

Committee: **Regulatory  
Planning Committee**

Date: **22 July 2015**

Report by: **Director of Communities, Economy and Transport**

Proposal: **Single storey extension located to the south west of the main School building and the creation of an additional 19 car parking spaces.**

Site Address: **Parkland Infant School, Brassey Avenue, Eastbourne, East Sussex, BN22 9QJ**

Applicant: **Director of Children's Services**

Application No. **EB/3271/CC**

Key Issues: **i) Need  
ii) Siting, Design and Impact on Neighbouring Amenity  
iii) Highway issues  
iv) Waste Minimisation**

Contact Officer: **Chris Flavin -Tel: 01273 481833**

Local Member: **Councillor Mike Blanch**

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## **SUMMARY OF RECOMMENDATIONS**

**1. The Committee is recommended to approve the application subject to the completion of the following procedure:-**

**a) To authorise the Director of Communities, Economy and Transport to secure, in conjunction with the Assistant Chief Executive, a planning obligation to secure a contribution towards the cost of the implementation of a Traffic Regulation Order to provide double yellow lines at the Brassey Avenue and Firwood Road junction such works to be to the satisfaction of the Highway Authority; and**

**b) To authorise the Director of Communities, Economy and Transport to grant planning permission upon completion of the planning obligation subject to conditions along the lines as indicated in Paragraph 8.2 of this report.**

**2. To authorise the Director of Communities, Economy and Transport to refer the application back to this Committee if the Undertaking is not secured within 6 months.**

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## **CONSIDERATION BY DIRECTOR OF COMMUNITIES ECONOMY AND TRANSPORT.**

### **1. The Site and Surroundings**

1.1 Parkland Infant School is located within the Hampden Park area of Eastbourne, to the west of Hampden Park railway station and north of Decoy Wood. The School shares an approximately square-shaped site with Parkland Junior School.

1.2 The School buildings and playground are positioned to the north of a level site with limited car parking, and there are playing fields to the south. The School buildings have flat roofs and are single storey in height, appearing to date from the 1960's. The buildings are faced in buff coloured brick walls with white window frames.

1.3 The main vehicular and pedestrian access to Parkland Infant School is from Brassey Avenue to the east. There is a secondary access onto Parkfield Avenue to the north east of the site. This is closed during the School day but open to pedestrians at drop-off and pick-up times.

1.4 The surrounding area is residential in character and the School shares its northern and western boundaries with two-storey terraced houses. Two storey detached and semi-detached housing is also located to the east of the site in Brassey Avenue and Firwood Close, and to the south in Roffrey Avenue. A footpath abounds the site to the east, separating the School from Firwood House, a two storey intermediate care centre and rehabilitation facility for older people (with 22 beds) provided jointly by the NHS and East Sussex County Council (ESCC). The rehabilitation facility provides a day therapy service and other community facilities for the elderly such as speech therapists, stroke rehabilitation and falls prevention services.

### **2. The Proposal**

2.1 The application is for a single storey extension to accommodate a new classroom, to the south west corner of the main Infant School building, and the construction of an additional 19 car parking spaces (for staff) to the south of the main Infant School building.

2.2 The proposed extension will be identical in design and appearance to the existing row of classrooms and would comprise local multi stock facings to match the existing buildings. The south elevation of the building would comprise full height floor to ceiling window units (white, double glazed PVCu) with insulated solid panels at the lower level. Either side of the window sections would be brick walls using bricks that match the beige/grey brick

walls on the existing classrooms building. For the roof, grey concrete tiles would be used to match the existing roof materials, and an existing canopy will be extended along the front of the extension.

2.3 The proposed single storey extension will provide an additional 55 square metres classroom which could accommodate up to 30 Year 2 school children (6 and 7 year olds). The proposal results from the need to accommodate an additional new age group at the Nursery in the School. Currently, there is no provision for two-year olds at the Nursery. Therefore in order to accommodate the need for an estimated 21 additional places for two-year olds at the Nursery, it is necessary for a number of classrooms to be moved and some of the existing classrooms reallocated for use by the Nursery. The additional Nursery children would occupy a classroom that is currently used by one of the two Reception classes. This would mean a number of Year groups moving classrooms with the internal reorganisation resulting in one of the Year 2 classes occupying the proposed new extension classroom.

2.4 The height of the proposed building will match that of the existing row of classrooms with the height to the eaves of the roof being 3.17 metres and the height from ground level to the top (ridge) of the roof being 4.7 metres. The proposed extension will be 8.17 metres wide (east to west) and 8.82 metres in depth. The height of the canopy would be 2.23 metres at the lowest point and 3.17 metres at the highest point where it meets the eaves of the roof.

2.5 The proposed parking spaces are to be located to the south of the Infant School building on what is currently a gentling sloping bank of grass (sloping down away from the School). There are two separate rows of spaces proposed. Ten spaces would be built immediately adjoining the existing parking spaces that are associated with the staff parking spaces for the Junior School. The other nine spaces would be built to the east, opposite the reception entrance to the Infant School building.

### **3. Relevant Site History**

3.1 2012 - Granted -EB/3074/CC (not implemented) Provision of two single mobile classrooms, to be located to the south-west and north-east of the main School building for a temporary period of four years to August 2016.

3.2 This planning permission, which would have accommodated an additional 60 children at the School, was never implemented because the estimated need for the additional 60 places never materialised. A single mobile classroom that was proposed on the south-west corner of the main existing Infant School building, was to be situated in the same location as the proposed single storey extension (classroom) the subject of the current planning application.

3.3 The planning permission was subject to the completion of a Legal Undertaking to secure the provision of a financial contribution for a Traffic

Regulation Order (TRO) to provide double yellow lines at the Brassey Avenue and Firwood Close junction. Because the planning permission was never implemented, the TRO wasn't completed and the double yellow lines were never put in place.

#### **4. Consultations and Representations**

4.1 Eastbourne Borough Council: - The Borough Council has no objections to the proposal.

4.2 Highway Authority: – The Eastbourne Parking Review is to be considered at the same Planning Committee Meeting. Although this TRO does include proposals for double yellow lines to be placed in a number of locations on Brassey Avenue and Firwood Close, none of the objections to the TRO relate to these locations. If the TRO is not taken forward then a contribution of £2500 will need to be secured by planning obligation to fund a separate TRO. This is considered necessary as although there will be an increase in on site parking which will free up space on street for short term pick up and drop off, people like to park as close as possible to their destination and therefore are still likely to park on or close to the junction in inappropriate places.

Using school travel data from 2011, 71% of pupils walk to Parkland Infant School with 28% being driven. There seems no reason to think these percentages will have changed significantly and therefore an extra 6 cars are likely to travel to the school. Even if the percentages from the Junior school are used where 44% are driven then an increase in cars would be 9.

With the extra staff parking being provided on site there should be more space on street for parent drop off and pick up and the implementation of a Travel Plan will help to encourage sustainable modes of travel. Also as the extra pupils will be for early years these tend to start earlier and finish later than infant or junior schools and therefore the trips are likely to be outside of the traditional school pick up and drop off limiting the impact that they will have.

No objection to the planning application subject to a legal agreement, if required (to secure a financial contribution of £2500 if required for a TRO) and recommending that any consent shall include a planning condition requiring the submission of a Travel Plan and a condition that prohibits the occupation of the new classroom until the new parking spaces have been provided.

4.3 CLlr Mike Blanch (Local Member) - Has requested that if Members are minded to approve the proposal, that the following points be addressed:

-No action be taken to implement the classroom works until the parallel highways parking proposals (separate on the agenda) are approved and implemented.

-Members clarify that the permission for three temporary classrooms given in April 2012 has lapsed.

-A condition be imposed that all contractor vehicles be parked on site and under no circumstances in Brassey Avenue and Firwood Close

Has also made the following observations:

-Application raised significant concerns from residents of Brassey Avenue and Firwood Close

-Long-standing issues of parking and access in this area caused by development of the County Council's wider estate, which together includes the two schools and Firwood House, a very busy Adult Social Care and Health rehabilitation centre.

-Brassey Avenue and Firwood Close regularly become blocked by cars of parents dropping off children, overflow of teaching staff unable to park on site, staff at Firwood House and delivery vehicles to both sites.

-Recent count of cars parked in these two cul de sacs found 45 vehicles on the street which could not fit into the provided parking of the sites.

-Poor parking on pavements on bends and double parking across Firwood Close has meant access issues for emergency vehicles, delivery vehicles and local residents.

-April 2012 permission was conditional of the highways parking issues being resolved. To date the issues have not been resolved (but the 2012 permission was never implemented).

4.4 Local Representations: 6 separate representations have been received (one of which had an additional 8 signatories), and can be summarised as follows:

- Further parking pressures have arisen locally -staff from Firwood House, and visitors to the facility.
- Also parking and traffic problems due to a Dental Surgery on Brassey Avenue and two large residential care homes (on Brassey Avenue and Neville Avenue).
- School traffic parking problems: parents block driveways and congestion is made worse due to 3 point turns taking place.
- Inconsiderate parking on both corners of the close –thereby making visibility difficult, which is dangerous.
- Double yellow line parking restrictions need to be painted as soon as possible.

- The new planned double yellow line restrictions (in Firwood Close and Brassey Avenue) have still not yet been provided: -it is essential that they are provided before any further development at the school.
- Will the new classroom cater for an increase in Year 2 school children? (in addition to the 21 nursery places for 2 year olds).
- Pavements have been severely damaged by cars, parking, and driving on them –this is a hazard to all pedestrians.
- Ask for two conditions/restrictions:
  - No work shall be started until the proposed parking restrictions are in place (the yellow/double yellow lines).

-All contractors vehicles should be parked on school grounds and not on the surrounding residential streets.

- Also suggest the need to apply the same conditions as the 2012 planning permission (EB/3074/CC), including the requirement for a school travel plan to be submitted and implemented.
- The concerns and comments raised by the 15 letters of representation and a petition of 33 signatories in response to the 2012 planning application for (2 mobile classrooms) should be transferred to this new planning application.
- Congestion in the two cul de sacs has progressively worsened –both at school drop off/pick up times and certain other times when Firwood House runs additional NHS clinics. Also other school activities and nursery school shifts.
- More school places means more traffic: 21 extra pupils could potentially mean 21 extra cars.
- A new total of 24 parking spaces still won't be enough for 46 members of staff.
- Proposed 07.30 to 18.30 construction hours should be changed to 08.00 to 18.00 -to show consideration of impacts on residents.

## **5. The Development Plan and other policies of relevance to this decision are:**

### **5.1 The Eastbourne Core Strategy Local Plan: Policies D8 Sustainable Travel and E1 Infrastructure Delivery.**

Eastbourne Core Strategy Local Plan was adopted on 20<sup>th</sup> April 2013, and is the key policy document setting out a strategic vision, objectives and spatial strategy for the area up to 2027. Policies from the earlier Eastbourne Borough Plan have been “saved” and are considered to be in general conformity with the overarching principles of the NPPF. Therefore, the ‘saved’ policies together with the Eastbourne Core Strategy Local Plan will be used to determine planning applications.

### **5.2 The Eastbourne Borough Plan (2001-2011) Saved Policies:**

Saved Policies UHT1 (design of new development), LCF18 (extension of educational establishments), TR11 (car parking), UHT4 (Visual Amenity), Policy TR2 (Travel Demands).

5.3 East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (2013): Policy WMP 3d –Minimising and Managing Waste during construction, demolition and excavation.

5.4 National Planning Policy Framework March 2012: The NPPF does not change the status of the Development Plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved and that which conflicts should be refused unless other material considerations indicate otherwise. The NPPF does constitute guidance as a material consideration in determining planning applications. At its heart is a presumption in favour of sustainable development and regard should be had to NPPF policies so far as relevant. Due weight should be given to relevant policies in existing plans according to the degree of consistency with the NPPF. Paragraph 32 advises that decisions should take account of whether the opportunities for sustainable transport modes have been taken up, safe and secure access to the site can be achieved for all people and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 72 advises that Local Planning Authorities give great weight to the need to create schools and attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities.

5.5 Policy Statement on Planning for Schools Development: The policy statement states that the planning system, when dealing with planning applications for state-funded schools should operate positively and there should be a presumption in favour of the development of state-funded schools. The policy statement encourages a collaborative approach to applications, encouraging pre-application discussions and use of planning obligations to help mitigate adverse impacts of developments. Where it is necessary to impose conditions, they should be necessary in order to make development acceptable and be clearly justified, thereby demonstrably meeting the tests set out in Circular 11/95 (now superseded by Planning Practise Guidance 'Use of Planning Conditions'.) The policy statement goes on to indicate that the Secretary of State will be minded to consider refusal of any application for state-funded schools to be unreasonable conduct, unless it is supported by clear and cogent evidence.

## **6. Considerations**

### **Need**

6.1 The Eastbourne Core Strategy Local Plan (the Core Strategy) identifies that schools are critical facilities in sustainable communities and that there is a demand for additional school places up to 2027, delivery of which is intended

to be directed through infrastructure delivery Policy E1 in the Core Strategy. This states that Eastbourne Borough Council will work closely with other public agencies, utility companies and infrastructure providers to ensure that the necessary infrastructure to support future housing (and employment) development is available. Strategic infrastructure requirements will be set out in the Borough Council's Infrastructure Delivery Plan, 2014 (IDP). This reiterates that population forecasts indicate demand for early years childcare and primary school places will increase to the end of this decade.

6.2 The applicant has identified that as part of changes brought in by Central Government, Local Education Authorities are now required to provide Early Years Education to two-year olds whose families are eligible under certain criteria. The School already has a Nursery which provides early years education to the pre-school age group (3 and 4 year olds), but in order to accommodate the demand for an estimated 21 places for two year olds, additional classroom space is required. The additional 21 places would increase the total combined number of children attending the Parklands Infant and Junior School to 534.

6.3 In summary, there is a need for additional places at Parkland Infant School for early years education which needs to be met, a point which is reiterated by Policy E1 of the Eastbourne Core Strategy.

### **Siting, Design and Impact on Neighbouring Amenity**

6.4 Saved Policy UHT1 of the Eastbourne Borough Plan requires development to harmonise with the character and appearance of the area, be appropriate in scale, form, materials, setting, alignment and layout and make the most effective use of the site. Saved Policy LCF18 states planning permission will be granted for additional education facilities within sites identified for educational use provided that the development has no significant detrimental effect on residential, visual or environmental amenity. Saved Policy UHT4 relates to visual amenity and states that proposals that have an unacceptable detrimental impact on visual amenity will be refused. The Policy also lists criteria that are relevant to the assessment of impacts on visual amenity, and this includes erosion of local distinctiveness and loss of natural screening.

6.5 The proposed extension will duplicate the materials and design of the existing building and is considered to be appropriate and in harmony with the appearance and character of the area. The proposal therefore accords with Saved Policy UHT1 of the Eastbourne Borough Plan.

6.6 It is not considered that the classroom extension will have any significant detrimental effect on adjoining residential, visual or environmental amenity for a number of reasons. The proposed classroom will be built in a recess on the corner of the existing main School building and will not be particularly prominent. Furthermore, the height of the proposed extension would be the same as the existing School building. From the surrounding area there are very limited views on to the part of the site where the



classroom extension will be and as the nearest residential dwellings are 80 metres away there would be very little impact on them. The proposal is therefore considered to be in accordance with Saved Policy UHT4 and LCF18 of the Eastbourne Borough Plan.

6.7 Saved Policy LCF18 further requires educational establishments to make appropriate provision for access by people with disabilities and with mobility problems. The proposed classroom would have level internal access from the main Infant School building and the existing main entrance into the school has a flat paved approach. There is also disabled access available to other areas around the site. The applicant has confirmed that the proposed works will not have any affect on the existing access and that the proposed new classroom will incorporate a paved ramped egress, down to the extended patio. It is therefore considered this part of Saved Policy LCF18 is also complied with.

6.8 Local residents have raised the issue of possible disturbance caused during the construction period, such as noise. Concern was raised to the proposed construction hours of 07.30 to 18.30 Monday to Friday. In response to these concerns, the applicant has agreed to change the proposed construction hours to 08.00 to 17.30 (Monday to Friday). The applicant has also said that there will be a need to have the option of having up to four Saturdays of construction working between 09.00 and 13.30. It is recommended that a condition is attached to any grant of planning permission to control the permitted hours of construction.

### **Highway Issues**

6.9 Saved Policy LCF18 of the Eastbourne Borough Plan states planning permission will be granted for additional education facilities when the development has good, safe and secure access by public transport, on foot and by bicycle. Where access is considered to be inadequate a travel plan and the development of safe routes to school will be required. Saved Policy TR11 requires new development to meet existing parking standards and states permitted parking provision should reflect local conditions and circumstances including traffic conditions. Saved Policy TR2 in the Eastbourne Borough Plan states that planning permission will be refused for schemes where the transport impact is assessed to be unacceptable and where appropriate mitigation measures cannot be agreed.

6.10 The School benefits from a secondary access located to the north east of the site. This is opened at School arrival and departure times and runs from the School gate to Parkfield Avenue to the north. Parkfield Avenue is a long residential street that runs east to west, providing a connection between Freeman Avenue and Lindfield Road.

6.11 Parkland Infant School is located at the western end of Brassey Avenue within a residential area of Hampden Park. The School is easily accessible via public transport as there are a number of bus stops in Lindfield Road to the west and it is located close to Hampden Park railway station.

Children living in the surrounding residential streets should easily be able to access the School on foot. Due to the locational attributes of the existing School site and the good, safe and secure access by public transport, on foot and by bicycle, the proposal is considered to accord with Saved LCF18 of the Eastbourne Borough Plan.

6.12 Representations have been received from local residents in Firwood Close and Brassey Avenue, raising concerns about existing problems with parked cars and traffic congestion in these roads during school arrival and departure times. This proposal would add 19 extra parking spaces bringing the total number of Infant School staff parking spaces to 24 and the total for the whole site (Junior and Infant Schools combined) to 49. Although this is still below the level recommended in guidance, the proposed increase in parking spaces is greater than any increase in demand that will be created by the new classroom, which is two additional spaces for staff.

6.13 The additional 19 parking spaces is welcomed by the Highway Authority as it will help alleviate the existing parking pressures that are experienced on both Brassey Avenue and Firwood Close and would reduce instances of inappropriate parking. For these reasons the proposal is therefore considered to be acceptable and accord with Saved Policy TR11 of the Eastbourne Borough Plan.

#### Brassey Avenue and Firwood Close

6.14 East Sussex County Council, as Highways Authority, has advertised a TRO which will, if put into effect, result in double yellow lines being painted around the corners of the junction of Brassey Avenue and Firwood Close, to prevent cars being parked here.

6.15 The length of the parking restriction, which forms part of the TRO currently being considered, would extend (from the junction with Brassey Avenue) 10 metres into Firwood Close on the west side of the Firwood Close and 15 metres on the east side. Further down Firwood Close (to the south west) there would also be a further 33 metres section of double yellow lines (on the north side of the road). On Brassey Avenue there would be a 32.5 metres section of double yellow lines opposite the junction with Firwood Close. Brassey Avenue would also have double yellow lines painted 15 metres to the west of the junction and 10 metres to the east of the junction (on the south side of the road).

6.16 If the double yellow lines were in place, combined with the proposed 19 staff parking spaces, there would be sufficient mitigation of the impacts associated with any increase in traffic from the proposed new classroom. Thus the proposal is considered to be acceptable and in accordance with Saved Policy TR2 of the Eastbourne Borough Plan.

6.17 However, because the TRO has not yet been confirmed the mitigation measures of double yellow lines cannot be guaranteed through this TRO. If the relevant measures within the proposed TRO are not put into effect then

there would need to be a mechanism in place to provide funding for the costs of another, stand alone, TRO to be put in place. It is therefore recommended that the funding for a TRO be secured through a planning obligation prior to permission being granted. By securing the payment towards the cost of the TRO which would be necessary to put the double yellow lines in place, the concerns of the Highway Authority and local residents can be directly addressed.

## **Waste Minimisation**

6.18 Policy WMP 3d of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan requires that all development has regard to the need to minimise, re-use and recycle waste generated in the construction phase of new developments.

6.19 The applicant has identified waste streams that may be generated during the construction of the proposed development. The main source of waste would arise from the construction of the new classroom. Excavations would need to take place to facilitate the laying of foundations, and this would generate demolition waste, soil and clay. Other waste streams would include PVCu double glazed windows, concrete roof tiles and ceramics (wash basins etc).

6.20 The applicant has submitted a Waste Minimisation Statement and has indicated that some waste materials will be re-used on site, whilst other waste will be taken off site by a waste contractor for recovery, recycling or disposal elsewhere. The construction works would incorporate the re-use of significant quantities of clay and other excavated material (from the classroom foundations) as fill material and for landscape grading to the proposed car parking areas, thus reducing the need to transport materials off site.

6.21 This approach is considered acceptable given the nature of the works and therefore satisfies the requirements of Policy WMP 3d of the Waste and Minerals Local Plan.

## **7. Conclusions and reasons for the recommendation**

7.1 In accordance with Section 38 of the Planning and Compulsory Purchase Act 2004 the decision on this application should be taken in accordance with the development plan unless material considerations indicate otherwise.

7.2 The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. It also expects there to be a presumption in favour of development of state-funded schools. Development intended to meet the need for additional school places is supported in principle by Saved Policies LCF16 and LCF18 in the Eastbourne Borough Plan, by the Core Strategy and the Infrastructure Delivery Plan.

7.3 The NPPF advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. The Government's Policy Statement on Schools Development advises that refusals will have to be clearly justified by the local planning authority in view of the strong policy support for improving state education.

7.4 The proposal is considered to be generally acceptable in its impacts. Whilst there will continue to be some impacts arising from the development on the local highway network, these will be limited to the beginning and end of the School day and, when taking into account the proposed additional parking on the School site combined with restrictions for on-street parking, are not considered to be so severe as to merit refusal of the application or to outweigh the significant benefits of additional school places. The design and siting of the proposal is considered to be acceptable. The proposal therefore complies with Saved Policies UHT1, LCF18, TR11, TR2 and UHT4 of the Eastbourne Borough Local Plan 2003, Policy D8 of the Eastbourne Core Strategy Local Plan 2013, Policy WMP3d of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 and the NPPF.

7.5 In determining this planning application, the County Council as Local Planning Authority has worked with the applicant in a positive and proactive manner. In addition views have been sought from consultees and neighbours and responses have been considered in preparing the recommendation. This approach has been taken positively and proactively in accordance with the requirement in the NPPF and as set out in the Town and Country Planning (Development Management Procedure) Order 2015.

7.6 There are no other material considerations and the decision should be taken in accordance with the Development Plan.

## **8. Recommendation**

8.1 The Committee is recommended that the application be approved subject to the completion of the following procedure:-

a) To authorise the Director of Communities, Economy and Transport to secure, in conjunction with the Assistant Chief Executive, a planning obligation to secure a contribution towards the cost of implementation of a Traffic Regulation Order to provide double yellow lines at the Brassey Avenue and Firwood Road junction to the satisfaction of the Highway Authority;

b) To authorise the Director of Communities, Economy and Transport to grant planning permission upon completion of the Planning Obligation subject to conditions along the lines as indicated in Paragraph 8.2 of this report; and

c) To authorise the Director of Communities, Economy and Transport to refer the application back to this Committee if the Undertaking is not secured within 6 months.

8.2 The grant of planning permission should be subject to the following conditions:-

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the plans listed in the Schedule of Approved Plans.

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Any works to or affecting trees during construction shall be carried out by a competent tree contractor and in accordance with BS3998:2010 Tree Works Recommendations.

Reason: To protect the integrity of the trees and in the interests of visual amenity in the locality in accordance with Saved Policy UHT4 of the Eastbourne Local Plan 2003.

4. Development above ground level shall not commence until details and/or samples of the materials to be used in the construction of the external surfaces of the extension hereby permitted have been submitted to and approved in writing by the Director of Communities, Economy and Transport. The development shall be carried out in accordance with the approved details.

Reason: To ensure the appropriate design and appearance of the development in accordance with Saved Policy UHT1 of the Eastbourne Local Plan (2003) and Policy D10a of the Eastbourne Core Strategy Local Plan.

5. No artificial external lighting, including floodlighting, shall be inserted or used in relation to the new classroom or the additional new 19 parking spaces, other than in accordance with details submitted to and approved in writing by the Director of Communities, Economy and Transport.

Reason: To protect the residential amenity of the area and to comply with Saved Policy UHT13 of the Eastbourne Local Plan 2003.

6. The new classroom shall not be occupied until the parking spaces hereby permitted have been provided in accordance with the approved plans and the areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with Saved Policy TR2 of the Eastbourne Borough Plan 2003.

7. A Travel Plan is required in association with the development to ensure that private car trips to and from the site are reduced. The Travel Plan shall be submitted within six months of occupation of the development hereby permitted. The Travel Plan shall be implemented and thereafter reviewed in accordance with the approved details.

Reason: To help increase awareness and use of alternative modes of transport for school journeys in accordance with Saved Policy TR2 of the Eastbourne Borough Plan 2003.

8. Earthworks associated with the construction of the 19 new car parking spaces shall not commence until further details relating to existing and proposed site levels, including cross section drawing plans have been submitted to and approved in writing by the Director of Communities, Economy and Transport. The development shall be carried out in accordance with the approved details.

Reason: To ensure the appropriate design and appearance of the development in accordance with Saved Policy UHT1 of the Eastbourne Local Plan (2003) and Policy D10a of the Eastbourne Core Strategy Local Plan

9. No construction works associated with the single storey extension and car parking spaces shall take place other than between the hours of 08.00 and 17.30 on Monday to Friday inclusive and the hours of 09.00 and 13.30 on Saturdays.

Reason: To safeguard the amenities of the occupiers of properties in the vicinity of the site during the period of construction works and to comply with Saved Policy HO20 of the Eastbourne Local Plan 2003.

10. Prior to commencement of development a Construction Management Plan shall be submitted to and approved in writing by the Director of Communities, Economy and Transport and the construction programme carried out in accordance with the approved Plan. The Construction Management Plan shall include details of: (i) parking on site of contractor's vehicles; and (ii) how vehicles and people will safely enter, move around and leave the site during construction (including details of managing the potential conflict of construction traffic and existing highway infrastructure).

Reason: To ensure safety on and off site during construction, and to protect the residential amenity of the area.

### Schedule of Approved Plans

10-23-15-1-2185-003 - Existing Elevation, 10-23-15-1-2185-001 - Existing Floor Plan, 10-23-15-1-2185-004 - Proposed Elevation, V2 Scale 1:1250 - Site Plan, 10-23-15-1-2185-007 Rev A 11.05.15 - Block Plan V2 , 10-23-15-1-2185-002 Rev A - Proposed Floor Plan, Waste Minimisation Statement, Design and Access Statement

RUPERT CLUBB

Director of Communities, Economy and Transport

14 July 2015

### **BACKGROUND DOCUMENTS**

Development Plan

National Planning Policy Framework

Policy Statement on Planning for Schools Development, 2011

Planning Application file