

Committee	Regulatory Planning and Highways Sub Committee
Date	8 August 2001
Report by	Director of Transport and Environment
Proposal	Provision of new music and performing arts rehearsal and performing centre, two practice rooms and ancillary accommodation for school and community use, alteration of existing access, formation of pedestrian access and provision of parking for 18 cars.
Site Address	St Pauls CE Primary School, Hornty Road, St Leonards Hastings
Applicant	East Sussex County Council
Application No.	HS/2063/CC
Key Issues	i. Policy issues ii. Amenity iii. Highway considerations

SUMMARY OF RECOMMENDATIONS

The Sub Committee is recommended to grant conditional planning permission.

CONSIDERATION BY DIRECTOR OF TRANSPORT AND ENVIRONMENT

1. THE SITE AND LOCATION

1.1 St Pauls Primary School is located in the St Leonards area of Hastings with vehicular access off Hornty Road and pedestrian access on a long boundary with Amherst Road. This is a well developed site with a number of temporary classrooms. It is estimated there is parking for 15 cars on the site at present. A large playing field adjoining the school, which is used by the pupils, is physically and visually separated from the school site by a 6 foot high mature hawthorn hedge.

1.2 An existing temporary contractors access is located on Amherst Road to the east of the school site. A School safety zone is to be implemented along Amherst Road which will restrict the speed of the traffic to 20 mph.

2. THE PROPOSAL

2.1 It is proposed to construct 377m² of rehearsal/performing arts space which will include a 14m by 9.4m hall with a sound/projection facility, two group rooms, two dressing rooms, store rooms and toilet facilities together with a community office. This is to be located on the site of three existing mobile classrooms that are to be removed, in an area in close proximity to the existing school buildings following the hedge line from the school to Amherst Road to the north of the school site.

2.2 The hall is 6.5m high and is finished with a flat roof. The remaining accommodation is arranged to the west and east ends of the hall and to the south adjacent to the school as single storey units under flat roofs. The buildings are to be constructed in brick to match the school with detailing in the brickwork to create visual interest.

2.3 The main entrance to the premises from the north has been designed as a feature to the building. It is reached from the new car park and a new pedestrian walkway from Amherst Road. There is another access from the west. A covered walkway links the new buildings to the main school.

2.4 The scheme proposes the widening and use of the existing gated access to Amherst Road as a vehicular access to the new car park which will provide eighteen car parking spaces including two set aside for disabled drivers. This area will be separated from the remaining playing field by a new hedge. A further 15 car parking spaces are available around the main entrance to the school on Horntye Road.

2.5 It is proposed to retain the existing tree screen between the playground and Amherst Road which extends along the western end of the new building.

3. CONSULTATIONS

3.1 Hastings Borough Council raises no objection subject to the County Council being satisfied as to the impact on neighbouring properties and notes additional tree planting along Amherst Road would further screen the development from the houses to the north.

3.2 The Highway Authority recommends conditions restricting the use of the new access until the school zone scheme has been implemented and the erection of a pedestrian barrier adjacent to the pedestrian access onto Amherst Road.

3.3 Environment Agency comments awaited.

3.4 Southern Water raises no objection to the drainage into the foul sewers and suggests the County Council should satisfy itself over surface water disposal.

3.5 Transco has provided details of the Company's plant and suggests individual gas services to the property should be located by a hand dug trial hole prior to the commencement of works.

3.6 Sussex Police Crime Prevention Officer comments awaited.

3.7 Local Residents: A letter signed by 25 residents and two individual letters have been received raising a number of issues. There is concern over the use of the hall by the public and the terms of hire, the numbers being catered for and the car parking facilities available. There is also concern over the point of the pedestrian entrance at the point of a proposed location for a speed hump and the level of disturbance from cars, parking and activity.

4. CONSIDERATIONS

i. Policy Issues

4.1 Policy S1 of the East Sussex and Brighton and Hove Structure Plan 1991-2011 requires the need for development and change to be environmentally sustainable and to balance the need for a range of facilities to improve the quality of life for all sections of the community while minimising impact on residential areas. Proposals should protect or enhance the attractiveness and individual character of urban areas. Policy LT18 supports the

provision of studio and workshop space for arts practitioners, community arts activities and facilities close to the community they serve. Policy TR1 encourages the location of development that reduces the need to travel and is accessible to public transport. TR3 expects access to a site by public transport and cycling and walking with car parking provided for car users. Road safety should not be worsened.

4.2 Policy CN13 of Hastings Local Plan Revised Deposit Draft supports the dual use of school accommodation for community use because it extends the range of community facilities available. Policy CN1 requires adequate facilities and access arrangements for people with disabilities in applications for alterations to buildings. Policy DG1 will permit development which is appropriate in terms of density, massing, levels and proportion, and is of a good design quality which does not cause unacceptable loss of privacy to neighbouring properties.

4.3 This proposal to add extra accommodation to the school will provide an additional performing arts facilities and is strongly supported by Hastings Local Plan and the Structure Plan. The school has limited rehearsal space at present in one of the existing temporary classrooms and the new scheme replaces this and provides additional accommodation. The facility will greatly assist the school in providing more space for these activities. The local plan notes that there is a shortage of community use in the area and the use of shared facilities is encouraged especially where it is provided locally, encouraging access on foot or by bicycle.

ii Amenity

4.4 Concern has been expressed by local residents over the use of the hall and the hiring arrangements. The new music and performing arts facility will be used in the main by children attending the school for curricular and extra curricular activities and by small groups from the local community during evenings and weekends. Curricular activities will take precedence and local community use will not occur during school hours. Subject to a condition to control the use of the facility the amenity of nearby residential properties can be protected in this case.

iii. Highway Considerations

4.5 Transport policies require that road safety is not worsened. There appears to have been an ongoing problem with parking and general disturbance in Amherst Road. Whilst concern has been expressed by local residents about the level of car parking, this proposal provides for 18 car parking spaces in addition to the 15 on the school site already. I am advised this is an acceptable standard for this type of dual use facility. The vehicular access will be within a school safety traffic calming zone where speed humps are at present being installed and the speed limit is being restricted to 20 mph. The proposals for the entrance itself do not raise road safety issues. A requirement from the Highway Authority for a pedestrian barrier adjacent to the highway, at the point of the pedestrian egress from the facility, can be secured by condition..

5. CONCLUSIONS

5.1 This proposal accords with the Structure and Local Plan policies and in fact is actively encouraged provided it is sympathetic to its setting in size, scale and design. The proposal provides suitable accommodation for the purposes required in a visually pleasing design which is sympathetic to the scale of other buildings on the site. I consider that the proposal is acceptable subject to controls and recommend it for conditional approval.

6. FORMAL RECOMMENDATION

6.1 The Sub-Committee is recommended to grant planning permission subject to the following conditions:

1. The development hereby permitted shall be begun not later than the expiration of 5 years from the date of this permission.

Reason: To comply with S91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall not be used other than as a music and performing art rehearsal and performance centre, two practise rooms and ancillary accommodation for educational and community projects.

Reason: In the interests of the amenity of the adjoining residents.

3. No development shall take place until samples of the type and colour of the materials to be used in the development have been submitted to and approved in writing by the Director of Transport and Environment.

Reason: To ensure the proper development of the site and in the interests of visual amenity.

4. All existing trees on the boundary with Amherst Road and the retained existing hedge along the boundary separating the playing field from the school site, shown on drawing number BLA3 202 B received 9 July 2000, shall be retained and maintained. If within a period of five years from the date of this permission any tree, shrub or hedge shown on the approved plan is lopped, topped, removed, uprooted, or become diseased or is seriously damaged or dies, another tree of the same species as that originally planted shall be planted in the same place unless the Director of Transport and Environment agrees in writing to any variation.

Reason : In the interests of the visual amenity of the adjoining residents.

5. No development shall commence on the site until a 1.2m high chestnut paling fence has been erected at the limit of the crown spread of trees along the boundary with Amherst Road throughout the length of the playground area. This shall be retained and maintained in good condition until the construction works have been completed on the site. No excavated soils, spoil, construction or other materials shall be placed between this fence and the trunk of any of the trees.

Reason: To protect the trees during construction in the interests of the visual amenity of the adjoining residents.

6. No development shall take place on this site until a full landscaping scheme, comprising a plan to a minimum scale of 1:500 for the new car parking area, shown on Drawing no BLA 202B received 9 July 2000, indicating the position and specie of planting proposals within the car park and adjacent areas has been submitted to and approved in writing by the Director of Transport and Environment. The approved scheme shall be fully implemented by the end of the next planting season following the completion of the development.

Reason : In the interests of visual amenity.

6. The development hereby permitted shall not be occupied until the access and car parking area including all hard landscaping, retaining walls and footways have been

constructed in accordance with Drawing no BLA 202B received 9 July 2000 and details specified in conditions 7 and 8 of this permission.

Reason : To ensure the proper development of the site.

7. The gradient of the proposed vehicular access shall be no greater than 1 in 20 for the first 10 metres from the gates into the site.

Reason : To reduce the risk of over run onto the public highway

8. The entrance gates shall only open inwards onto the site.

Reason : In the interests of roads safety.

9. While construction work is being carried out no mud or debris should be carried onto the highway.

Reason: In the interests of road safety

10. The modified vehicular access from Amherst Road shall not be used until the school zone traffic calming scheme has been completed.

Reason: In the interests of highway and pedestrian safety.

11. The development shall not be used until a pedestrian barrier has been erected on the footway adjacent to the new pedestrian access onto Amherst Road in accordance with details agreed in writing by the Director of Transport and Environment.

Reason: In the interests of road safety.

12. No development shall take place until a scheme for the disposal of surface water, which ensures all surface water from roofs shall be piped direct to an approved surface water system using sealed down pipes, has been agreed in writing by the Director of Transport and Environment and no building shall be occupied until such works have been carried out in accordance with approved details.

Reason: To ensure satisfactory drainage of the site and to prevent an increased risk of flooding.

13. No Construction work nor any associated activity shall be carried out other than between 08.00 and 18.00 Monday to Friday and not at any time on Saturdays, Sundays and Bank and Public Holidays

Reason : In the interest of the amenities of adjoining residents.

14. For the full duration of the construction works no mud or debris shall be carried onto the highway.

Reason: In the interests of road safety

15. If archaeological remains are found while construction or other works associated with the development are being carried out, the developer shall immediately notify the Director of Transport and the Environment in writing and shall allow an archaeologist nominated by the County Planning Authority access to the site at all reasonable times allowing him to observe the excavations and record items of interest and any finds.

Reason: in order to provide a reasonable opportunity to record the history of the site.

16. The development hereby approved shall not be used other than between the hours of 08.00 and 22.00 hours.

Reason: In the interests of the amenity of adjoining residents.

The Development Plan policies of relevance to this decision are:

Policies S1,LT18, TR1, TR3 & W9(b) East Sussex and Brighton and Hove Structure Plan 1991-2011.

Policies WLP11 East Sussex and Brighton and Hove Waste Local Plan First Deposit.

Hastings Local Plan Revised Deposit Draft - December 2000.

BOB WILKINS
Director of Transport and Environment
10 October 2001
P&HSUB:P8August-HS2063CC

BACKGROUND DOCUMENTS

WD/2057/CC.

East Sussex and Brighton and Hove Structure Plan 1991-2011.

East Sussex and Brighton and Hove Waste Local Plan First Deposit 2000.

Hastings Local Plan.

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