

Committee: **Regulatory
Planning and Highways Sub Committee**

Date: **17 October 2001**

Report by: **Director of Transport and Environment**

Proposal: **Provision of new music and performing arts rehearsal and performance 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, Horntye 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 Horntye Road and pedestrian access on a long boundary with Amherst Road. The school has been extended within recent years and there are 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. Purpose of the Report

2.1 This application was considered by the Planning and Highways Sub-Committee on 8 August 2001 when it was resolved that planning permission be granted subject to conditions and further consultation with the Highway Authority regarding parking spaces (attached as Appendix) Financial constraints have resulted in alterations to the proposed hall in the form of amended plans and the provision of the 18 car parking spaces on the existing adjacent school playground.

2.2 It is now proposed to construct a smaller building of 322m² of rehearsal/performing arts space which will include a 14m by 9.4m hall with a sound/projection facility, two practice rooms, two dressing rooms, store rooms and toilet facilities. 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. The amended plans show the building on the same west/east alignment located some 3m closer to the school.

2.3 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.

2.4 The main entrance to the complex is now from the playground to the south of the building.

2.5 The scheme proposes the widening and use of the existing gated access to Amherst Road as a vehicular access to the new car park. Eighteen car parking spaces, including two for disabled people, are to be provided on the upper playground adjacent to the new building. Cars will gain access between the boundary trees and the new building. The proposed car park will be fenced to the north and south with concrete bollards and chain link fencing which will allow separation of the children from the car park area in the rare event of the playground being used for car parking for a school function in the building. It is envisaged that the majority of the time the car park will be used for out of school hours use of the building.

2.6 A new pedestrian access will be created from Amherst road to the playground with steps up from the road.

2.7 It is proposed to retain the existing tree screen between the proposed development and Amherst Road.

3. Consultations

3.1 The neighbours consulted previously have been re-consulted. No comments have been received.

3.2 The Highway Authority re-iterated previous comments, were pleased with the proposed pedestrian barrier and stated that the revised parking arrangements were appropriate.

3.3 Hastings Borough Council has provided no further comments.

4. Considerations

i) Policy Issues

4.1 These remain unaltered

ii) Amenity

4.2 The floor area of the development has been reduced by this scheme. Every effort has been made to ensure the new car parking arrangements should not affect the tree screen on Amherst Road. The proposed access is unaltered from the previously considered proposals. I am advised that the hedge to the east of the site may be damaged by the construction process and I am requesting more details of how existing planting will be protected as far as possible. This issue can be controlled by condition.

iii) Highway Considerations

4.3 Transport policies require that road safety is not worsened. There have been concerns from local residents about parking and related disturbance in Amherst Road. Whilst concern was previously expressed by some local residents about the use of the hall and the possible implications, this proposal provides for 18 car parking spaces in addition to the 15 on the school site already. I am advised by the Highway Authority the parking

arrangements are appropriate and I consider this new proposal acceptable. 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. A barrier on the pavement is to be provided with the new pedestrian access in the interests of personal safety.

4.4 I am of the opinion that the existing 15 car parking spaces provided at the main entrance to the school will in all but exceptional circumstances cater for the school use of the hall. The 18 car parking spaces on the playground would cater for community use of the hall and these access arrangement make these spaces a preferred option for low key functions during evenings and weekends. In the event of a more major function in or out of school hours the total 33 spaces meet the Highway Authority's requirements.

5. Conclusions

5.1 This proposal accords with the Structure and Local Plan policies and is strongly supported. 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 conditions 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 purposes.

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

3. No development shall take place until samples of the external bricks to be used in the development for the walls of the building and for the retaining walls, and the colour of the fascia boards have been submitted to and approved in writing by the Director of Transport and Environment. No materials other than those approved shall be used in the development.

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

4. All the existing trees on the boundary with Amherst Road (within the red line area) and the existing hedge along the boundary separating the playing field from the school site, shown on drawing number BLA3 202 C received 14 September 2001, 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 drawing number BLA3 202 C 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 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. 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 202C received 14 September 2001 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 road safety.

9. While construction work is being carried out no mud or debris shall 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 submitted to and approved 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 submitted to and approved 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 the 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. 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.

15. 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.

16. The vehicular access from Amherst Road and car park as shown on drawing number BL3 200D dated 14 September shall be made available at anytime when the development hereby permitted is open to users of this development unless otherwise agreed in writing by the Director of Transport and the Environment.

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

17. No construction traffic will enter or leave the site from Hornty Road

Reason: In the interests of road safety and 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
09 October 2001
P&HSUB:P17October-HS2063CC

Contact Officer: Clare Farrands - Tel. No. 01273 482394
Local Member: Cllr W Bentley

BACKGROUND DOCUMENTS

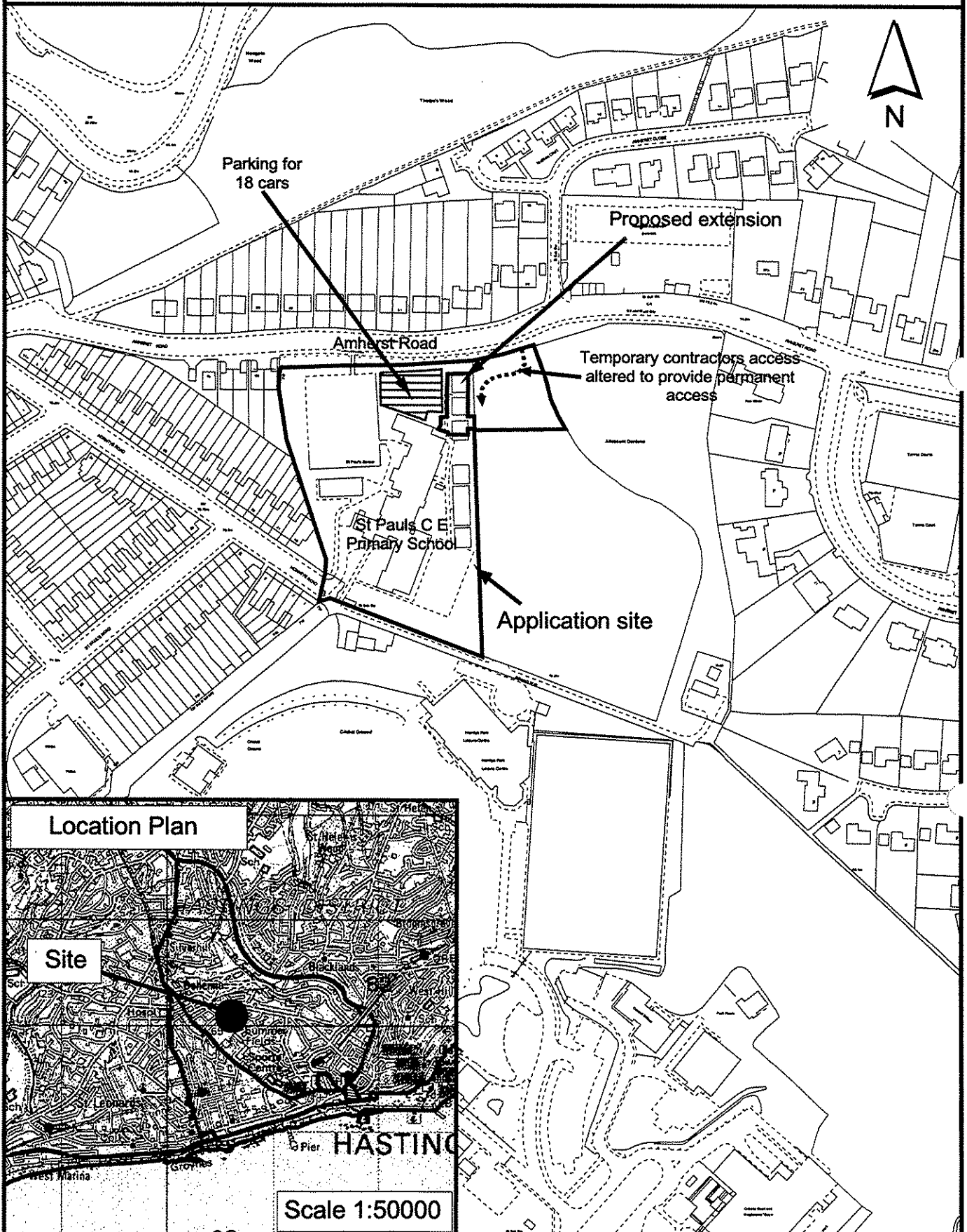
WD/2057/CC.

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.

HS/2063/CC



Location Plan

Site

Scale 1:50000

Scale 1: 2500

Bob Wilkins
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East Sussex County Council

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