Brighton & Hove Local Plan.
- 4) The Nature Area in the western corner of the school site shall be protected in accordance with the measures contained within paragraph 4.11 of the Ash Partnership Ecological Appraisal Report received on the 24 November 2014.
Reason: To ensure that ecology is protected on site and to comply with policy QD17 of the Brighton & Hove Local Plan.
- 5) The surface of the new 5 space vehicular car park hereby approved shall be made of porous materials and retained as such thereafter.

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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.

- 6) The development hereby permitted shall be undertaken in accordance with the Waste Minimisation Statement received on 21 November 2014.

Reason: To ensure that the development would include the re-use of limited resources, to ensure that the amount of waste to landfill is reduced and to comply with policies WMP3d of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013 and SU13 of the Brighton & Hove Local Plan and Supplementary Planning Document 03 Construction and Demolition Waste.

- 7) The development hereby permitted shall be constructed in full accordance with the Construction Environmental Management Plan (CEMP) submitted on the 20 February 2015 unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure highway safety and that appropriate environmental protection is in place to safeguard neighbouring amenity in compliance with policies TR7, SU9, SU10 and QD27 of the Brighton & Hove Local Plan.

Pre-Commencement Conditions:

- 8) No development shall take place on the two storey main extension hereby approved and shown on plans 040, 041, 042 and 045 received 21 November 2014, and no excavations other than the removal of the top soil shall take place with regard to the proposed 5 vehicular space car park, until the developer has secured the implementation of a programme of below ground archaeological work, in accordance with a Written Scheme of Archaeological Investigation which has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out entirely in accordance with the approved written scheme.

Reason: To ensure that the archaeological interest of the site is safeguarded and recorded and to comply with policy HE12 of the Brighton & Hove Local Plan.

- 9) No development shall commence until the fences for the protection of the trees to be retained have been erected in accordance with the submitted tree protection plan referenced 733 received on 24 February 2014. The fences shall be erected in accordance with BS5837 (2012) and shall be retained until the completion of the development 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.

- 10) No development shall take place on the external envelope of any of the extensions hereby approved until samples of the materials for that particular extension (including colour of render, paintwork 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 policy HE6 of the Brighton & Hove Local Plan.
- 11) Unless otherwise agreed in writing with the Local Planning Authority, within 6 months of commencement of development on the main two storey extension hereby approved and shown on plans 040, 041, 042 and 045 received 21 November 2014, BRE issued Interim/Design Stage Certificate demonstrating that the development has achieved a minimum Simple Building BREEAM rating of 50% in energy and water sections of Simple Building BREEAM assessment within overall 'Very Good' 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.
- 12) Within 6 months of commencement of development on the main two storey extension hereby approved and shown on plans 040, 041, 042 and 045 received 21 November 2014, a scheme for landscaping, which shall include hard surfacing, grass-crete/porous materials for the new car park, boundary treatments, planting of the development including replacement tree and hedge planting, and a management plan for the Nature Area in the western corner of the site, shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented and managed fully in accordance with the approved details.
- 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.
- 13) Within 4 months of the date of this permission, a scheme for nature conservation enhancement, which details the location and specification of the bird and bat boxes detailed within paragraphs 4.18 and 4.21 of the Ash Partnership Ecological Appraisal Report received on the 24 November 2014 shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented fully in accordance with the approved details and retained as such thereafter.
- Reason:** To ensure that the scheme makes appropriate provision for ecological enhancements in the form of bat and bird boxes and to comply with policy QD18 of the Brighton & Hove Local Plan.

Pre-Occupation Conditions:

- 14) The two storey main extension shown on plans 040, 041, 042 and 045 received 21 November 2014, shall not be occupied until the Archaeological Site Investigation and Post Investigation Assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition 8, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the provision for analysis, publication and dissemination of results and archive deposition has been secured.
- Reason:** To ensure that the archaeological interest of the site is safeguarded and recorded and to comply with policy HE12 of the Brighton & Hove Local Plan.

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- 15) Unless otherwise agreed in writing by the Local Planning Authority, the two storey main extension shown on plans 040, 041, 042 and 045 received 21 November 2014, shall not be occupied until the photovoltaics shown on plan referenced 020 received 21 November 2014 have been fully installed.
Reason: To ensure that the development incorporates renewable energy infrastructure and to comply with policy SU2 of the Brighton & Hove Local Plan.
- 16) The two storey main extension shown on plans 040, 041, 042 and 045 received 21 November 2014, shall not be occupied until the new car parking areas as shown on plan 030 A received on 15 December 2014 and plan referenced 029 24 February 2014, have been laid out and made available for the parking of vehicular cars. The new car parking areas shall not be used otherwise than for the parking of private motor vehicles and motorcycles belonging to the occupants of and visitors to the development hereby approved.
Reason: To ensure that adequate parking provision is retained and to comply with policy TR19 of the Brighton & Hove Local Plan.
- 17) The two storey main extension shown on plans 040, 041, 042 and 045 received 21 November 2014, shall not be occupied until a highway infrastructure scheme detailing improvements to footways and pedestrian crossing facilities in the vicinity of the site, waiting restrictions on Lustrells Vale and signage at the junction of School Lane with Lustrells Vale has been implemented in accordance with details which have been submitted to and approved in writing by the Local Planning Authority.
Reason: To ensure the promotion of sustainable forms of travel and comply with policies TR1, TR8, TR11 and QD28 of the Brighton & Hove Local Plan.
- 18) The development hereby permitted shall not be occupied until details of secure cycle parking and motor cycle parking facilities for the occupants of, and visitors to, the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be fully implemented and made available for use prior to the occupation of the development hereby permitted and shall thereafter be retained for use 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.
- 19) The two storey main extension shown on plans 040, 041, 042 and 045 received 21 November 2014, hereby approved shall not be occupied until a School Travel Plan for the development has been submitted and approved by the Local Planning Authority. The School Travel Plan shall be approved in writing by the Local Planning Authority prior to occupation of the development hereby permitted and shall thereafter be retained for use at all times.
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.
- 20) The two storey main extension shown on plans 040, 041, 042 and 045 received 21 November 2014, hereby approved shall not be occupied until a scheme for the storage of refuse and recycling has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be

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carried out in full as approved prior to first occupation of the development and the refuse and recycling storage facilities shall thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling following the expansion of the school facilities and to comply with policy QD27 of the Brighton & Hove Local Plan.

- 21) Unless otherwise agreed in writing by the Local Planning Authority, within 6 months of the date of the first occupation of the two storey main extension shown on plans 040, 041, 042 and 045 received 21 November 2014, a BREEAM Building Research Establishment issued Post Construction Review Certificate confirming that the development built has achieved a minimum Simple Building BREEAM rating of 50% in energy and water sections of Simple Buildings BREEAM assessment within overall 'Very Good' 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

- 22) The landscaping scheme required by condition 12 shall be carried out in the first planting and seeding season following the first occupation of the two storey main extension shown on plans 040, 041, 042 and 045 received 21 November 2014. Any new 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.

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 school extension is acceptable in principle and is needed to cater for an increase in primary age children in Saltdean. Subject to conditions

requiring a School Travel Plan and scheme of highway infrastructure improvements to primarily aid pedestrian movement to and from the school, it is not considered that the extension would result in significant additional transport movements which would be harmful to the local highway network. It is recognised that staff parking would occur on surrounding residential streets, however the parking survey showed that there is capacity within nearby streets for this to be accommodated.

The extensions are considered to be an appropriate design which would integrate well with the character and appearance of the existing school buildings and wider area. The extensions would be sustainable buildings and ecology on site would be enhanced. Subject to conditions there would not be a harmful impact on archaeology or flood risk.

3. The Travel Plan required by condition 19 shall include such commitments as are considered appropriate, and 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:
 - (viii) Monitor disabled parking provision for staff and if necessary allocate additional parking spaces to disabled staff.
 - (viii) Car sharing database for staff.
4. The planning permission granted includes a vehicle crossover which requires alterations and amendments to areas of the public highway. All necessary costs including any necessary amendments to a Traffic Regulation Order (TRO), the appropriate license and application fees for the crossing and any costs associated with the movement of any existing street furniture will have to be funded by the applicant. Although these works are approved in principle by the Highway Authority, no permission is hereby granted to carry out these works until all necessary and appropriate design details have been submitted and agreed. The crossover is required to be constructed under licence from the Highways Operations Manager. The applicant must contact the Network Co-ordination Team (01273 293 366) prior to any works commencing on the public highway.

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5. The applicant is advised that advice regarding permeable and porous hardsurfaces can be found in the Department of Communities and Local Government document 'Guidance on the permeable surfacing of front gardens' which can be accessed on the DCLG website (www.communities.gov.uk).

6. The applicant is advised that details of the BREEAM assessment tools and a list of approved assessors can be obtained from the BREEAM websites (www.breeam.org). Details about BREEAM can also be found in Supplementary Planning Document SPD08 Sustainable Building Design, which can be accessed on the Brighton & Hove City Council website (www.brighton-hove.gov.uk).

Saltdean Primary School BH2014/03933
Letters of Objection

Property Name / Number	Street	Town	Postcode
7	Ardingly Road	Saltdean, Brighton	BN2 8EG
42	Bishopstone Drive	Saltdean, Brighton	BN2 8FF
11, 28, 44, 46, 62, 64, 66, 68, 70, 72, 78,	Chiltington Way	Saltdean, Brighton	BN2 8HB
1, 3, 4, 6, 7, 8, 9, 10, 16, 18, 23	Effingham Close	Saltdean, Brighton	BN2 8FX
21	Falmer Avenue	Saltdean, Brighton	
43	Greenbank Avenue	Saltdean, Brighton	BN2 8QS
10	Hawthorne Close	Saltdean, Brighton	BN2 8HX
23	Westmeston Avenue	Saltdean, Brighton	BN2 8AL

Letters of Comment

Property Name / Number	Street	Town	Postcode
33	Tumulus Road	Saltdean, Brighton	BN2 8FR

Letters of Comment

Property Name / Number	Street	Town	Postcode
29 Pavilion Court	Grand Parade Mews	Brighton	BN2 9RU
27	Hamilton Rd.	Brighton	BN1 5DL
5	Greenway Court	Brighton	BN2 7GS
17a	Denmark Terrace	Brighton	BN1 3AN