

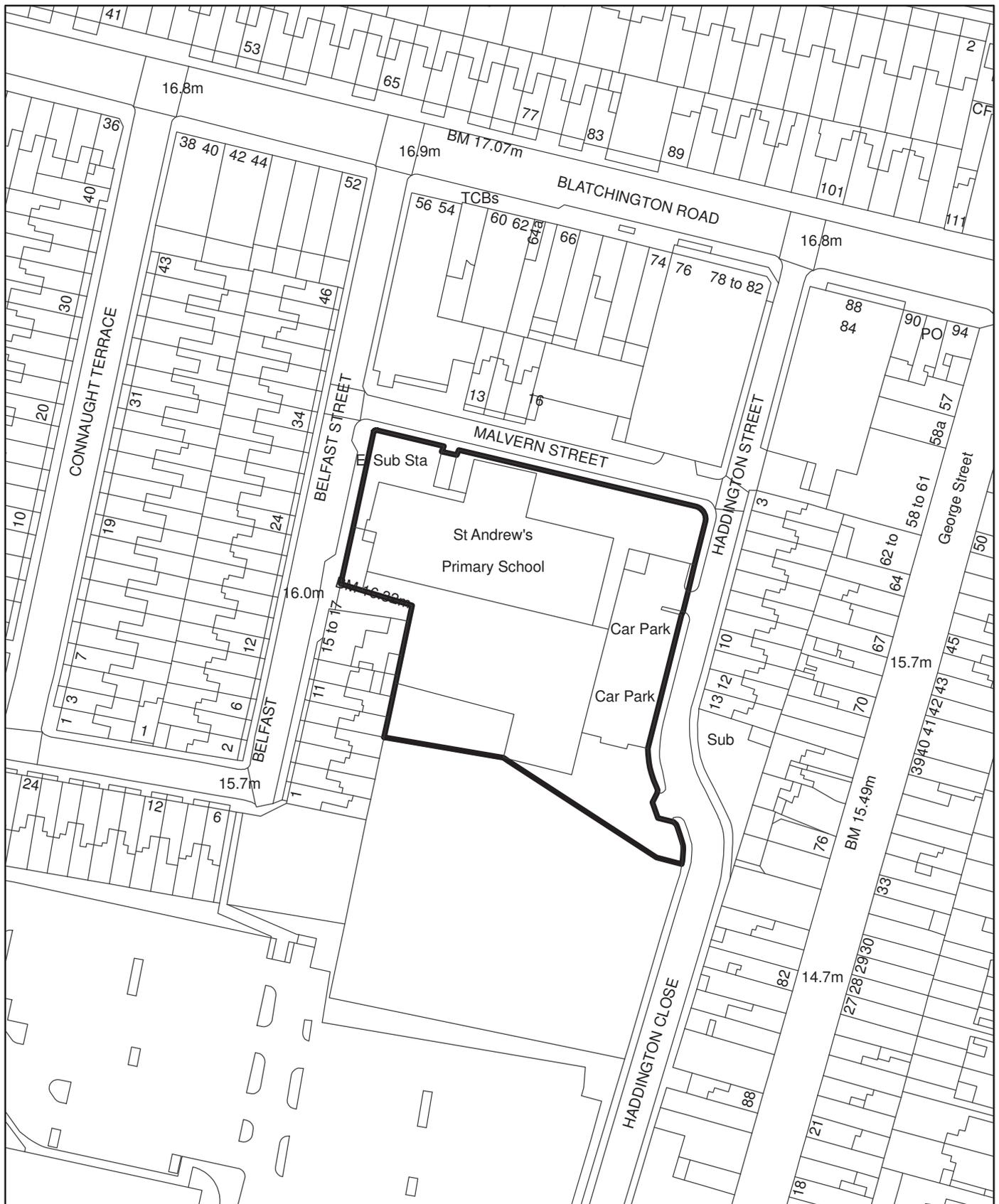
# **ITEM C**

**St Andrews C of E School, Belfast Street,  
Hove**

**BH2014/04147  
Full planning**

**11 MARCH 2015**

BH2014/04147 St Andrews C of E School, Belfast Street, Hove.



**Brighton & Hove  
City Council**



**Scale: 1:1,250**

<b><u>No:</u></b>	<b>BH2014/04147</b>	<b><u>Ward:</u></b>	<b>CENTRAL HOVE</b>
<b><u>App Type:</u></b>	<b>Full Planning</b>		
<b><u>Address:</u></b>	<b>St Andrews C of E School Belfast Street Hove</b>		
<b><u>Proposal:</u></b>	<b>Erection of two storey teaching extension and extensions to hall, kitchen and reception class with main entrance alterations and associated external works including alterations to parking and landscaping.</b>		
<b><u>Officer:</u></b>	Andrew Huntley Tel 292321	<b><u>Valid Date:</u></b>	19 December 2014
<b><u>Con Area:</u></b>	N/A	<b><u>Expiry Date:</u></b>	13 February 2015
<b><u>Listed Building Grade:</u></b>	N/A		
<b><u>Agent:</u></b>	Brighton & Hove City Council, Property Design Kings House Grand Avenue Hove BN3 2LS		
<b><u>Applicant:</u></b>	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 The application site relates to a detached school located along the southern edge of Malvern Street, the western edge of Belfast Street and the eastern side of Haddington Street. The school is accessed via Belfast Street just north of The Bell Public House. The school is modern in design and is low rise with pitched roofs. Its external finishes are render and brick. The school has a large playing field to the south of the school and an enclosed playing area to its north east corner. The site also includes the public car park on Haddington Street, which has 33 car parking spaces.
- 2.2 The surrounding area is a mix of residential and commercial. The majority of surrounding streets contain Victorian terraced properties, with commercial units along Blatchington Road to the north and the Tesco supermarket and car park to the south.

**3 RELEVANT HISTORY**

**BH2012/01715** - Erection of single storey portable classroom and creation of new playground area. Approved 02/08/2012.

**BH2011/00917** - Erection of first floor extension to South West elevation with solar panels and alterations to widen entrance gates (amended description). Approved 18/05/2011.

**BH2006/03405** - Waste water control kiosk and raise level of road area adjacent pavement as part of sewer upgrade works. Approved 06/12/2006.

**BH2006/02392** - Wastewater control kiosk and raise level of road area adjacent pavement as part of sewer upgrade works. Refused 15/09/2006.

**BH2001/03058/CA** - Vary condition 2 of conservation area consent BH1999/00059/CA from six months between demolition and the commencement of building works to 18 months. Approved 05/03/2002.

**BH1999/00059/CA** - Demolition of all existing buildings in association with redevelopment to provide a relocated school and retail development. Approved 21/04/1999.

**BH1998/02072/OA** - Re-location of St Andrews School and retail development with associated public car parking and link to George Street. Approved 11/12/2000.

**4 THE APPLICATION**

4.1 Planning permission is sought for the erection of two storey teaching extension and extensions to hall, kitchen and reception class with main entrance alterations and associated external works including alterations to parking and landscaping.

4.2 The proposal is to extend the school to enable the increase in the forms of entry from 2 to 3. This equates to an increase in school places at St Andrews from 466 pupils to 654 – an increase (when all years are full) of 188 places.

4.3 In total, five extensions are proposed which would facilitate the additional 8 classrooms, plus an extension to the existing kitchen, classroom, entrance lobby and a new PE store. The extensions are described in detail below.

4.4 Main two storey extension, located at the north east corner of the application site and would link into the existing school building. The temporary classroom to be removed from its present position and placed on the car park at the western side of the site temporarily while construction takes place.

- Ground floor: Four classrooms, toilet block, two infant libraries, office and plant room
- First floor: Four classrooms, toilet block, junior library, group room and PPA room.
- Roof: Flat roof with a single ply membrane with photovoltaics.

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- Extension would measure approximately 31.9 metres in length by between 13.2 metres and 19.1 metres in width. The extension would have a maximum height of 7.1 metres.
  - Proposed materials: Two tone cladding materials for walls for south and north facing elevations and the first floor on the eastern elevation with some brickwork. Brickwork to match existing on east facing elevation at ground floor level. North east facing elevation to contain both brick and cladding materials. Windows and doors to be aluminium. Windows coloured grey, with brise soiel on the southern elevation.
- 4.5 Single storey classroom extension, located to southern elevation of the existing school building.
- Classroom extension measuring 28m<sup>2</sup>.
  - Extension would measure approximately 3 by 10 metres.
  - Proposed materials: Matching brickwork and aluminium windows (grey).
- 4.6 Single storey entrance lobby extension on the western elevation of the existing school building.
- Entrance lobby measures 6m<sup>2</sup>.
  - Proposed materials: Brickwork to match existing.
- 4.7 Single storey extension to create PE store on the northern elevation (western side of school hall) of the existing school building.
- PE store measures 12m<sup>2</sup>.
  - Proposed materials: Rendered walls (blue) with automatic doors.
- 4.8 Single storey kitchen extension and office on the northern elevation (eastern side of school hall) of the existing school building.
- Kitchen extension measures 51m<sup>2</sup>.
  - Proposed materials: Brickwork to match existing.
- 4.9 A reduced size and revised car park is proposed on Haddington Street, which would accommodate eighteen car parking spaces.

## 5 PUBLICITY & CONSULTATIONS

### External

- 5.1 **Neighbours: *Twenty One (21)*** letters of representation have been received from **Flat 1, 24 Albert Road, 20 and 26 Belfast Street, 60/62, 93 and 99 Blatchington Road, 41 Brooker Street, 62 Carlisle Road, 55 Corbyn Crescent, 9 Eaton Villas, 37 Graham Crescent, 7, 8 (x2) and 10 Haddington Street, Flat 2, 38 Sackville Gardens (x3), 15 Welbeck Avenue, 58 Westbourne Gardens and an unknown address objecting** to the application for the following reasons:

- Restriction and impact on delivery times.
- Loss of parking.
- Should expand vertically.

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- Safe entry and exit of additional pupils has not been adequately addressed.
- Pedestrian and traffic safety concerns.
- Area cannot take more traffic.
- Revised infant playground is too small.
- Additional traffic has not been adequately assessed.
- Does not address the issue of where the extra pupils will play in the winter months.
- Many local residents have not been advised of the planning application.
- Poor design which is out of keeping and looks cheap.
- The cladding will date quickly and look ugly.
- Design overbearing and oppressive.
- Lack of a pitched roof is a fundamental flaw.
- Should build on their own land and not on the car park.
- Not enough space in the school for an extra form entry.
- Already below the DofE guidelines for a two form school.
- Should build a new school on Holy Trinity Church.
- Why is there no traffic order despite closing the car park and how long will it be closed for?
- Increase in noise and disturbance.
- Feedback to the schools consultation process has gone unheard.
- Outlook from properties on Haddington Street will be diminished.
- The application site does not cover the whole school and is therefore invalid.
- By treating the application as a minor one it denies a proper opportunity to debate the application.
- Loss of privacy and light.
- Loss of trade.

5.2 **One (1)** petition has been received with **39 signatures** objecting to the application for the following reasons:

- Loss of car parking
- Loss of trade

5.3 **Six (6)** letters of representation have been received from **7 Belfast Street (x2), 73 George Street, 27 Millcroft (x2) and 20 Pembroke Crescent** supporting the application for the following reasons:

- The expansion will bring much needed extra places and will better serve children in years to come.
- Impact to the local area can only be a good one.
- Parking is not an issue now and cannot see how it would be after.
- Opportunity to increase footfall in the local area.

5.4 **Councillor Wealls** has supported the scheme. Copy attached.

5.5 **Three (3)** letters of representation have been received from **36 Belfast Street, 11 and 13 Haddington Street** commenting on the application. The comments relate to:

- The design is uninspiring.
- The quality of the materials should be conditioned.
- Concerns over the impact on highway and parking which needs to be understood and addressed.
- How long are the works planned for?
- Will Haddington Street residents get preferential parking treatment?
- Will the roads be kept clean during construction works?

5.6 **Brighton & Hove Archaeological Society: No objections**

Do not believe that any archaeological deposits are likely to be affected by this development.

However, it is possible that the County Archaeologist has information not available to this Society. The society would suggest that you contact the County Archaeologist.

5.7 **County Archaeologist: No Objections**

Further Comments

The map overlay clearly shows the proposed extension is outside the extent of the former cemetery. Assuming there is to be no proposed ground impact (including temporary construction compounds or car parking extension in the area south of the former Monmouth Street then I do not believe the proposal will have an impact on any significant archaeological remains. In light of this I have no further recommendations to make on this application.

Initial Comments

5.8 Having checked the documents on the planning portal and there does not appear to be a heritage statement. This is not necessarily an issue, as this is not a major development or within an archaeological notification area. However, I have checked Victorian maps and part of the area of the proposed new building is within a former graveyard (as is the whole of the schools playing field). Obviously there is a high risk of human remains still being buried on this site...unless there is a record on your files that the graveyard was cleared as part of the construction of this school in 2002? Modern graveyard clearance is not normally an archaeological mitigation, although we could in this instance cover it under that methodology.

5.9 **Sport England: No objections**

Phase 2 of the development involves the creation of a new cycle/scooter shelter measuring 5m x 2m in the north east corner of the existing playing field. Due to the size and location of the shelter, it is not likely to impact the capability of the playing field or result in the loss of any part of a pitch. Consequently this is considered to be an exception to Sport England's policy, specifically Exception E3 which states:

*E3 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.*

5.10 This being the case, Sport England does not wish to raise an objection to this application, subject to the following condition being attached to the decision notice (if the Council are minded to approve the application):

5.11 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any order amending, revoking or re-enacting that order), no buildings, moveable structures, works, plant, machinery, access, storage of vehicles, equipment or materials or other use in connection with the carrying out of the development hereby permitted shall be permitted on the playing field shown edged on Drawing No. 001 Rev A.

Reason: To protect playing field from damage, loss or availability of use and to accord with Development Plan Policy.

**Internal:**

5.12 **Environmental Health: No objections**

Given the proximity of the school and playing field to the former cemetery site and the old gas works site which is now remediated and Tesco's, it is considered to be appropriate to apply a discovery strategy to deal with any unexpected findings.

5.13 **Planning Policy: Support**

The proposal is welcomed. The extension to St Andrews School will provide an additional form of entry to the school (increasing from 2 to 3 forms of entry). This will make an important contribution towards meeting the shortfall in primary school places in south and central Hove. This will meet existing needs and help to provide essential infrastructure for future housing development in the area.

Context

5.14 The Schools Organisation Plan indicates that there are sufficient primary school places in the city overall even for the highest forecast numbers in 2015. However, the tables show that the broad distribution of children across the city does not wholly match the location of schools and this creates pressures in some parts of the city which will be difficult to meet in local schools. Evidence indicates that south and central Hove is the area with the greatest shortfall in primary school places over the 5 years period covered by the Schools Organisation Plan peaking at a 179 place shortfall in 2016/17.

Proposed School Extension

5.15 St Andrews School is located in south and central Hove where there is the greatest shortfall in school places. The proposal is to extend the school to increase the forms of entry from 2 to 3. This equates to an increase in school

places at St Andrews from 466 pupils to 654 – an increase (when all years are full) of 188 places.

- 5.16 The proposal will meet the need for school places in the area with the greatest needs. 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. It will make an important contribution to school places in an area with existing and potential for new residential development. This will help to ensure there are sufficient school places available for existing and future residents.
- 5.17 The application needs to be assessed against the criteria in policy HO19 in the Local Plan.

Reduction in Public Parking

- 5.18 The proposal will result in the net loss of 15 pay and display public car park spaces. It is considered that the loss of these spaces is outweighed by the significant benefits arising from the school extension.

5.19 **Sustainable Transport:** Support

Recommended approval subject to the inclusion of the necessary conditions on any permission granted and that the applicant contributes £73,000 towards the necessary highway works to ensure safe walking and cycling routes are provided to the development and make the development acceptable in planning terms.

- 5.20 The applicant should note the requested money does not cover the costs of the necessary works to Haddington Street car park. These works can be secured via the suggested Grampian condition and details of who designs and delivers these works will be agreed at a later date. The Local Education Authority must obviously fund these necessary works.

Pedestrian & Vehicular Access

- 5.21 The vehicular access to the site is to remain as existing. There is currently a vehicle access on Malvern Street to a small car park. The staff car park is accessed from a dropped vehicle crossover at the corner of Belfast Street and Stirling Place. While an emergency vehicle access is located to the east of the site on Haddington Street. The Highway Authority has no objections to retention of these access arrangements.

- 5.22 In terms of pedestrian access, the main access is located on Belfast Street. While a secondary access is located on Malvern Street; which is not as well used. The applicant intends to retain these access arrangements which are deemed acceptable by the Highway Authority. The applicant has also previously trialled the opening of the emergency access on Haddington Street for pedestrian access only at the start and end of the school day. The Highway Authority would not look for this to be open as they have concerns that this will encourage parents who drive to park illegally on the relatively quiet Haddington Street. The Highway Authority would only look for the new gates on the eastern elevation to be used (these are marked as 3 on the

proposed external works plan). The emergency access on Haddington Street should ideally only be used for emergencies.

#### Car Parking

- 5.23 Currently the school has two car parking areas. A small car park for 6 vehicles (2 of which are disabled bays) is accessed via Malvern Street. While a larger car park with 27 spaces is accessed from Belfast Street just to the south of the main school entrance. This car park is primarily used by staff while the smaller car park is for visitors.
- 5.24 The applicant is intending to retain the overall car parking provision of 33 spaces (2 of which are disabled bays). The Highway Authority has no objections to the retention of the existing car parking levels.
- 5.25 In order to facilitate the development an agreement in principle has been reached between the school and the Highway Authority for the removal of the 33 space pay & display car park on Haddington Street. 18 spaces will be re-provided and it is the Highway Authority's intention for this to remain as a public off-street car parking. These works will need to be delivered; further detail is provided in the S106 section. The Highway Authority would look for minor amendments to the car parking layout this would result in the loss of 1 or 2 spaces (spaces 18 and 17). This is to provide a wider footway and more logical pedestrian route. Further details could be secured via condition.
- 5.26 Given the existing level of on-site car parking (33 spaces), that the development is in a CPZ and that some of the existing off-street car parking spaces in the Haddington Street car park are to be retained the Highway Authority does not require an on-street parking survey to be submitted in this instance.

#### Disabled Car Parking

- 5.27 SPG04 states that the minimum standard for disabled parking for a D1 (educational establishment) land use is 2 disabled spaces plus 1 additional space for each 2500m<sup>2</sup> of floorspace. Therefore for this development the minimum standard is 3 disabled spaces.
- 5.28 The applicant is proposing to retain the existing 2 disabled car parking spaces in the car park closest to the school. It is also not apparent from the submission as to whether the disabled bays are correctly designed in accordance with the Department for Transport guidance in Traffic Advisory Leaflet 5/95. This requires a 1.2m clear zone to both sides of the bay.
- 5.29 The Highway Authority would look for the applicant to consider 1 additional disabled space, provide justification for the level of disabled parking and ensure the bays are designed in accordance with TAL 5/95. Further details should be secured via condition.

#### Cycle Parking

- 5.30 SPG04 states that a minimum of 1 cycle parking space is required per 200m<sup>2</sup> or part thereof for D1 land uses. Therefore for this total development of 2392m<sup>2</sup> the minimum cycle parking standard is 12 spaces.
- 5.31 In order to be in line with Policy TR14 of the Brighton & Hove Local Plan 2005 cycle parking must be secure, convenient, well lit, well signed and wherever practical, sheltered. The Highway Authority's preference is for the use of Sheffield type stands spaced in line with the guidance contained within the Manual for Streets section 8.2.22.
- 5.32 The school currently has covered scooter and cycle parking on the playground (8 spaces). While the site benefits from staff showers and lockers it doesn't have any dedicated staff cycle parking spaces.
- 5.33 The applicant intends to provide 8 new pupil cycle/scooter spaces by the new Haddington Street entrance. While 8 cycle spaces for staff and visitors will be provided in the small car park to the north of the site.
- 5.34 The Highway Authority welcomes this level of cycle parking provision. From the submission it is not apparent as to the nature of the stands. Therefore the Highway Authority would recommend that further details are secured via condition.

#### Construction

- 5.35 Given the nature of the development and its obvious proximity to a school the Highway Authority would recommend that a condition is included on any permission granted that requires the applicant to produce a Construction Environmental Management Plan (CEMP) that looks at ways of mitigating the impact of the construction project. Transport measures within this document should include but not be limited to the following:
- Provide sub-contractors with suitable routes to and from the site:
  - Provide details of where sub-contractors should load/un-load from:
  - Measures to prevent vehicle movements during term time and school start and end times and how this will be enforced:
  - Measures to minimise the number of deliveries and consolidate deliveries:
  - Details of staff parking provision during construction:
  - Measures to prevent road safety issues outside of the school.

#### Travel Plan

- 5.36 The applicant has not submitted a Travel Plan at application stage but has stated that they intend to provide an updated copy. In order to address some of the concerns in relation to trip generation and road safety concerns around pick up and drop off of children, the Highway Authority would look for the school to produce a robust travel plan that is regularly monitored and promoted through whole school activities to both children and parents.
- 5.37 The Highway Authority would recommend that the standard school travel plan condition is included on any permission granted and that the school

contacts the Councils Road Safety Manager for any help with producing the updated travel plan.

Trip Generation

- 5.38 The proposed extension is to facilitate the expansion of the school from a two form entry to a three form entry. This means the number of pupils would increase from 466 to 654 over a 7 year period. The number of staff is forecast to increase from 61 to 81. It is forecast that the proposed extension will cause an increase in trip generation associated with the site.
- 5.39 In order to calculate the forecast trip generation the applicant's consultants have used the following methodology and assumptions.
- 5.40 The trip generation is based upon the number of children increasing by 188 and the number of staff increasing by 20. From this the applicant's consultant has forecast the potential increase in trips as a result of this development. For example in the morning and afternoon peaks there are forecast to be an additional 393 person trips above existing levels (786 daily trips).
- 5.41 In order to forecast the modal split for the forecast increase in trip generation the applicant's consultants have used modal splits from staff surveys in November 2014 and a pupil survey in March 2014. Taking these modal splits the applicant has forecast that there would be an additional 87 car trips to the site in the am peak and 106 walking trips.
- 5.42 The Highway Authority has no objections to the forecast increase in trips subject to the agreement to provide the necessary mitigation measures suggested below and produce a revised and updated travel plan.

Developer Contribution

- 5.43 As elsewhere, the development will generate additional trips and funding of means by the applicant to mitigate these impacts is appropriate. The Highway Authority would look for the applicant to provide a scheme of works detailing the proposed improvements in the local area prior to occupation of the development. The works shall include footway improvements in the local area, these shall specifically be:
- Church Road outside library build out and widen central refuge
  - Sackville Road install central refuge outside 29/31 Sackville Road
  - Hannington Street raised table near the junction with Malvern Street
  - Belfast Street pavement widened where current loading bay is
  - Eaton Road near junction with Hova Villas new refuge
  - Pembroke Gardens near Hove museum central refuge and build out on western side of junction
  - School keep clear and warning signs on Haddington Street.
- 5.44 The total cost of these works is £73,000. These works are considered to be fair and reasonable and necessary to facilitate the safe movement of children to and from the school. The applicant should note that these works do not form part any part of the works to the car park and works to Haddington

Street. A decision must be taken to how these are delivered. If the Highway Authority is to deliver these additional money must be paid above the £73,000.

**5.45 Sustainability: Support**

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.

5.46 Under supplementary planning document SPD08 and 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.

5.47 The applicant has submitted a BREEAM Pre-assessment report which indicates that 'very good' standard is targeted. The proposed assessment tool is 'simple buildings' a simplified BREEAM assessment tool designed specially for simpler buildings such as school extensions. This approach meets local policy standards and should be conditioned in the normal way.

5.48 Sustainability policy has been addressed, measures include: achievement of BREEAM 'very good' and 50% in energy and water sections; incorporation of a large photovoltaic array of 72 panels 20 kWp. The design incorporates passive design measures such as: brise soleil (solar shading); minimal openings to direct south elevation, and the majority of rooms are on an East West orientation; and use of internal blinds (reducing risk of overheating); manually opening windows with high and low level ventilation option. Sustainable drainage measures include use of porous surfaces in car parking area to reduce rainwater run off.

5.49 Within the BREEAM assessment scores indicate a good performance of 75-100% in transport, health and wellbeing, water, management and materials. The water section also targets a high score of 62%. The overall BREEAM score is high at 68.89%, close to achieving the overall score for an 'excellent' standard.

5.50 It is disappointing that no green roofs or rainwater harvesting are proposed, but other than this sustainability policy has been addressed.

5.51 Approval is recommended using a condition to secure BREEAM 'Simple Buildings' 'very good' standard with a minimum of 50% in energy and water sections.

**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
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
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

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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

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

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

### Supplementary Planning Guidance:

SPGBH4 Parking Standards

### Supplementary Planning Documents:

SPD03 Construction & Demolition Waste

SPD08 Sustainable Building Design

SPD12 Design Guide for Extensions and Alterations

### 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

## **8 CONSIDERATIONS & ASSESSMENT**

8.1 The main considerations material to this application are the principle of the proposal, the impacts of the proposed extensions and alterations on the appearance of the school and the amenities of adjacent residences, sustainability issues, and the impact of the intensification of use of the site on transport and highway safety in the area.

### **Principle:**

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 Planning Policy Team has stated that the proposed extension would make an important contribution towards meeting the shortfall in primary school places in south and central Hove. This will meet existing needs and help to provide essential infrastructure for future housing development in the area.

8.3 The Schools Organisation Plan indicates that there are sufficient primary school places in the city overall even for the highest forecast numbers in 2015. However, the tables show that the broad distribution of children across the city does not wholly match the location of schools and this creates pressures in some parts of the city which will be difficult to meet in local schools. Evidence indicates that south and central Hove is the area with the greatest shortfall in

primary school places over the 5 years period covered by the Schools Organisation Plan peaking at a 179 place shortfall in 2016/17.

- 8.4 St Andrews School is located in south and central Hove where there is the greatest shortfall in school places. The proposal is to extend the school to increase the forms of entry from 2 to 3. This equates to an increase in school places at St Andrews from 466 pupils to 654 – an increase (when all years are full) of 188 places.
- 8.5 The proposal will meet the need for school places in the area with the greatest needs. 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. It will make an important contribution to school places in an area with existing and potential for new residential development. This will help to ensure there are sufficient school places available for existing and future residents.
- 8.6 Therefore, the principle of extending the school is considered to be acceptable but must be carefully assessed and considered. Proposals for such a large extension and significant increase in pupil numbers will always need to be rigorously examined in respect of the impact of the surrounding area, its impact on amenities and the highway network. The specific impacts of the development are considered fully below.

**Design and Appearance:**

- 8.7 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. The main bulk of the proposal involves the addition of a modern two storey extension to the east side of the main school building, extending into the existing Haddington Street car park.
- 8.8 The main extension would have a footprint of approximately 185m<sup>2</sup> and would have a flat roof with parapet. The elevations would be finished in a combination of brick and coloured resin cladding panels. The cladding panels to the northern and southern elevations would be in shades of blue while the cladding at first floor level on the eastern elevation would be in grey/white colours. Details of these materials have been provided and are considered acceptable. The roof would be completed in a single-ply membrane but would not be visible from public viewpoint as it would be hidden by the parapet.
- 8.9 The design of the existing school is not of a high standard, and its attempt to reflect the terraced properties surrounding the site fails due to its mass, scale and poor detailing. The design of the main extension is a modern one, which is considered acceptable in principle as the surrounding area is mixed in terms of character. Overall, the appearance of the main extension is considered satisfactory in this location.
- 8.10 In terms of scale and impact, the maximum height of the extension will be 7.1m from ground level (23.41m Above Ordnance Datum (AOD)), although the majority of the building would have a height of 6.8m (23.11m AOD). This compares to the existing school building, which has an eaves height of 6.1m

and a ridge height of 8.7m. The requirement for the additional classrooms does result in the proposed extension being large. The proposed extension, although having an overall lower height than the existing school would appear rather bulky in comparison due to the differing design of old and new. However, it is considered that these differences are not so significant that the scale and massing of the extension would be harmful to the host building or visually overly dominant. In addition, as the extension will be built on a corner plot position, it would not be out of keeping having a stronger design element in this location.

8.11 The other smaller extensions to the school would be single storey in nature with mainly matching finishes to match the host building. It is considered that while these single storey extensions would not improve the appearance of the existing school, nor would they have any significant detrimental impact that would warrant refusal of the application. A condition is recommended to secure the removal of the temporary classroom when works have been completed.

8.12 The temporary relocation of the temporary classroom to the western car park would have a greater impact than in its present position at the north eastern corner of the site. This is because in its current position, the classroom is well screened by the boundary wall. The boundary treatment at the western car park is a dwarf wall with brick piers with railing in between. This would result in the visually poor temporary classroom having a much greater impact on the character and appearance of the area. This impact would be detrimental, however, due to the temporary nature of the siting in this position during the construction works only, this temporary harm does not outweigh the benefits of the extensions to this community facility.

8.13 In regard to the proposed materials to be used in the construction of the extensions, the applicant has submitted the following details:

- External face Brickwork: Wienwerberger Dockland Yellow Multi.
- Blue Cladding to North & South Elevations: Steni Colour SN 7534 Half Matt & Contrasting SN 9400 Half Matt.
- Light Cladding to Haddington Street: Steni Colour 40227 Colour SN8002 Matt & Contrasting 40504 Colour SN 8001 Matt.
- Windows flashings and RWP's Colour: RAL 7037 Mid Grey
- Roof Membrane: Single ply membrane in a Dark Grey Colour
- Brise Soilel: RAL 7037 framing with Light Grey Blades.

These details are considered acceptable in relation to the existing school and the surrounding area. A condition is proposed to ensure that these materials are used unless agreed in writing by the Local Planning Authority.

8.14 On this basis it is considered that the proposals are of an acceptable scale and design, and would not be harmful to the character and appearance of the area. Therefore the proposal is considered to be in accordance with policies QD1, QD2 and QD14 of the Brighton & Hove Local Plan.

**Impacts on Residential Amenity:**

- 8.15 Policy QD27 will not grant planning permission for development which would cause nuisance and loss of amenity to adjacent residents and occupiers. The nearest residential properties are located to the east of the site, on the opposite side of Haddington Street. These properties comprise of two storey terraced houses fronting onto the pavement. The main extension would be sited just over 15 metres from these properties. While the extension would have an impact on these properties, the separation distance is considered sufficient to ensure that the outlook to these properties would not be unduly disturbed. This separation distance would not result in a detrimental loss of daylight/sunlight to these properties.
- 8.16 The plans shows a number of windows on the eastern elevation of the main extension and these could have an impact on privacy and the perception of overlooking, especially into the first floor windows of the terraced properties. However, this could be overcome by a suitably worded condition ensuring that the first floor windows on this elevation would be obscurely glazed. The windows on the northern elevation overlook Malvern Street and the rear of the Co-Op store and would not result in any detrimental impact on amenity. The windows on the southern elevation overlook the playground and playing fields beyond, so would not result in any harm to amenity. The single storey additions to the school are modest and would not impact on the amenity of neighbouring properties.
- 8.17 Residents have raised concerns over greater noise levels emanating from the site as a result of the uplift in pupil numbers, principally from outside play. However, in this instance any noise impact is not considered sufficiently harmful within the context of this site. Likewise further concerns over noise and disturbance during construction works are not considered sufficiently material or reasonable to warrant the refusal of permission, especially given their temporary nature.
- 8.18 Therefore, it is considered that the proposed extensions would not be harmful to neighbouring amenity and are in accordance with policies QD14 and QD27 of the Brighton and Hove Local Plan.

**Sustainable Transport:**

- 8.19 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. Policy TR14 requires that new development must provide covered and secured cycle parking facilities for residents.
- 8.20 The main concern is with regard to the impact of the uplift in pupil and staff numbers on traffic levels, parking, access and pedestrian and highway safety in the immediate area. This is reflected in the letters of objection received.
- 8.21 The Council's transport planners have examined the proposal and have stated that the vehicular access to the site is to remain as existing. There is currently

a vehicle access on Malvern Street to a small car park. The staff car park is accessed from a dropped vehicle crossover at the corner of Belfast Street and Stirling Place. While an emergency vehicle access is located to the east of the site on Haddington Street. The Highway Authority has raised no objections to retention of these access arrangements.

- 8.22 In terms of pedestrian access, the main access is located on Belfast Street. While a secondary access is located on Malvern Street; which is not as well used. The applicant intends to retain these access arrangements which are deemed acceptable by the Highway Authority. The applicant has also previously trialled the opening of the emergency access on Haddington Street for pedestrian access only at the start and end of the school day. The Highway Authority would not look for this to be open as they have concerns that this will encourage parents who drive to park illegally on the relatively quiet Haddington Street. The Highway Authority would only look for the new gates on the eastern elevation to be used (these are marked as 3 on the proposed external works plan). The emergency access on Haddington Street should ideally only be used for emergencies, which can be secured through an appropriately worded condition.
- 8.23 Currently the school has two car parking areas. A small car park for 6 vehicles (2 of which are disabled bays) is accessed via Malvern Street. While a larger car park with 27 spaces is accessed from Belfast Street just to the south of the main school entrance. This car park is primarily used by staff while the smaller car park is for visitors. The applicant is intending to retain the overall car parking provision of 33 spaces (2 of which are disabled bays) which is considered acceptable in this location.
- 8.24 In order to facilitate the development an agreement in principle has been reached between the school and the Highway Authority for the removal of the 33 space pay & display car park on Haddington Street. Eighteen (18) spaces will be re-provided and it is the Highway Authority's intention for this to remain as a public off-street car parking. While this loss of public car parking is unfortunate, it is considered that this loss is outweighed by the benefit of the increased capacity of the community facility.
- 8.25 The Highway Authority has stated that they would look for minor amendments to the car parking layout this would result in the loss of 1 or 2 spaces (spaces 18 and 17) in order to provide a wider footway and more logical pedestrian route. This alteration could be secured through an appropriately worded condition.
- 8.26 SPG04 states that the minimum standard for disabled parking for a D1 (educational establishment) land use is 2 disabled spaces plus 1 additional space for each 2500m<sup>2</sup> of floorspace. Therefore for this development the minimum standard is 3 disabled spaces. The applicant is proposing to retain the existing 2 disabled car parking spaces in the car park closest to the school. The Highway Authority has commented that it is not apparent from the submission as to whether the existing disabled bays are correctly designed in accordance with the Department for Transport guidance in Traffic Advisory

Leaflet 5/95. This requires a 1.2m clear zone to both sides of the bay. As such, the Highway Authority has requested that the applicants should consider 1 additional disabled space, provide justification for the level of disabled parking and ensure the bays are designed in accordance with TAL 5/95. It is considered that this issue can be addressed by a suitably worded condition.

- 8.27 Construction of the proposal would result in the closure of the Haddington Street car park until the re-designed parking was available for use. The closure of this car park would have an impact on neighbouring properties and local businesses. However, having no car parking in this location would only be temporary in nature and it is considered that this temporary complete loss is outweighed by the benefit of the increased capacity of the community facility.
- 8.28 SPG04 states that a minimum of 1 cycle parking space is required per 200m<sup>2</sup> or part thereof for D1 land uses. Therefore for this total development of 2392m<sup>2</sup> the minimum cycle parking standard is 12 spaces. The school currently has covered scooter and cycle parking on the playground (8 spaces). While the site benefits from staff showers and lockers it doesn't have any dedicated staff cycle parking spaces. The applicant intends to provide 8 new pupil cycle/scooter spaces by the new Haddington Street entrance. In addition, 8 cycle spaces for staff and visitors will be provided in the small car park to the north of the site. The Highway Authority has no objections in regard to cycle parking provision but requests that further details are secured via condition.
- 8.29 Given the nature of the development and its obvious proximity to a school the Highway Authority has recommended that a condition is included on any permission granted that requires the applicant to produce a Construction Environmental Management Plan (CEMP) that looks at ways of mitigating the impact of the construction project. Transport measures within this document should include but not be limited to the following:
- Provide sub-contractors with suitable routes to and from the site:
  - Provide details of where sub-contractors should load/un-load from:
  - Measures to prevent vehicle movements during term time and school start and end times and how this will be enforced:
  - Measures to minimise the number of deliveries and consolidate deliveries:
  - Details of staff parking provision during construction:
  - Measures to prevent road safety issues outside of the school.
- 8.30 It is considered that an appropriately worded condition could be attached to secure these details and ensure that the construction of the extensions has as little impact as is reasonably possible.
- 8.31 The applicant has not submitted a Travel Plan at application stage but has stated that they intend to provide an updated copy. In order to address some of the concerns in relation to trip generation and road safety concerns around pick up and drop off of children, the Highway Authority has stated that the school should produce a robust travel plan that is regularly monitored and promoted through whole school activities to both children and parents. The

Highway Authority has recommended that the standard school travel plan condition is included on any permission granted.

- 8.32 The proposed extension is to facilitate the expansion of the school from a two form entry to a three form entry. This means the number of pupils would increase from 466 to 654 over a 7 year period. The number of staff is forecast to increase from 61 to 81. It is forecast that the proposed extension will cause an increase in trip generation associated with the site. The trip generation is based upon the number of children increasing by 188 and the number of staff increasing by 20. From this, the applicant's consultant has forecast the potential increase in trips as a result of this development. For example in the morning and afternoon peaks there are forecast to be an additional 393 person trips above existing levels (786 daily trips).
- 8.33 In order to forecast the modal split for the forecast increase in trip generation the applicant's consultants have used modal splits from staff surveys in November 2014 and a pupil survey in March 2014. Taking these modal splits the applicant has forecast that there would be an additional 87 car trips to the site in the am peak and 106 walking trips. While this increase in vehicular and pedestrian movements will have an impact on the locality, especially at drop-off and pick up times, it is considered that this impact is outweighed by the benefit of the increased capacity of the community facility.
- 8.34 To comply with the Brighton and Hove Local Plan 2005 policies TR1 and QD28 and the Council Interim Guidance on Developer Contributions approved by Cabinet on the 2<sup>nd</sup> February 2012 the applicant is expected to make a financial contribution of £67,000. In terms of contributions, based on the information submitted by the applicant the additional total daily person trips generated by the development are 786 trips. When this is input into the standard S106 formula this calculates an overall contribution of £157,500.
- 8.35 The Highway Authority would look for the applicant to provide a scheme of works detailing the proposed improvements in the local area prior to occupation of the development. The works shall include footway improvements in the local area, these shall specifically be:
- Church Road outside library build out and widen central refuge.
  - Sackville Road install central refuge outside 29/31 Sackvilla Road.
  - Hannington Street raised table near the junction with Malvern Street.
  - Belfast Street pavement widened where current loading bay is.
  - Eaton Road near junction with Hova Villas new refuge.
  - Pembroke Gardens near Hove museum central refuge and build out on western side of junction.
- 8.36 Overall, subject to the above mentioned conditions, it is considered that the proposal is in accordance with policies TR1, TR2, TR4, TR7, TR11 and TR14 of the Brighton & Hove Local Plan.

**Sustainability:**

- 8.37 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. 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 CO<sup>2</sup> emissions, and mitigates against and adapt to climate change.
- 8.38 The applicant has submitted a BREEAM Pre-assessment report which indicates that 'very good' standard is targeted. The proposed assessment tool is 'simple buildings' a simplified BREEAM assessment tool designed specially for simpler buildings such as school extensions.
- 8.39 Sustainability measures include: achievement of BREEAM 'very good' and 50% in energy and water sections; incorporation of a large photovoltaic array of 72 panels 20 kWp. The design incorporates passive design measures such as: brise soleil (solar shading); minimal openings to direct south elevation, and the majority of rooms are on an East West orientation; and use of internal blinds (reducing risk of overheating); manually opening windows with high and low level ventilation option. Sustainable drainage measures include use of porous surfaces in car parking area to reduce rainwater run off.
- 8.40 Within the BREEAM assessment scores indicate a good performance of 75-100% in transport, health and wellbeing, water, management and materials. The water section also targets a high score of 62%. The overall BREEAM score is high at 68.89%, close to achieving the overall score for an 'excellent' standard.
- 8.41 The submitted plans do not detail any additional refuse and recycling facilities commensurate to the uplift in pupil and staff numbers at the site. For this reason an appropriate refuse and recycling scheme is requested by condition in order that the development complies with policy SU2.
- 8.42 Overall, the proposal is in accordance with Local Plan Policy SU2, emerging City Plan Policy CP8 and SPD 8.

**Waste Minimisation:**

- 8.43 Policy SU13 and Supplementary Planning Document 03 on Construction and Demolition Waste seek to reduce construction waste and require the submission of a Site Waste Management Plan for non-residential schemes over 200sqm demonstrating how waste from the development will be suitably managed in order to reduce the amount of waste being sent to landfill. It is considered that the submitted waste management plan is acceptable in this instance.
- 8.44 The submitted plans do not detail how additional refuse and recycling facilities will be provided on site commensurate to the uplift in pupil and staff numbers following this development. For this reason an appropriate refuse and recycling scheme is requested by condition in order that the development fully complies with policy SU2.

**Archaeology:**

8.45 The County Archaeologist initially raised concerns that having checked Victorian maps, the proposed main extension would be built on the former graveyard of St Andrews Church.

8.46 The applicant subsequently submitted additional information in the form of historical maps, which shows that the extensions are outside the extent of the former cemetery. The County Archaeologist subsequently stated that assuming there is to be no proposed ground impact (including temporary construction compounds or car parking extension in the area south of the former Monmouth Street), then the proposal would not have an impact on any significant archaeological remains. Therefore, it is considered that the proposals impact on archaeological remains is acceptable in this instance.

**Environmental Health:**

8.47 The Council's Environmental Health officer has stated that given the proximity of the school and playing field to the former cemetery site and the old gas works site which is now remediated and Tesco's, it is considered appropriate to apply a discovery strategy to deal with any unexpected findings.

**Other Considerations:**

8.48 The representations received objecting to the proposal also raised the following addition points.

- Restriction and impact on delivery times.
- Loss of trade.
- Revised infant playground is too small.
- Does not address the issue of where the extra pupils will play in the winter months.
- Not enough space in the school for an extra form entry.
- Already below the DofE guidelines for a two form school.
- Feedback to the schools consultation process has gone unheard.
- The application site does not cover the whole school and is therefore invalid.
- By treating the application as a minor one it denies a proper opportunity to debate the application.
- Many local residents have not been advised of the planning application.

8.49 The proposal does not restrict or impact on delivery times for nearby businesses and there is no evidence that there would be a loss of trade. In regard to the amount of space, play space, where pupils will play during the winter months, DofE guidelines and the schools consultation process, these are mainly matters for the School and Education Authority and are not reasons to refuse this planning application.

8.50 The final three points above relate to procedural issues. The legal requirement is that the application must be accompanied, inter alia, by a "plan which identifies the land to which the application relates" (Article 6 Town and

Country Planning (Development Management Procedure) (England) Order 2010). This is the land which must be delineated by a red line. There is no legal requirement that the red line must correspond to the planning unit.

8.51 The definition of a 'major' application is set out in Article 2 of the above Order:

*"major development"* means development involving any one or more of the following—

- (a) the winning and working of minerals or the use of land for mineral-working deposits;
- (b) waste development;
- (c) the provision of dwellinghouses where —
  - (i) the number of dwellinghouses to be provided is 10 or more; or
  - (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i);
- (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or
- (e) development carried out on a site having an area of 1 hectare or more"

8.52 The proposal within application BH2014/04147 does not create 1,000sqm or more of floor space. The increase is 922sqm. The site area for this application is approximately 0.51 hectares so is under the 1 hectare threshold to be classed as a 'major' application. In addition, having calculated the application site and the adjoining playing field, the area would come to 0.92 hectares. Publicity requirements are set out in Article 13 of the 2010 Order. So far as "minor" applications are concerned the legislation requires that these applications must be advertised by publication on the Council's website and also either by the display of at least one site notice or by serving notice of the application "on any adjoining owner or occupier". In this instance, the Local Planning Authority has exceeded these requirements.

8.53 Overall, these additional issues do not outweigh the above considerations and do not warrant the refusal of this application.

## **9 CONCLUSION**

9.1 The school extension is acceptable in principle and is needed to cater for an increase in primary school children in south and central Hove. The development will make efficient and effective use of land within the built up area without causing detriment to the character and appearance of the site or surrounding area. The development will not have a significant impact on amenity for occupiers of adjoining properties, or harm the highway network.

## **10 EQUALITIES**

10.1 The disabled car parking condition could improve access on the site.

## **11 PLANNING OBLIGATION / CONDITIONS / INFORMATIVES**

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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	001	B	21.01.2015
Block Plan	002	B	21.01.2015
Ownership Plan	003		09.12.2014
Existing Ground Floor Plan	005		09.12.2014
Existing First Floor Plan	006		09.12.2014
Existing Roof Plan	007		09.12.2014
Proposed Phasing Plan	008		09.12.2014
Existing External Works Plan	009		18.12.2014
Existing Elevations	010		18.12.2014
Proposed Site Sections	012		09.12.2014
Proposed Ground Floor Plan 1 of 3	020		09.12.2014
Proposed Ground Floor Plan 2 of 3	021		09.12.2014
Proposed Ground Floor Plan 3 of 3	022		09.12.2014
Proposed First Floor Plan 1 of 3	022		09.12.2014
Proposed First Floor Plan 2 of 3	024		09.12.2014
Proposed First Floor Plan 3 of 3	025		09.12.2014
Proposed Roof Plan	026		09.12.2014
Proposed External Works	030		05.02.2015
Proposed Main Block Elevations	040		09.12.2014
Additional Extension Elevations	041		09.12.2014
Contextual Sections	045		09.12.2014
Proposed 3D Views	050	A	22.01.2015
Proposed 3D Views	051		09.12.2014
Existing Floor Plans	070		09.12.2014
Proposed Floor Plans	071		09.12.2014
Preliminary Drainage Strategy	SK-DR01		09.12.2014
Historic Mapping			21.01.2015
External Material Details			13.02.2015

11.2 Pre-Commencement Conditions:

3) No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved by the Local Planning Authority. The CEMP shall include details of measures to mitigate disturbance during demolition and construction works from noise

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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 compliance with the approved CEMP 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.

- 4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any order amending, revoking or re-enacting that order), no buildings, moveable structures, works, plant, machinery, access, storage of vehicles, equipment or materials or other use in connection with the carrying out of the development hereby permitted shall be permitted on the playing field shown edged on Drawing No. 001 Rev A.

**Reason:** To protect playing field from damage, loss or availability of use and to accord with Development Plan Policy SR20 of the Brighton & Hove Local Plan.

- 5) Unless otherwise agreed in writing by the Local Planning Authority, the development shall be constructed using the external materials submitted to the Local Planning Authority on the 13.02.2015.

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

- 6) The first floor windows on the eastern elevation of the development hereby permitted shall not be glazed otherwise than with obscured glass up to 1.7m above the internal floor level and thereafter permanently retained as such.

**Reason:** To safeguard the privacy of the occupiers of the adjoining property and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.

- 7) 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.

- 8) Prior to the installation of the brise soleil on the southern elevation of the development hereby permitted full details brise soleil including 1:20 scale elevational drawings and sections have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out and completed fully in accordance with the approved details and shall be retained as such thereafter.

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

- 9) If during construction, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing by the Local Planning Authority), shall be carried out until a method statement identifying, assessing the risk and proposing remediation measures, together with a programme, shall be submitted to and approved in writing by the Local Planning Authority. The remediation measures shall be carried out as approved and in accordance with the approved programme.

**Reason:** To safeguard the health of future residents or occupiers of the site and to comply with policy SU11 of the Brighton & Hove Local Plan.

### 11.3 Pre-Occupation Conditions:

- 10) The development hereby permitted shall not be occupied until details of secure 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.

- 11) The development hereby permitted 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.

- 12) The development hereby permitted shall not be occupied until improvements to footways and pedestrian crossing facilities in the vicinity of the site have 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.

- 13) The development hereby permitted 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 carried out in full as approved prior to first occupation of the development

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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.

- 14) The development hereby permitted shall not be occupied until a scheme to enhance the nature conservation interest of the site has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall accord with the standards described in Annex 6 of SPD 11 and shall be implemented in full prior to the occupation of the development hereby approved.

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

- 15) Unless otherwise agreed in writing by the Local Planning Authority, the non-residential development hereby approved shall not be occupied until a BREEAM Building Research Establishment issued Post Construction Review Certificate confirming that the non-residential development built has achieved a minimum BREEAM rating of 50% in energy and water sections of relevant 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.

- 16) The development hereby permitted shall be undertaken in accordance with the Waste Minimisation Statement received on 09.12.2014.

**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.

- 17) The development hereby permitted shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a scheme for landscaping, which shall include hard surfacing, boundary treatments, planting of the development, indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development.

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

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- 18) All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. All hard landscaping and means of enclosure shall be completed before the development is occupied.

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

- 19) Within 3 months of the first occupation of the development hereby permitted, the temporary classroom within the north western car park shall be removed unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** The siting of the temporary classroom in the north western has a detrimental impact on the character and appearance of the area and is only acceptable due to the temporary nature of its siting in this location. The removal of the temporary classroom is required to comply with policies QD1 and QD14 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 school children in south and central Hove. The proposed extensions and alterations would compliment the appearance of the existing school without harm to the street scene, would not harm the amenities of adjoining occupiers, would, with implementation of a travel plan and proposed highway improvements, improve traffic and pedestrian safety in the vicinity of the site. The proposal is considered to be in accordance with development plan policies.

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3. The Travel Plan required by condition 11 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:
4. 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](http://www.communities.gov.uk)).
5. 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](http://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](http://www.brighton-hove.gov.uk)).

## **Planning Application - BH2014/04147**

I support the planning application

### **Sender's details**

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### **Comment**

I fully support the application of St Andrew's School to expand. The school is a successful, popular one with an 'outstanding' rating from Ofsted. The school is an inclusive CofE school and the extra form of entry enabled by this development will benefit the local community as 50% of places are open to community applications. The school is situated in an area of severe undercapacity of primary school places. The planned additional works allow significant improvements to the school environment, not just for existing students but also for the new form of entry. The buildings are of an attractive design and make minimal impact on the opportunity for outdoor activity for the students. I declare an interest as both ward councillor and a governor of the school.

