

<b><u>No:</u></b>	<b>BH2018/03891</b>	<b><u>Ward:</u></b>	<b>North Portslade Ward</b>
<b><u>App Type:</u></b>	<b>Council Development (Full Planning)</b>		
<b><u>Address:</u></b>	<b>Hill Park School Upper Site Foredown Road Portslade BN41 2FU</b>		
<b><u>Proposal:</u></b>	<b>Erection of first floor side extension and extension of roof above, ground floor rear extension, new accessibility ramp to allow disabled access to the existing hall areas and associated works.</b>		
<b><u>Officer:</u></b>	Caitlin Deller, tel: 296618	<b><u>Valid Date:</u></b>	22.01.2019
<b><u>Con Area:</u></b>		<b><u>Expiry Date:</u></b>	19.03.2019
<b><u>Listed Building Grade:</u></b>		<b><u>EOT:</u></b>	
<b><u>Agent:</u></b>	Brighton & Hove City Council Property & Design 1st Floor Hove Town Hall Norton Road Hove BN3 4AH		
<b><u>Applicant:</u></b>	Brighton & Hove City Council 1st Floor Hove Town Hall Norton Road Hove BN3 4AH		

## 1. RECOMMENDATION

- 1.1. That the Committee has taken into consideration and agrees with the reasons for the recommendation set out below and resolves to **GRANT** planning permission subject to the following Conditions and Informatives:

### Conditions:

1. 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.

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Proposed Drawing	115		19 December 2018
Block Plan	004		22 January 2019
Proposed Drawing	116		19 December 2018
Proposed Drawing	411		19 December 2018
Proposed Drawing	412		19 December 2018
Proposed Drawing	122		22 January 2019
Proposed Drawing	122-1		22 January 2019
Location Plan	413		22 January 2019

2. The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

**Reason:** To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD14 of the Brighton & Hove Local Plan and CP12 of the Brighton & Hove City Plan Part One.

3. Prior to first occupation of the development hereby permitted, a footpath / footway layout plan shall have been submitted to and approved in writing by the Local Planning Authority. This should include details of materials, dimensions, methods of construction, location, levels, gradients, length of gradients, lighting, handrails and provision for the mobility and visually impaired (for example turning circles, radius dimensions and tactile paving). The layout plan should also include justification for any steps proposed. The approved scheme shall be fully implemented and made available for use prior to construction of the development and shall thereafter be retained for use at all times.

**Reason:** To ensure the development provides for the needs of construction workers and all occupants and visitors to the site and to ensure the provision of satisfactory facilities for pedestrians and the mobility and visually impaired to comply with policies TR7, TR11, TR12, TR17, TR18, HO11, HO12, HO13, HO14, HO15, HO19, QD14 and QD21 of the Brighton & Hove Local Plan and CP3, CP5, CP6, CP7, CP9, CP12, CP13, CP16, CP17, CP18, CP22, SA6 and WLP1 of the City Plan Part One.

4. Within 3 months of overall occupation of the development hereby approved, the Developer or owner shall submit to the Local Planning Authority for approval in writing, a detailed Travel Plan (a document that sets out a package of measures and commitments tailored to the needs of the development, which is aimed at promoting safe, active and sustainable travel choices by its users (pupils, parents/carers, staff, visitors, suppliers, neighbours, other agencies, emergency services, interest groups and stake holders).

**Reason:** To ensure the promotion of safe, active and sustainable forms of travel and comply with policies TR4 and TR7 of the Brighton & Hove Local Plan and SA6, CP7, CP9, CP12, CP13, CP15 and CP21 of the City Plan Part One.

5. Prior to first occupation of the development hereby permitted, details of secure cycle parking facilities for the occupants of, and visitors to, the development shall have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development 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.

Informatives:

1. In accordance with the National Planning Policy Framework and Policy SS1 of the Brighton & Hove City Plan Part One 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. The applicant should contact the Highway Authority Access Team for advice and information at their earliest convenience to avoid delay (travel.planning@brighton-hove.gov.uk or telephone 01273 292233). The Travel Plan shall include such measures and commitments as are considered necessary to mitigate the expected travel impacts of the development and should include as a minimum the following initiatives and commitments:

**Schools, academies and nurseries**

- i. Measures to promote and enable increased use of active and sustainable transport modes, including walking, cycling, public transport use, car sharing and Park & Stride, as alternatives to individual motor vehicle use;
  - ii. Identification of a nominated member of staff to act as School Travel Plan Co-ordinator to become the individual contact for the council's School Travel Team relating to the School Travel Plan; to convene a School Travel Plan (STP) Working Group;
  - iii. Use of the BHCC STP guidance documents to produce and annually review the STP
  - iv. Production of a SMART action and monitoring plan, which shall include a commitment to undertake annual staff, parent/carer and pupil travel surveys to enable the STP to be reviewed and to update the SMART actions to address any issues identified;
  - v. A commitment to take part in the annual 'Hands Up' Mode of Travel Survey co-ordinated by the council's School Travel Team;
  - vi. Identification of mode-use targets focussed on reductions in the level of individual motor vehicle use by staff and parent/carers;
  - vii. A commitment to reduce carbon emissions associated with nursery and school travel;
  - viii. Initiatives to increase awareness of and improve road safety and personal security;
  - ix. Evidence of dialogue and consultation with neighbouring residents and businesses;
  - x. Submission of an annual STP review document, following the annual travel surveys, to the Council's School Travel Team to demonstrate progress towards the identified targets.
3. In order to be in line with Policy TR14 Cycle Access and Parking of the Brighton & Hove Local Plan 2005 cycle parking must be secure, convenient (including not being blocked in a garage for cars and not being at the far end of a rear garden), accessible, well lit, well signed, near the main entrance, by a footpath/hardstanding/driveway and wherever practical, sheltered. It should also be noted that the Highway Authority would not approve vertical hanging racks as they are difficult for many people to use and therefore not considered to be policy and Equality Act 2010 compliant. Also, the Highway Authority approves of the use of covered, illuminated, secure 'Sheffield' type stands spaced in line with the guidance contained within the Manual for Streets section 8.2.22 or will consider other proprietary forms of covered, illuminated, secure cycle storage including cycle stores, "bunkers" and two-tier systems where appropriate

## 2. SITE LOCATION & APPLICATION DESCRIPTION

- 2.1. The application site relates to the upper site of Hill Pak School, which is located to the north-east side of Foredown Road.
- 2.2. Planning permission is sought for a ground (rear) and first floor (side) extension. The rear extension will help to provide additional ramp access. The application also includes associated footpath works including reconfiguration of the existing public footpath steps and a new external gate to the north of the site. These works will aim to deliver a revised curriculum within the site in conjunction with the Hill Park Lower Site.

## 3. RELEVANT HISTORY

- 3.1. **BH2018/03890** (Hill Park School Lower Site) - Erection of first floor side extension with extension of roof above and covered play area below and associated works. Pending consideration.

## 4. REPRESENTATIONS

- 4.1. **Seven (7)** letters have been received commenting on the proposed development for the following reasons:
  - Transport issues
  - Parking issues
  - Overdevelopment
  - Consultation issues
  - Additional traffic
  - Noise impact
  - Impact on residential amenity
  - Overshadowing
  - Tree impact
  - Restriction of view
  - Too close to the boundary

## 5. CONSULTATIONS

- 5.1. **Children and Young Peoples Trust:** No comment
- 5.2. **Economic Development:** No comment
- 5.3. **Environmental Health:** No comment
- 5.4. **Arboriculture:** No comment

5.5. **Transport: Comment**

**Pedestrian & Mobility & Visually Impaired Access**

The applicant is proposing changes to pedestrian access arrangements onto the adopted (public) highway and for this development this is deemed acceptable in principle. However as little detailed evidence has been submitted regarding existing and proposed footpaths and footways (see Design & Access Planning Pre App Summary for a sketch for example) the Highway Authority requests that the Footpath / Footway Layout Plan condition and informative is attached to any permission granted.

5.6. From a discussion with the architect it is understood that the proposed improvements to the footways on the adopted (public) highway were an option when the Design and Access Statement was written but might at this point in time not have funding but might do at some unknown point of time in the future. Also whereas in the existing situation there are a lot of children moving backwards and forwards between the schools it is expected with the proposed age separation of the children it will be mainly just the teachers and other members of staff in the future.

5.7. In particular with this Upper Site a pair of dropped kerbs with tactile paving need to be installed by the applicant as part of the Footpath / Footway Layout Plan condition on-site at the entrance to the site to allow the mobility and visually impaired going to and from the east of the site to gain access and egress from the main pedestrian entrance to the school. Installing this missing link is extremely important if for no other reason than the Highway Authority has already spent many thousands of pounds installing dropped kerbs with tactile paving and speed tables with tactile paving and lower speed limits to make this safe access and egress possible.

**Cycle Access, Parking and Use**

5.8. SPD14 states that a minimum of 1 cycle parking space is required for every 5 members of staff (Long Stay), 1 cycle parking space is required for every 15 pupils (Long Stay) and 1 cycle parking space plus 1 space per 100 children is required for visitors (Short Stay). The applicant has not submitted any evidence of or offered to install cycle parking in their supporting evidence therefore the Highway Authority requests that the cycle parking condition and informative is attached to any permission granted.

**School Travel Plan**

5.9. The Highway Authority requests that Standard Travel Plan condition and informative with references to schools, academies and nurseries is attached to any permission granted.

**Disabled Parking**

5.10. The site is outside of a controlled parking zone so there is free on-street parking available. There are also opportunities, if somewhat limited, in the form of free on-street disabled parking bays in the vicinity of the site for disabled residents and visitors to park when visiting the site by car. Blue Badge holders are also able to park, where it is safe to do so, on double yellow lines for up to 3 hours in the vicinity of the site. Therefore in this

instance the Highway Authority would not consider the lack of dedicated, for sole use only on-site disabled car parking to be a reason for refusal.

#### **Vehicular Access**

- 5.11. The applicant is not proposing changes to the existing vehicle access arrangements onto the adopted (public) highway and for this development this is deemed acceptable.

#### **Car Parking**

- 5.12. The applicant is not proposing changes to the existing car parking numbers and arrangements on site and for this development this is deemed acceptable.

#### **Trip Generation - Vehicles and Highway Impact**

- 5.13. There is not forecast to be a significant increase in vehicle trip generation as a result of these proposals therefore any impact on carriageways will be minimal and within their capacity so the application is deemed acceptable and developer contributions for carriageway related improvements will not be sought.

#### **Equality Impacts**

- 5.14. Identified equality impacts have been in relation to pedestrian and mobility and visually impaired movement and the objective justification is that this is dealt with by the proposed amendments and mitigating measures as described and sought above.
- 5.15. Other identified equality impacts have been in relation to disabled parking issues and the objective justification is that this is dealt with by existing nearby on-street disabled parking bay facilities and the parking exemptions that a Blue Badge holder has, again as described above.

## **6. MATERIAL CONSIDERATIONS**

- 6.1. In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, the Development Plan, and all other material planning considerations identified in the "Considerations and Assessment" section of the report
- 6.2. The development plan is:
- Brighton & Hove City Plan Part One (adopted March 2016);
  - Brighton & Hove Local Plan 2005 (retained policies March 2016);
  - East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (adopted February 2013);
  - East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan (adopted February 2017);

- 6.3. Due weight has been given to the relevant retained policies in the Brighton & Hove Local Plan 2005 according to their degree of consistency with the NPPF.

## 7. **POLICIES**

### The National Planning Policy Framework (NPPF)

#### Brighton & Hove City Plan Part One

SS1	Presumption in Favour of Sustainable Development
CP12	Urban design

#### Brighton & Hove Local Plan (retained policies March 2016):

QD14	Extensions and alterations
QD27	Protection of amenity
HO19	New Community Facilities

#### Supplementary Planning Documents:

SPD03	Construction & Demolition Waste
SPD12	Design Guide for Extensions and Alterations

## 8. **CONSIDERATIONS & ASSESSMENT**

- 8.1. The main considerations in the determination of this application relate to the potential impact of the proposal on the character and appearance of building and the wider area, and the amenities of the neighbouring occupiers.

### **Design and Appearance:**

- 8.2. The proposed extension would be located to the south east side of the building. The extension, whilst quite large in its size would not look completely out of place given its matching materials and roof form. The extension would be set well away from the boundaries of the upper site and is considered a subservient addition to the building. The proposed extension is considered suitable in accordance with QD14 and is not considered to have an adverse impact on the character and appearance of the existing building and wider area.
- 8.3. The highway authority, similar to the lower site application, have requested that conditions and informatives are applied to secure a footpath/footway layout, a detailed travel plan, details of buggy and scooter parking facilities and details of secure cycle parking. Subject to these conditions and further information as a result of these, the proposal is considered acceptable.

### **Impact on Amenity:**

- 8.4. Policy QD27 of the Brighton & Hove Local Plan states that planning permission for any development or change of use will not be granted where it would cause material nuisance and loss of amenity to the proposed, existing and/or adjacent users, residents, occupiers or where it is liable to be detrimental to human health.

- 8.5. The extension is not considered to result in any significant amenity impact on the nearby residential properties. The structure is set well away from nearby buildings and is not considered to result in a significant noise impact or loss of light and/or outlook. The comments raised in regards to overspill of parking and high volume of traffic does not directly relate to the proposed new extensions and as such are not considered to warrant refusal of these. In addition, the proposals would not result in an increase of pupil numbers and relate only to a restructure of the existing site to provide accommodation for SEN Secondary Education.
- 8.6. The suggested conditions and informatives required by the highways authority are considered to mitigate any harm caused in relation to potential transport issues.

## **9. EQUALITIES**

- 9.1. A ramp will be installed for disabled access to the existing hall area.