

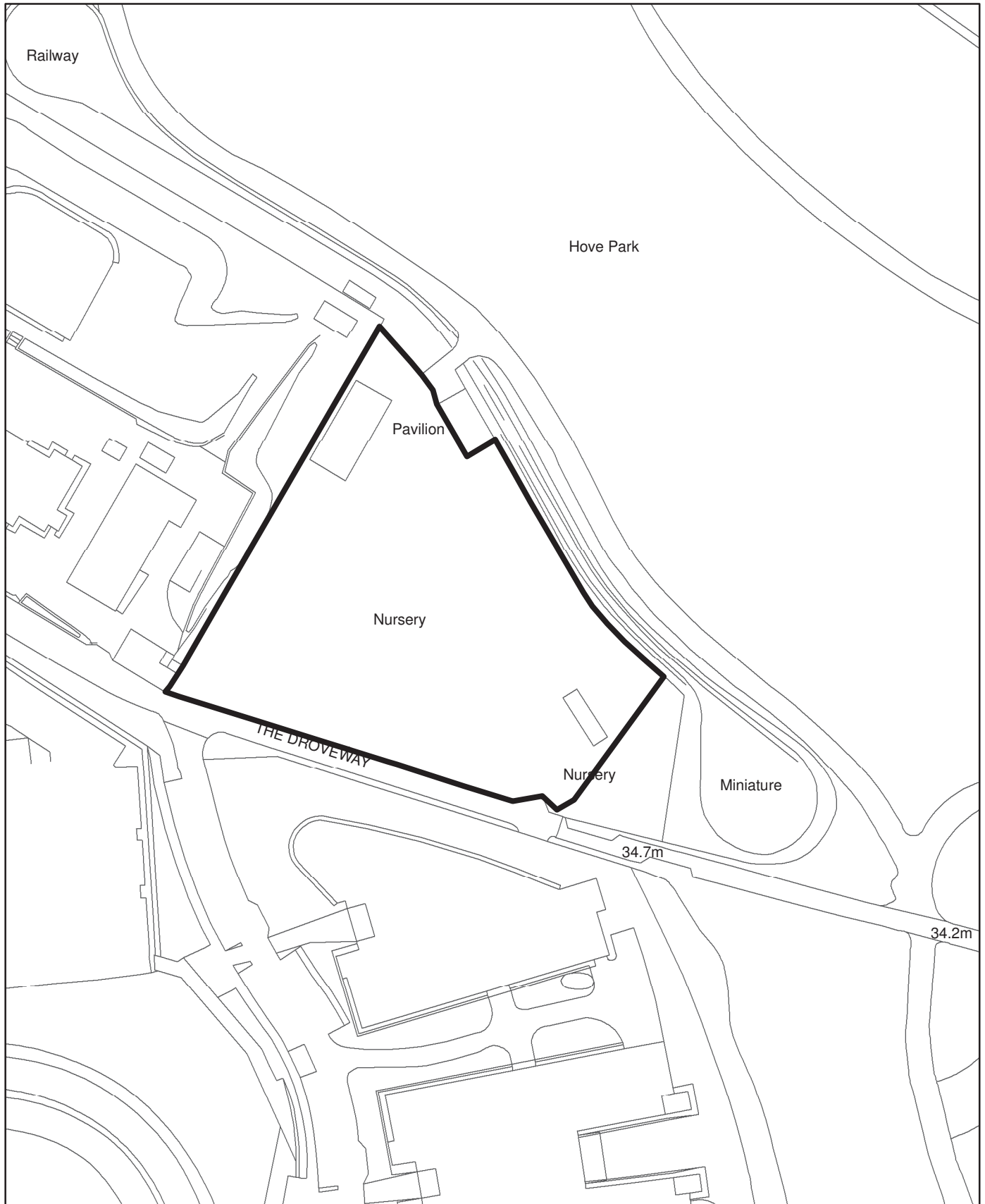
ITEM A

**Hove Park Depot,
The Droveaway,
Hove, BN3 7QA**

**BH2013/02096
Full Planning**

28 AUGUST 2013

BH2013/02096 Hove Park Depot, The Droeway, Hove



**Brighton & Hove
City Council**



Scale : 1:1,250

<u>No:</u>	BH2013/02096	<u>Ward:</u>	HOVE PARK
<u>App Type:</u>	Full Planning		
<u>Address:</u>	Hove Park Depot The Drove Hove		
<u>Proposal:</u>	Demolition of existing buildings and construction of a new three storey primary school building with brise soleil solar shading, solar panels and windcatchers with associated external hard and soft landscaping.		
<u>Officer:</u>	Guy Everest Tel 293334	<u>Valid Date:</u>	02/07/2013
<u>Con Area:</u>	Engineerium	<u>Expiry Date:</u>	01 October 2013
<u>Listed Building Grade:</u>	Adjoining Grade II & Grade II*		
<u>Agent:</u>	ECE Planning Limited, Brooklyn Chambers, 11 Goring Road, Worthing		
<u>Applicant:</u>	Kier Construction, Mr Darren Howe, Langley House, International Drive, Southgate Drive, Crawley		

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 **REFUSE** planning permission for the reason(s) set out in section 11.

2 SITE LOCATION & DESCRIPTION

- 2.1 The application site comprises a roughly triangular piece of land sited between The Drove Hove and City Park (to the south), Hove Park (to the north and east) and The Engineerium (to the west). Although the site is currently used as a Council depot it is understood that the majority of functions previously performed at the site have now been transferred to Stanmer Nursery.
- 2.2 The site is predominantly open with the exception of 3 detached buildings used in association with the depot. The site incorporates significant changes in ground level, as do ground levels of the area in general, which allows views into the site from Hove Park. The Engineerium is located towards the top of the hill; such that its chimney and boiler houses are prominent in views from the park and from the development site, forming a local landmark. The Drove Hove slopes down from The Engineerium towards the Park and is at its steepest beside the application site.
- 2.3 The site is located within The Engineerium Conservation Area which is dominated by the adjoining Engineerium complex of grade II & II* listed buildings.

3 RELEVANT HISTORY

BH2013/02097: Demolition of existing buildings. Under consideration.

BH2006/03698: New Indoor Bowls Centre. Refused 23/02/2007 for the following reasons:-

1. *The proposed development, by virtue of its form design and materials, fails to preserve or enhance the character or appearance of the Engineerium Conservation Area and the setting of the nearby listed buildings. The development is therefore contrary to Policies HE6 and QD1 of the Brighton & Hove Local Plan.*
2. *The proposed development fails to make efficient and effective use of the site contrary to the objectives of Policy QD3 of the Brighton & Hove Local Plan.*

4 THE APPLICATION

- 4.1 Planning permission is sought for a bilingual primary school on the site. The school is currently located temporarily in the Brighton Aldridge Community Academy (BACA), with the proposal providing a permanent location for the school. The proposal would create a 3 form entry school with a capacity of 630 pupils and 46 staff. The number of pupils and staff would increase incrementally until maximum capacity was reached in 2021.
- 4.2 The development entails a three-storey school building with surrounding hard landscaping providing 12 on-site parking spaces and hard court play areas. The building, and hard landscaping, would roughly align with the north-eastern boundary of the site with Hove Park and would require extensive excavation works to create a lowered level surface. The south-western corner of the site, which is sloped in relation to the main school building, would provide an informal soft play area with adjoining landscaping and habitat area.
- 4.3 The school would be accessible by vehicles and pedestrians from The Droveaway, with further pedestrian access routes across Hove Park from Goldstone Crescent and The Droveaway.

5 PUBLICITY & CONSULTATIONS

External

- 5.1 **Neighbours:** 124 letters of representation have been received from the addressed listed in **Table One** (at the rear of the report) objecting to the application for the following reasons:
 - The building has limited screening and is an unimpressive functional box which is not in keeping with any other building in the locality;
 - The site is too small for a school of this size;
 - The plans do not include outdoor play space; it would be unviable to allow school use of Hove Park, which is intensely used by residents. Any school use of Hove Park would lead to a deterioration of the local amenity;

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- The orientation of the building means many rooms would be in shadow for much of the day; communal rooms are small and question how much disabled access is provided;
- As the site is in public ownership question why has the general public not been consulted about its future use;
- The site would be better used for allotments, with existing allotments at Weald taken for the school use;
- The site should be used in association with the adjoining Engineerium to allow the visitor attraction to be extended.
- The site is part of a covenant for Hove Park;
- There are already 3 schools in the area;
- The school is in the wrong location with poor access. The route across Hove Park is long and would be dark during certain times of the year;
- Targets within the transport statement are misleading and unenforceable;
- The proposal would encourage the use of more cars and higher frequencies of traffic;
- Any use of The Droveaway by parents would cause havoc and interrupt the Coop service area and City Park;
- Children would have to cross a busy road to get to school or be dropped off by car in a horrifically overused Goldstone Crescent;
- There has been a major increase in traffic and congestion in recent years, with the Park House development only adding to this;
- A number of spaces on the eastern side of Goldstone Crescent could not be safely used by parents dropping off children. This would result in inadequate spaces for future use in connection with the school;
- The school would reach maximum capacity at the same time development on Toads Hole Valley would be likely, with inevitable amounts of resulting traffic;
- Surrounding roads are not suitable for child cyclists;
- The bus service in this area is inadequate to serve a school;
- There has been insufficient time to properly assess the impacts of the proposal;
- Light spill onto Hove Park;
- Increased air pollution and noise disturbance from vehicles;
- As outdoor play times will need to be staggered, due to inadequate outdoor space, there will be noise disturbance for longer times through the day;
- Loss of natural habitat;
- The development would result in the loss of trees;
- The proposal is for a specialist school which ignores the needs of children living in the immediate vicinity;
- It would be better to employ additional language teachers at existing schools;
- A number of local schools have recently been extended and there is primary school capacity in the area;
- Toads Hall Valley or vacant industrial / commercial units would be a better location for the school;
- Question what would happen to the buildings if the school fails (as per Swedish Free Schools).

60 letters of representation have been received from the addressed listed in **Table Two** (at the rear of the report) supporting the application for the following reasons:-

- The school would be based in an area short in primary school places;
- The local community would benefit from having a multicultural influence from the bilingual school;
- The school has already exceeded educational expectations;
- The building would not impose on the area any further than existing development and would fit in well with the site, which is currently a waste ground;
- The school would be well located for parents and would allow the option of trips to Hove Park;
- Hove Park should not be kept for local use only;
- The school will be sensitive and try to reduce traffic congestion, with all parents keen to work together;
- The proposal would be environmentally sound.
- The area needs more schools rather than flats;
- The scheme would provide valuable jobs;
- The school would be beneficial to surrounding businesses.

5.2 **Councillors Jayne Bennett & Vanessa Brown** object – a copy of their letter is attached.

5.3 **Brighton & Hove Archaeological Society:** Comment. Hove Park, immediately south of the application site, has in recent times produced significant quantities of Neolithic flint work. It is possible that vestiges of an ancient landscape may remain in the surrounding area. Recommend contacting the County Archaeologist.

5.4 **Brighton & Hove Society of Miniature Locomotive Engineers:** Object. The design would not benefit or enhance the area, is a gross overdevelopment with severely restricted access. The volume of people accessing the school would impinge enjoyment of the park. A school of this size would generate traffic and parking demands.

A 1.5 metre access gate is proposed in the north-eastern end of the site adjoining the miniature railway. The track is used on weekdays and weekends on a regular basis and no impediment to its use should be caused; the gate should not be permitted.

5.5 **The Brighton Society:** Object. The location is inappropriate for a school and a high proportion of pupils will inevitably arrive by car, leading to unacceptable traffic problems in an area of Hove already subject to serious traffic congestion.

The proposed 3-storey brick box is unimaginative, banal and ugly, and would detract from the park's visual and amenity value. The site is sloping and a better solution to any future building can be imagined. Whilst the need for more schools is appreciated the proposal has no merit and would set a bad precedent for future school applications in the City.

- 5.6 **CAG:** Object due to the inappropriate nature of the design in relation to the listed Engineerium and Conservation Area.
- 5.7 **County Archaeologist:** No objection. The application site is within an area of prehistoric and Roman activity. The submission includes a very comprehensive archaeological desk based assessment. As intrusive archaeological assessment of the site has not been carried out and in light of the potential loss of a heritage asset the area affected by the proposals should be subject of a programme of archaeological works. This could be secured through condition.
- 5.8 **County Ecologist:** No objection. The preliminary Ecological Appraisal and subsequent badger Survey found evidence of two setts on site, a main sett and an outlier. The proposed working method outlined in the Badger Mitigation Strategy is sufficient to minimise disturbance to badgers, and should be applied by condition should planning permission be granted. It is considered that the proposed meadow area should be extended to cover the whole badger exclusion zone, and there should be no shrub planting in this zone. The Landscape Management Plan should include the location of badger gates along the southern boundary, and the creation of a mixed native hedgerow to screen the main sett from the development.

A Bat Survey found no evidence of roosting bats. As a precautionary measure if any removal of trees or arboricultural works is required this should be preceded by an inspection for bats.

The site has potential to support breeding birds and any removal of scrub / trees should be carried out outside the breeding season (generally March to August). If this is not possible a bird check should be carried out prior to any clearance works.

The site offers potential foraging and basking habitat for reptiles, particularly the undisturbed edge habitat close to the boundary walls, the vegetated bank on the southern edge and the soil heaps in the southern section of the site. The development should not have an adverse impact on local populations of reptiles, and can be supported from an ecological perspective, provided the recommended mitigation and compensation measures are carried.

The site offers opportunities for biodiversity enhancements, as set out in the submitted Landscape Master plan and Planting Scheme, and this should be secured by condition.

- 5.9 **East Sussex Fire & Rescue Service:** Comment. Where a building, which has a compartment of 280 sq metres or more in an area is being erected more than 100m from an existing fire hydrant, additional hydrants should be provided within 90m of an entry point to the building and not more than 90m apart. The plans do not appear to indicate the water supply and provision of hydrants: recommend the installation of sprinkler systems.

- 5.10 **English Heritage: Comment**. The proposed development would be sited on the undeveloped land south-east of The Engineerium. The historic maps show this area of land as being historically open, although it is unclear whether there was an historic functional association with the pumping station. Whilst acknowledged that the setting of the Engineerium buildings has been altered by the recent approval of new exhibition space east of the listed buildings, this is sited in the grounds of the museum which historically has been more densely developed than the area to the east. The school, while set well below the listed buildings would substantially develop this open space, which appears to have been deliberately retained as such with the landscaping of the adjacent Hove Park in the early c20th.
- 5.11 **Environment Agency: No objection**, subject to conditions relating to land contamination, foundation design and surface water drainage.
- 5.12 **saveHOVE: Object**. The proposal amounts to a massive overdevelopment which would compromise use of the park and make the park part of the school. The school would interfere with the smooth operation of business in City Park. The proposal would endanger The Engineerium project at the adjoining site, the application site should be used in conjunction with The Engineerium. The Drove way is not a suitable access for a school and parking pressure on Goldstone Crescent would be unreasonable. The proposed school is an ugly chunk and inappropriate to the setting of listed buildings and conservation area. The site is a refuge for wildlife. It is unacceptable for the Miniature Railway to be expected to provide access over their section of the park. A Planning Brief for the site should be prepared.
- 5.13 **Southern Water: Comment**. Foul sewage disposal and a water supply can be provided for the development. Consent would be required for excavation in proximity to water mains. Records show a public water trunk main and distribution main cross the site. The exact position should be determined before the layout is finalised. It may be possible to divert the public water main, so long as this would result in no unacceptable loss of hydraulic capacity, at the applicant's expense. There is inadequate capacity to provide surface water drainage and alternative means of disposal should be considered.

Internal:

- 5.14 **Children's Services: Support**. The Bilingual Primary School is an innovative concept which has been developed through the framework of the government's Free School policy. It is proving popular and successful in its temporary location at BACA, and there is good and positive dialogue between the school's leadership and the authority.

This application has been discussed with officers of the Children's Services and Property & Design departments during its development. It will provide additional primary school places in an area where the number of children has increased by at least 120% in recent years and where numbers of children are still increasing. In the last three years it has not been possible to place all the children in local schools without creating unplanned 'bulge' classes and asking some children to attend schools outside their home area. The additional 90

places per year group being offered by the Bilingual Primary School if it relocates to the Hove Park Depot site will assist greatly in addressing these pressures, and as such the application is supported by the Executive Director of Children's Services.

- 5.15 **Economic Development:** No objection, request a contribution towards the Local Employment Scheme and the provision of an Employment and Training Strategy, with the developer committing to using 20% local employment during construction.
- 5.16 **Environmental Health:** No objection, subject to conditions relating to contaminated land, opening hours and to control noise from plant / machinery.
- 5.17 **Heritage:** Object. The position of the proposed building is well placed in terms of the topography of the site and to respect the listed buildings at the neighbouring Engineerium. Its footprint, scale and massing, however, have an adverse impact on the conservation area and listed buildings. The space would be dominated by the bulk of the building in comparison to the size of the plot, which would detract from its character as a historically open space. The third storey in particular impacts on views of The Engineerium (such as that from the entrance to Hove Park on Goldstone Crescent), and therefore detracts from the setting of this group of listed buildings and their landmark status in the local area. The building/hardstanding is also located too close to the northeast boundary to the park, such that insufficient space is available for planting.
- 5.18 **Planning Policy:** No objection. The existing use of the site does not have any policy protection and the principle of development is therefore acceptable. The scheme would make a contribution to satisfying future demand for school places in the west of the city.
- 5.19 **Sustainable Transport:** Object. The scale and nature of the development is forecast to have a significant highway impact that will have a detrimental impact on the local area. The proposals could lead to localised on-street parking stress in and around the road network surrounding the site, especially on Goldstone Crescent and the Drove way at school start and end times. This would result in vehicles circulating round looking for available parking spaces which would lead to road safety, environmental issues and interference with the free flow of traffic. It has not been demonstrated that the scheme complies with local plan policies TR1 and TR7.

6 MATERIAL CONSIDERATIONS

- 6.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that "If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."
- 6.2 The development plan is:
- Brighton & Hove Local Plan 2005 (saved policies post 2007);

- East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (Adopted February 2013);
 - East Sussex and Brighton & Hove Minerals Local Plan (November 1999); Saved policies 3,4,32 and 36 – all outside of Brighton & Hove;
 - East Sussex and Brighton & Hove Waste Local Plan (February 2006); Saved Policies WLP 7 and WLP8 only – site allocations at Sackville Coalyard and Hangleton Bottom and Hollingdean Depot.
- 6.3 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and is a material consideration which applies with immediate effect.
- 6.4 Due weight should be given to relevant policies in the development plan according to their degree of consistency with the NPPF.
- 6.5 The Brighton & Hove City Plan Part One (submission document) is an emerging development plan. The NPPF advises that weight may be given to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies and the degree of consistency of the relevant policies to the policies in the NPPF.
- 6.6 All material considerations and any policy conflicts are identified in the “Considerations and Assessment” section of the report.

7 RELEVANT POLICIES & GUIDANCE

The National Planning Policy Framework (NPPF)

Brighton & Hove Local Plan:

TR1	Development and the demand for travel
TR2	Public transport accessibility and parking
TR4	Travel Plans
TR7	Safe Development
TR8	Pedestrian routes
TR11	Safe routes to school and school safety zones
TR12	Helping the independent movement of children
TR13	Pedestrian network
TR14	Cycle access and parking
TR18	Parking for people with a mobility related disability
TR19	Parking standards
SU2	Efficiency of development in the use of energy, water and materials
SU13	Minimisation and re-use of construction industry waste
QD1	Design – quality of development and design statements
QD2	Design – key principles for neighbourhoods
QD3	Design – efficient and effective use of sites
QD4	Design – strategic impact
QD15	Landscape design
QD16	Trees and hedgerows
QD17	Protection and integration of nature conservation features
QD18	Species protection

QD27	Protection of Amenity
HO19	New community facilities
HE3	Development affecting the setting of a listed building
HE6	Development within or affecting the setting of conservation areas

Supplementary Planning Guidance:

SPGBH4	Parking Standards
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Supplementary Planning Documents:

SPD06	Trees & Development Sites
SPD08	Sustainable Building Design
SPD11	Nature Conservation & Development

Brighton & Hove City Plan Part One (submission document)

SS1	Presumption in Favour of Sustainable Development
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8 CONSIDERATIONS & ASSESSMENT

- 8.1 The main considerations in the determination of this application relate to the principle of development on this site and the resulting impact on the character and appearance of The Engineerium Conservation Area, the setting of adjoining Listed Buildings, neighbouring amenity, transport and ecology.

Principle of development

- 8.2 The established use of the site is as a Council Parks' Depot which is a 'sui generis' use (i.e. a specific use in its own right). Whilst current planning policy seeks to protect existing employment uses within the City the Local Plan does not specifically seek to retain sui generis. On this basis, the depot would not be considered to be an active employment site and there is no objection to the loss of the existing use. It is also understood that the majority of functions previously performed at the site have now been transferred to Stanmer Nursery.
- 8.3 The proposed development would create a three form-entry primary school on the site with a capacity of 650 pupils. The school would be established through the Government's Free School initiative (and would be a maintained school free from local authority control) and would offer a bilingual curriculum in a mixture of English and Spanish.
- 8.4 The proposed school would be supported by local plan policy HO19, and paragraph 72 of the National Planning Policy Framework which explicitly encourages the provision of new schools. In addition Strategic Objective SO21 of the Submission City Plan (Part One) states that additional primary school places will be provided in response to growing demand. The growing demand is set out in the Brighton & Hove School Organisation Plan 2012 – 2016, which forecasts that the number of children entering primary education in the city will grow from 2,711 in 2011/12 to 2,850 in 2016/17. The need for new places is particularly acute in the west of the city.
- 8.5 The proposed educational use of the site would therefore provide additional school places in an area of high demand. The proposed use, in isolation of

other considerations, does not raise any policy conflict which would warrant refusal of the application and the Planning Policy Team has advised that, as a result of the existing use, the site should be viewed as brownfield / previously developed. The key remaining issues of consideration therefore relate to the impact of the proposal on the character and appearance of the area, neighbouring amenity, transport and ecology.

Character and appearance

- 8.6 The application site forms the southern end of the Engineerium Conservation Area (CA). The Character Statement for the CA states *'the character and appearance of the Conservation Area, which it is important to preserve or enhance, is provided by the bold decorative polychromatic brickwork of the large (grade II & II*) listed Victorian industrial buildings within the main Engineerium complex.'*
- 8.7 The applicant considers that since the site does not reflect *'the bold decorative polychromatic brickwork'* of the main complex its inclusion site within the CA cannot be reasonably justified, with the existing use having a significant adverse impact on the CA. English Heritage comment however that historic maps show the site as being open (although it is unclear whether there was an historical function associated with the pumping station) and this openness appears to have been deliberately retained during the landscaping of Hove Park in the early 20th Century.
- 8.8 It is accepted that the application site is not reflective of the architectural character or appearance of the CA. The Engineerium was originally developed on open land to the north-west outskirts of Hove and despite suburban development of the surrounding area in the early 20th Century the site itself has remained largely open throughout. The application site contributes to the open and green character of the CA and wider surrounding area and is therefore of importance. Furthermore, the existing use of the site is relatively low-key and does not involve extensive outdoor activity or storage. As such, although views into the site are possible from the surrounding area, and particularly land to the east which is at a higher level, the overall visual impact is limited and no significant harm to the CA or adjoining Listed Buildings occurs.
- 8.9 The application site includes a number of constraints which limit the siting of the proposed development. The resulting three-storey building features a large generally rectangular footprint roughly parallel with the north-eastern boundary of the site with Hove Park. The building incorporates a uniform roof height with elevations dominated by extensive brickwork relieved only by window openings (and associated brise soleil) to a regular pattern at all levels.
- 8.10 While the proposed building would be well sited in relation to the surrounding topography views into the site would be possible from raised ground level to the east (within Hove Park and adjoining streets). The footprint, scale, massing and design of the proposed building is considered inappropriate in this location and would detract from the character of the site as a historically open space. The building, and particularly the third storey, would impact on views of The Engineerium complex across Hove Park, and the lack of articulation and

modeling to the building as a whole would create a sense of bulk which is not present in the surrounding locality. The (computer generated) visuals, which are not verified photomontages, submitted with the application support this concern.

- 8.11 The development comprises a building with a functional appearance that would be of extremely limited visual interest within the Engineerium Conservation Area and in views from the wider surrounding area. The proposal would therefore fail to preserve or enhance the character or appearance of the CA, and would instead detract from the setting of The Engineerium group of listed buildings and their landmark status in the local area. The proposal is considered contrary to Local Plan policies QD1, QD2, HE3 and HE6.

Landscaping

- 8.12 The application site incorporates mature vegetation to the boundaries which makes a positive contribution to the character and appearance of the site and wider area. An Arboricultural Report and Tree Schedule has been submitted with the application which confirms that the vast majority of vegetation, and established trees, would be retained as part of the proposals, with the exception of 6 (Maple) trees to the north-eastern boundary of the site with Hove Park.
- 8.13 The trees to be removed are of low arboricultural value and there is no fundamental objection to their loss. The level of mature vegetation to other boundaries should though be retained and enhanced and if necessary tree protection measures could be secured through condition. Whilst there is limited space available to the north-eastern boundary there remains scope to secure enhanced planting along this key boundary of the site and across the application site. If necessary landscaping could be secured through condition.

Impact on amenity

- 8.14 The application site is a considerable distance from neighbouring residential properties, with Hove Park and The Engineerium providing separation of at least 70 metres. This separation is considered sufficient to ensure no significant harm would result through loss of light, outlook or privacy for occupiers of adjoining properties.
- 8.15 The separation from adjoining residential properties and presence of other buildings and walls between them and the school would reduce noise levels from outdoor play. These factors coupled with the noise being limited to working hours on weekdays are considered sufficient to ensure no harmful noise would result from the proposal. Whilst future noise complaints from the school cannot be entirely ruled out any such complaints could be investigated as a Statutory Noise Nuisance under the Environmental Protection Act 1990.
- 8.16 A lighting statement has been submitted indicating that obtrusive light would be minimal and would rapidly diminish to very low levels outside the boundaries of the site. On this basis the proposal would not result in light nuisance for occupants of adjoining properties or users of Hove Park.

Transport

- 8.17 The application site is accessible by vehicles off The Drove way which, at its eastern end, is a narrow two-way road which does not provide access elsewhere. There are pedestrian access points from The Drove way, which can be accessed from Nevill Road, and across Hove Park which links The Drove way and Goldstone Crescent. Whilst the site has an access to the north, across the park, this could not be used when the neighbouring miniature railway is operational.
- 8.18 The submitted Planning Statement considers that movement associated with the proposed development would be less than, or at parity with that generated by the current use of the site. This view is not shared by the Council's Transport Team, who consider that the proposal would result in a significant increase in trip generation associated with the site, with the resulting trips focused on specific times at the start and end of the school day (as opposed to a depot where trips would be spread throughout the working day).
- 8.19 As a 'free school' there is no set catchment area for future pupils and the future admissions policy would not prioritise places on a basis of school to home distances. This is reflected by the submitted Transport Statement, which establishes that of the 2013 school intake (based at BACA) approximately 1.2% live within 1000 metres of the application site. It is therefore considered unlikely that significant numbers of pupils would be walking to school and there would be a considerable demand for travel by car.
- 8.20 The applicant considers that initially '*up to a maximum of 50% of pupils may travel to and from the school by car*'. As the capacity of the school increases it is envisaged that pupils travelling by car would fall to 35%. The number of vehicular movements at the start and end of the school day has been based on these assumed figures. The forecast vehicular travel patterns are though considered to be very optimistic when compared with other schools in the City. For example, Aldrington School which is close proximity to the site, and also features an admissions policy which is not based on home to school distance, had 65% of pupils being driven to school in 2011-2012. The Council's Transport Team does not therefore support the figures used in the Transport Statement and has questioned whether forecasts for car usage are achievable, particularly when no improvements to sustainable modes of transport have been suggested by the applicant to promote non-car use.
- 8.21 The application does not propose any on-site car parking provision for parent parking or dropping off. The applicant has instead advised that to accommodate vehicular trips to the site a Park & Walk site from Goldstone Crescent would be promoted, with a Travel Plan encouraging parents to park on Goldstone Crescent and walk through Hove Park to the school. A parking survey submitted with the application (undertaken on 02/05/2013) for the section of Goldstone Crescent from Old Shoreham Road to Woodland Drive indicates that up to 94% of the total available car parking spaces could be occupied in the peak morning period as a result of the proposal. This figure is though based on extremely optimistic figures for car use, the number of parking

spaces occupied could be higher than this and in reality very few spaces could be available for use in connection with the proposed development.

- 8.22 The applicant's assertion, that there is sufficient parking on Goldstone Crescent to accommodate the parking demands of the school, is not therefore accepted. The scale of the proposed school coupled with the forecast vehicular impact could lead to localized on-street parking stress on and around Goldstone Crescent. This could result in vehicles circulating for available parking spaces and lead to road safety and environmental issues. The proposed development is likely to result in a material increase and a material change in the character of traffic in the vicinity of the site. This is considered contrary to Local Plan policies TR1 and TR7.
- 8.23 Notwithstanding the above concerns the proposal incorporates 12 on-site parking spaces, 3 of which would be disabled accessible, which would be allocated on the basis on need. This level of parking would accord with maximum standards outlined in SPGBH4. Similarly the level of cycle parking (20 spaces) and servicing / delivery arrangements are considered acceptable. These findings would not however overcome the harm identified above.

Ecology

- 8.24 The application is accompanied by an Ecological Appraisal which notes that the site is of importance within the local area and provided suitable habitat to support protected species, including badger, reptiles and breeding birds. In recognition of this the appraisal is also accompanied by a Badger Mitigation Strategy, Bat Survey and a Reptile Survey.
- 8.25 The Badger Mitigation Strategy found evidence of two setts on the site; a main sett in the south-western corner and an outlier along the north-eastern boundary (within The Engineerium). It is proposed that the outlier sett be closed, subject to a license from Natural England, and that the impact on the main sett be mitigated through the implementation of a detailed method statement / mitigation strategy. The proposed measures include retention of the main sett with a landscaping scheme to provide partial screening, retain a foraging area and commuting route along the north-eastern and southern boundaries. The submission also states that potentially disturbing activities would take place outside of the badger breeding season with specific aspects of the development taking place under an ecological watching brief. The County Ecologist has advised that the proposed working method is sufficient to minimise disturbance to badgers. If necessary this could be secured through condition.
- 8.26 A Reptile Survey report identifies a low population of slow worms present on the site and outlines mitigation measures which include, phased habitat manipulation to displace reptiles into the retained habitat area, destruction of habitat by hand under ecological supervision, and enhancement measures including the creation, retention and management of habitat areas to provide a diversity of suitable reptile habitats, provision of a log pile refuge, scrub management and hedge management. These mitigation measures are considered appropriate to avoid harm to reptiles on site and, if necessary, could be secured through condition.

- 8.27 The Bat Survey found that although the surrounding landscape provides commuting and foraging habitat there was no evidence of bats roosting on the site.
- 8.28 A Landscape Master plan and Planting Scheme has been submitted for the site which would protect, strengthen and enhance the most important edge habitats. If necessary the implementation of this scheme could be secured through condition.
- 8.29 The submitted documents are considered sufficient to ensure the development addresses Local Plan policies QD17 and QD18, and the provisions of Supplementary Planning Document 11 on Nature Conservation & Development. If necessary conditions could ensure development takes place in accordance with these documents.

Sustainability

- 8.30 Local Plan policy SU2 requires proposals demonstrate a high standard of efficiency in the use of energy, water and materials. Further guidance within Supplementary Planning Document 08 'Sustainable Building Design' recommends that a development of this scale should achieve 60% in energy and water sections of relevant BREEAM assessment within overall 'Excellent'; and a feasibility study on rainwater harvesting and grey water recycling systems.
- 8.31 The applicant has submitted a comprehensive Sustainability Statement which advises that physical constraints of the site prevent this standard being achieved within the funding available. The building has therefore been designed to achieve 'Very Good' (with 53.85% in energy and 55.56% in water sections), with an A rating for Energy Performance. A feasibility report, submitted with the application, found grey water to be less practicable than rainwater harvesting and the scheme has progressed on this basis. The comments of the Council's Sustainability Team will be made available on the Late Representations list.

Other considerations

- 8.32 The County Archaeologist has advised that the site is within an area of prehistoric and Roman activity. If the application were approved it would be necessary to require an archaeological watching brief prior to the commencement of development.
- 8.33 The application site lies within Source Protection Zone 1 for the Goldstone Public Water Supply. If the application was approved it would be necessary to require further details of a remediation strategy for any land contamination at the site, foundation design (to avoid the need for piling) and surface water drainage through condition.
- 8.34 A representation has been received concerning potential conflict between a new access to the site and the neighbouring miniature railway. It is acknowledged that if this new access was used as a main entrance / exit for the school there

could be a resulting conflict between the two uses. It is though considered that if necessary a condition could restrict use of the access to emergencies only, with the main access to the school therefore off The Droveaway. This arrangement would not therefore warrant refusal of the application.

9 CONCLUSION

The development has the support of the Council's Children's Services team and would create a new primary school on the site in an area of high demand without significant harm to neighbouring amenity or protected species or habitat; this weighs in favour of granting consent.

The development is though of a scale, massing and design that would cause harm the visual amenities of the wider surrounding area, including the setting of Listed Buildings and the character and appearance of The Engineerium Conservation Area. Furthermore, on the basis of the submitted information, the scale of the proposed school would lead to localised on-street parking stress and would lead to road safety issues and interference with the free flow of traffic.

This identified harm, to the character and appearance of the area and surrounding highways, is considered to outweigh the benefit that would result from the formation of a new primary school on the site. The application is therefore recommended for refusal.

10 EQUALITIES

The development would result in increased primary school capacity in the City. The proposed school building would be accessible throughout with lift access between floors. The on-site car park makes provision for 3 disabled accessible parking spaces.

11 REASON FOR REFUSAL / INFORMATIVES

Reasons for Refusal:

1. The development, by reason of its scale, massing and design, would detract from the character of the site as a historically open space and the lack of articulation and modelling to the building as a whole would create a sense of bulk which is not present in the surrounding locality. The resulting building would fail to emphasise and enhance the positive qualities of the local neighbourhood, would harm the setting of adjoining Listed Buildings within The Engineerium, and would fail to preserve or enhance the character or appearance of The Engineerium Conservation Area. The proposal is thereby contrary to policies QD1, QD2, QD4, HE3 and HE6 of the Brighton & Hove Local Plan.
2. The development, by reason of its scale and nature, would lead to localised on-street parking stress in and around the road network surrounding the site, and particularly along Goldstone Crescent. The development would not provide for the travel demands it creates and

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would lead to road safety issues and interference with the free flow of traffic. The proposal is thereby contrary to policies TR1 and TR7 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 is based on the drawings listed below:

Plan Type	Reference	Version	Date Received
Site Location Plan	5935 (PL) 001	B	02/07/2013
Site Block Plan (as proposed)	5935 (PL) 002	B	02/07/2013
Site Constraints	5935 (PL) 003	A	18/06/2013
Ground Floor Plan	5935 (PL) 004	A	18/06/2013
First Floor Plan	5935 (PL) 005	A	18/06/2013
Second Floor Plan	5935 (PL) 006	A	18/06/2013
Roof Plan	5935 (PL) 007	A	18/06/2013
Ground Floor - Community Use	5935 (PL) 008	A	18/06/2013
Section Thru' Hall	5935 (PL) 009	A	18/06/2013
Proposed Elevations (South & North)	5935 (PL) 010	A	18/06/2013
Proposed Elevations (East & West)	5935 (PL) 011	A	18/06/2013
Contextual Elevations (East & South)	5935 (PL) 012	A	18/06/2013
Contextual Elevations (North & West)	5935 (PL) 013	A	18/06/2013
Proposed Site Sections	5935 (PL) 014	A	18/06/2013
Existing Contextual Elevations (East & South)	5935 (PL) 017	A	18/06/2013
Existing Contextual Elevations (North & West)	5935 (PL) 018	A	18/06/2013
Existing Buildings Plans & Elevations	5935 (PL) 019		02/07/2013
Site Survey	2478 1		18/06/2013
Landscape Master plan	D101	C	18/06/2013
Proposed Boundary Treatment Plan	D102	B	18/06/2013
Access & Security Plan	D103	B	18/06/2013
Trees to Retained or Removed Plan	D104	B	18/06/2013
Landscape Materials Plan	D105	C	18/06/2013
Levels Plan	D401	B	18/06/2013
Planting Plan	D501	B	18/06/2013

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Table One: Letters of objection have been received from the following addresses:-

Aymer Road	20
Benett Drive	2 (x2), 5
Bishops Road	28
Chartfield	2
Chartfield Way	2
Chatsworth Road	47
Church Hill	1 The Villages Barn
Cobton Drive	24, 35, 39, 56
The Droveaway	The British Engineerium, City Park (Legal & General), 47, 49, 51, 55, 62, 69
Glendor Road	22
Goldstone Close	1
Goldstone Crescent	4, 24, 32, 35, 37, 57, 59, 61, 64 (x4), 65, 69, 71, 77, 81, 83, 87, 89, 99, 101 (x2), 103, 107, 117, 119, 125, 127, 128 (x2), 133 (x2), 139, 193, 199, 261
Goldstone Valley Residents Association	
Goldstone Way	24
Hill Brow	58
Hove Park Road	54, 56
Lloyd Road	25
Mill Drive	21, 22, 34, 36, 40, 42, 43, 50
Nevill Road	24 (x2), 58, 80, 98, 122, 139, 159, 173, 199
Nevill Way	4, 13
Queen Victoria Avenue	4, 13
Richardson Road	1
Stanford Avenue	8 (flat 12)
Shirley Drive	108
Tongdean Road	34
Tredcroft Road	1A
Westbourne Villas	40 (flat 3)
Windsor Close	11 (x2)
Woodland Avenue	3, 8 (x2), 39, 52, 71, 97
Woodland Drive	5, 9, 10, 14 (x3), 29, 66, 72, 74 (x2)
Woodland Drive Action Committee	
Woodruff Avenue	60, 68
4 letters of no address	

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Table Two: Letters of support have been received from the following addresses:-

Addison Road	103
Alpine Road	16
Argyle Road	10
Belmont	2 (flat 2)
Blaker Street	18
Burlington Gardens	16A
Church Road	48A (flat 3)
Coleman Avenue	27
Court Farm Road	4
Cowley Drive	107
Cranmer Avenue	22
Denmark Villas	47
Elm Drive	149
Falmer Road	386
Glendale Road	12
Godwin Road	44 (x2)
Goldstone Crescent	86
Hangleton Road	17 Shanklin Court
Hangleton Valley Drive	84
High Street (Hurstpierpoint)	Farralls
Hova Villas	17
Hove Park Road	87
Kendal Road	31
Lewes Mews	3
London Road	79 Kingsmere (x2)
Mill Drive	10
Millers Road	79
Montgomery Street	30
Osborne Villas	31
Over Street	36
Ovingdean Road	Wilton
Park Crescent Road	63
Park View Road	1
Rochester Gardens	6 Palm Court
The Ridgeway	124
Sandown Road	64 (x2)
Sherbourne Way	15 (x2)
St Leonards Gardens	31, 38
Thornhill Rise	143
Thornhill Way	11
Tisbury Road	10, 22A
Tivoli Crescent North	75
Vale Road	22, 87
Victoria Road	82 (x2)

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Wellington Road	12-14 (flat 16 x 2)
Worcester Villas	46
Wroxeter (Shrewsbury)	Donington Cottage
4 letters of no address	

24/7/13

Dear Mr Everest

Re: BH2013/02096 Bi-lingual School

We are supportive of the Bi-lingual School but do not believe that the Hove Park Depot is the right site. We are very concerned about the traffic implications.

This site is situated at the end of a narrow cul-de-sac and there are no immediate parking spaces for parents and nowhere for cars to turn if they try to access the site which could be a safety hazard.

Hove Park Ward has already been seriously affected by parking problems caused by the Citypark development . There were travel plans produced for that development but they have proved to be completely ineffectual. All the surrounding roads that do not have parking restrictions are fully parked all day every day. To take the car parking places in Goldstone Crescent to deliver and collect children from the school will stop other families being able to access Hove Park.

To access Nevill Road from Woodland Drive in the morning rush hour is very difficult and the traffic is often stacked back from the Sackville Road/ Old Shoreham Road lights to the entrance to the Co-Op. More traffic is going to make matters worse and there will be more traffic as the school takes pupils from right across the City.

We also feel that the site is too small to properly accommodate over 600 pupils. There is insufficient outdoor play space. The design of the shed like building is also inappropriate for its location next to the Engineerium..

Yours sincerely

Vanessa Brown and Jayne Bennett
Councillors for Hove Park Ward