



REGULATORY COMMITTEE

PLANNING COMMITTEE

MEETING 10.30 am WEDNESDAY, 16 DECEMBER 2015

COUNCIL CHAMBER, COUNTY HALL, LEWES

MEMBERSHIP - Councillor Godfrey Daniel (Chair)
Councillors Ian Buchanan, Kathryn Field, Roy Galley, Richard Stogdon (Vice Chair), Barry Taylor and Steve Wallis

A G E N D A

- 1 Minutes of the meeting held on 11 November 2015 (*Pages 3 - 12*)
- 2 Apologies for absence
- 3 Disclosures of interests
Disclosures by all members present of personal interests in matters on the agenda, the nature of any interest and whether the member regards the interest as prejudicial under the terms of the Code of Conduct.
- 4 Urgent items
Notification of items which the Chair considers to be urgent and proposes to take at the appropriate part of the agenda. Any members who wish to raise urgent items are asked, wherever possible, to notify the Chair before the start of the meeting. In so doing, they must state the special circumstances which they consider justify the matter being considered urgent.

County Council Proposals - report(s) by the Director of Communities, Economy and Transport

- 5 Proposed new two storey extension to Rye Primary Community School; providing a new nursery with ancillary spaces, two new classrooms, one new practical room and a new staffroom. Rye Community Primary School, The Grove, Rye, TN31 7ND - RR/3300/CC (*Pages 13 - 24*)
Report by the Director of Communities, Economy and Transport

Traffic Regulation Orders - report(s) by the Director of Communities, Economy and Transport

- 6 Traffic Regulation Order - High Street, Old Town Hastings (*Pages 25 - 36*)
Report by the Director of Communities, Economy and Transport
- 7 Any other items previously notified under agenda item 4

NOTES:

- (1) *Members are reminded that copies of all representations received are available for inspection in the Members' Room*
- (2) *As part of the County Council's drive to increase accessibility to its public meetings, this meeting will be broadcast live on its website and the record archived for future viewing. The broadcast / record is accessible at: www.eastsussex.gov.uk/webcasts*

PHILIP BAKER
Assistant Chief Executive
County Hall, St Anne's Crescent
LEWES BN7 1UE

8 December 2015

Contact Simon Bailey, Democratic Services Officer,
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PLANNING COMMITTEE

MINUTES of a meeting of the Planning Committee held at County Hall, Lewes on 11 November 2015.

PRESENT: Councillors Godfrey Daniel (Chair), Ian Buchanan, Roy Galley, Barry Taylor, Steve Wallis (for Item 6 only - see minute 48) and Angharad Davies

44 MINUTES OF THE MEETING HELD ON 14 OCTOBER 2015

44.1 RESOLVED to approve as a correct record the minutes held on 14 October 2015.

45 APOLOGIES FOR ABSENCE

45.1 Apologies for absence were received from Councillor Field.

45.2 It was noted that Councillor Davies was substituting for Councillor Stogdon.

46 REPORTS

46.1 Reports referred to in the minutes below are contained in the minute book.

47 ERECTION OF A NON-FERROUS METALS STORAGE BUILDING, SKIP STORAGE AREA, INCREASE IN VEHICLE MOVEMENTS, PARTIAL REPLACEMENT FENCING, INERT WASTE TREATMENT PAD, NEW STORAGE BAYS AND PUSH WALLS, THE PROCESSING OF INERT WASTE OUTSIDE THE EXISTING BUILDING AND IMPROVED DRAINAGE FACILITIES. SUSSEX WASTE MANAGEMENT SITE, WHITWORTH ROAD, ST LEONARDS ON SEA TN37 7PZ - HS/759/CM

47.1 The Committee considered a report by the Director of Communities, Economy and Transport.

47.2 Members have considered the officer's report and agree with the conclusion and reasons for recommendation as set out in paragraph 7 of the report.

47.3 RESOLVED to approve the application 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. Notwithstanding the provisions of Part 7, Class L of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no buildings, plant or machinery shall be

extended, altered or installed at the site (other than as expressly authorised by this permission), unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

Reason: To enable the Waste Planning Authority to control the future use of the site in order to protect the amenity of the area in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

4. Construction of the metals storage building and 'Proposed Inert Waste Treatment Pad' hereby permitted, shall not take place until a scheme for the provision of surface water drainage (including a timetable for implementation) has been submitted to and approved in writing by the Director of Communities, Economy and Transport and implemented thereafter. The drainage works shall be fully implemented in accordance with the approved details including the timetable.

Reason: To ensure satisfactory drainage of the site and to prevent water pollution and to comply with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

5. Construction of the 'Proposed Inert Waste Treatment Pad' shall not commence until details of the exact location and size of the Treatment Pad have been submitted to and approved in writing by the Director of Communities, Economy and Transport. The Treatment Pad shall be fully constructed in accordance with the approved details.

Reason: In the interests of amenity of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

6. There shall be no external waste processing operations (crushing with the bucket crusher, grading, processing and mechanical sorting of waste) or storage of waste, on the area marked 'Proposed Inert Waste Treatment Pad' on Drg. No. SWML/02A (Site Layout Plan dated 09/09/2014 Revised 04/08/2015) until the full completion of the new concrete surface of the pad and the full completion of the erection of the 'Inert Waste Storage bays' and 'Push Wall', and the full completion of the surface water drainage as required by Condition 4.

Reason: In the interests of amenity of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

7. Construction of the 'Inert Waste Storage Bays' and 'Push Wall' shown on approved plan Drg. No. SWML/02A (dated 09/09/2014 Revised 04/08/2015) shall not take place until full details of the proposed 'Inert Waste Storage Bays' and 'Push Wall', 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, unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

Reason: In the interests of amenity of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

8. Within 5 working days of the commencement of waste processing operations (crushing with the bucket crusher, or grading, processing or mechanical sorting/screening of waste) on the area marked 'Proposed Inert Waste Treatment Pad' on Drg. No. SWML/02A (Site Layout Plan dated 09/09/2014 Revised 04/08/2015), the operator shall provide written notification to the Director of Communities, Economy and Transport, stating the date that external waste processing operations commenced.

Reason: In the interests of the amenity of the locality, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

9. The waste processing operations (crushing, grading, processing and mechanical sorting/screening of waste) on the area marked 'Proposed Inert Waste Treatment Pad' on Drg. No. SWML/02A (Site Layout Plan dated 09/09/2014 Revised 04/08/2015) shall cease within 12 months of the date of commencement as defined by Condition 8 above. On cessation of the waste processing operations on the area marked 'Proposed Inert Waste Treatment Pad', all mechanical waste processing, crushing and grading must be confined to within the footprint of the main Waste Transfer building.

Reason: In the interests of the amenity of the locality, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

10. Construction of the metals storage building shall not commence until full details of the colour of the materials to be used for the external surfaces of the building hereby permitted, have been submitted to and approved in writing by the Director of Communities, Economy and Transport. Development shall be carried out in accordance with the approved details, and thereafter retained.

Reason: To ensure the appropriate appearance of the development in the area in accordance with Policy WMP23a of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

11. No activity or operation associated with the permitted use of the site including vehicle movements to and from the site, shall be carried out other than between the hours of 07.00-18.00 on Monday to Friday inclusive and the hours of 07.00-13.00 on Saturdays, and at no time on Sundays, Public and Bank Holidays except for works of essential maintenance or which are to respond to an emergency. No later than one week after the carrying out of such works full details of the time, date, reason for and nature of the works shall be given in writing to the Director of Communities, Economy and Transport.

Reason: To protect the amenity of the locality, in accordance with Policy WMP25a of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013

12. Notwithstanding the requirements of Condition 10 of this permission, there shall be no crushing, grading, or other mechanical processing of inert waste materials at the site, and no external (i.e. outside of the footprint of the waste transfer building) emptying/unloading of skips, containers or vehicles transporting waste, other than between the hours of 08.00-17.00 on Monday to Friday inclusive. There shall be no external processing on Saturdays, Sundays, Public and Bank Holidays.

Reason: To protect the amenity of the locality, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013 and Policy DM3 of the Hastings Development Management Plan (2015).

13. There shall be no sorting, loading, unloading, processing, crushing, grading or storage of waste outside the footprint of the waste transfer building, except for the types of waste listed in Appendix 5 (List of 'Specified Wastes') on page 34 of the Supporting Statement dated July 2015 unless otherwise agreed in writing in advance by the Director of Communities, Economy and Transport.

Reason: In the interests of amenity of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

14. There shall be no crushing, grading, processing, sorting, loading or unloading of Specified Wastes (listed in Appendix 5 of the Supporting Statement dated July 2015) at the site, other than on the area marked 'Proposed Inert Waste Treatment Pad' on Drg. No. SWML/02A (Site Layout Plan dated 09/09/2014 Revised 04/08/2015), or within the footprint of the waste transfer building.

Reason: To protect the amenity of the locality, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

15. There shall be no storage of the types of waste listed in Appendix 5 (List of 'Specified Wastes') on page 34 of the Supporting Statement dated July 2015 at the site other than within the 'Inert Waste Storage Bays' shown on approved plan Drg. Number SWML/02 Revised 04/08/2015 or within skips or containers located in the 'Proposed Skip Storage Area' indicated on Drg. Number SWML/02A Revised 04/08/2015.

Reason: In the interests of amenity of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

16. There shall be no storage of Specified Wastes or recycled materials on the 'Proposed Inert Waste Pad' on Drg. No. SWML/02 (Site Layout Plan dated 09/09/2014) other than within the 'Inert Waste Storage Bays' shown on Drg. No. SWML/02A Revised 04/08/2015.

Reason: To protect the amenity of the locality, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013 and Policy DM3 of the Hastings Development Management Plan (2015) and to enable the County Planning Authority to control and regulate the use of the site.

17. Waste stored in the 'Inert Waste Storage Bays' shown on Drg. No. SWML/02A (dated 09/09/2014 Revised 04/08/2015) shall not be stacked or deposited to a height within 50cm of the top of the rear wall, or beyond 3 metres above ground level, whichever is the lowest. The operator shall provide and maintain a clearly visible marker line on the rear wall of railway sleepers at a height of 3 metres above ground level.

Reason: In the interests of amenity of the locality in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

18. The metals storage building shall only be used in association with waste metals recovery and the uses set out in Paragraph 3.2 of the Supporting Statement dated July 2015.

Reason: To enable the County Planning Authority to control the future use of the site in order to protect the amenity of the area in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

19. No more than 40 skip lorry movements (i.e. 20 in and 20 out) and eight 28 tonnes container lorry movements (i.e. 4 in and 4 out) shall take place to and from the site per day without the prior written agreement of the Director of Communities, Economy and Transport.

Reason: In the interests of road safety and protecting amenity, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

20. A record of daily vehicle movements (skip lorries and HGVs) to and from the site shall be maintained and, upon request, be made available to the County Planning Authority.

Reason: In order to allow the County Planning Authority to monitor and control the number of vehicle movements associated with the development.

21. The operational noise levels from the site between the hours of 07.00 - 18.00 from Monday to Friday inclusive and 07.00 - 13.00 on Saturdays, measured as LAeq 1hr (freefield) (at the residential properties of the Emmaus site) and in accordance with British Standard 4142:2014, shall not exceed the background LA 90 value.

Reason: In the interests of protecting residential amenity, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste Local Plan 2013.

22. Within 5 days of the bucket crusher being brought onto the site, the operator shall provide written notification to the Director of Communities, Economy and Transport, stating the date that the bucket crusher was brought onto the site so that within 2 months of the new bucket crusher being used on the site, a noise survey shall be undertaken in accordance with BS 4142:2014, and, the results shall be submitted forthwith in a report to the Director of Communities, Economy and Transport. The survey shall take place while the bucket crusher is being used to crush inert waste, and shall demonstrate whether the noise levels required by Condition 21 are being achieved. If the survey does not demonstrate such compliance then the report must include measures to reduce noise, that shall be first agreed in writing by the Director of Communities, Economy and Transport, such that the noise levels required by Condition 21 will be met. These measures shall be implemented within a time period to be agreed with the Director of Communities Economy and Transport, and compliance shall be demonstrated to the Director's satisfaction which will be given in writing.

Reason: In the interests of protecting residential amenity, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

23. Prior to the commencement of external processing operations, a scheme to control and manage the emission of dust and litter, (including a timetable for implementation) shall be submitted to and approved by the Director of Communities, Economy and Transport. The scheme shall include:
 - (a) Measures to minimise dust and litter from waste loading, unloading, sorting and processing activities;
 - (b) Measures to minimise dust and litter from vehicles entering, exiting and travelling within the site;
 - (c) Measures to minimise the opportunity for dust and litter to escape from the waste transfer building and from the site boundaries;
 - (d) Measures to ensure that any wind-blown litter from the site is cleared from open areas of the site and areas adjacent to the site at the earliest opportunity;
 - (e) Details of how these measures will be managed;
 - (f) Details of monitoring arrangements which shall be employed to regularly monitor the success of the measures required by parts (a - d) above.

Any approved equipment shall be maintained in accordance with the manufacturer's instructions at all times. The approved scheme shall be fully implemented in accordance with the agreed timetable and any changes to the approved scheme shall first be approved in writing by the Director of Communities, Economy and Transport.

Reason: In the interests of amenity and the protection of the adjacent Site of Nature Conservation Importance, and to comply with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste Local Plan 2013

24. The external storage of skips and 'roll on, roll off containers' shall only take place within the 'Proposed Skip Storage Area' indicated on Drg. Number SWML/02A (dated 09/09/2014 Revised 04/08/2015) unless otherwise agreed in writing by the Director of Communities, Economy and Transport. Skips or containers shall not be stacked to a height exceeding 3 metres above ground level.

Reason: To protect the amenity of the locality, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013 and Policy DM3 of the Hastings Development Management Plan (2015) and to enable the County Planning Authority to control and regulate the use of the site.

25. The external storage of skips and 'roll on, roll off containers' which contain waste or recycled materials shall only take place within the 'Proposed Skip Storage Area' indicated on Drg. Number SWML/02A (dated 09/09/2014 Revised 04/08/2015) and shall be limited to a maximum number of 10 skips and 5 'roll on, roll off containers', unless otherwise agreed in writing by the Director of Communities, Economy and Transport. Skips or containers which contain waste shall not be stacked upon one another.

Reason: To protect the amenity of the locality, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013 and Policy DM3 of the Hastings Development Management Plan (2015) and to enable the County Planning Authority to control and regulate the use of the site.

26. No artificial external lighting, including floodlighting, shall be installed or used in relation to the Waste Transfer Station/Skip Hire Depot other than in accordance with details that are first submitted to and approved in writing by the Director of Communities, Economy and Transport.

Reason: In the interests of amenity and the protection of the adjacent Site of Nature Conservation Importance, and to comply with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013

27. The boundaries of the application site shall be secured by fencing which shall be maintained in good order at all times and any damaged or broken sections replaced within two weeks of site staff being notified of the damage or breakage, to the satisfaction of the Director of Communities, Economy and Transport.

Reason: In the interests of amenity and the protection of the adjacent Site of Nature Conservation Importance, and to comply with Policy EN6 of the Hastings Local Plan 2011-2028 Planning Strategy (2014) and Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

28. There shall be no servicing or maintenance of HGV's on the site except for emergency repairs.

Reason: To protect the amenity of the locality, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013 and to enable the County Planning Authority to control and regulate the use of the site.

29. No retail sales shall take place on the site.

Reason: To enable the County Planning Authority to control and regulate the use of the site.

Schedule of Approved Plans

Drawing SWML04 Elevations, Revised Supporting Statement July 2015 SWML02A Vers2, Site Layout Plan Revised 04/08/2015

48 PROPOSED EXTENSIONS TO PROVIDE ADDITIONAL TEACHING AND ANCILLARY ACCOMMODATION. ARK BLACKLANDS PRIMARY ACADEMY, OSBORNE CLOSE, HASTINGS, TN34 2HU - HS/3298/CC

48.1 The Committee considered a report by the Director of Communities, Economy and Transport. It was clarified that the number of staff at the proposed expanded school, indicated in paragraph 2.1 of the report, would be 87, not 97.

48.2 Mr Gary Spencer-Holmes spoke against the application.

48.3 Mr Sean Hambrook, Major Capital Projects Manager of the County Council spoke in support of the application.

48.4 Members have considered the officer's report and the comments of the public speakers, and agree with the conclusion and reasons for recommendation as set out in paragraph 7 of the report.

48.5 RESOLVED to approve the application subject to the following procedure:

(i) The completion of a Legal Agreement or Undertaking to secure the provision of a financial contribution to cover all traffic survey work and any highway works subsequently undertaken following the consideration of associated works to include additional crossing points in the vicinity of the School; the preparation of a Traffic Regulation Order, and; the submission of a revised Travel Plan for approval prior to the occupation of the development; and

(ii) To authorise the Director of Communities, Economy and Transport to grant planning permission upon completion of the Legal Agreement / Undertaking subject to conditions along the lines as indicated in Minute 48.7.

48.6 If the Legal Agreement or Undertaking has not been completed within six months, the application will be referred back to the Committee for consideration.

48.7 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. Prior to the commencement of the development hereby permitted a Construction Traffic Management Scheme shall be submitted to and approved by the County Planning Authority in consultation with the Highway Authority. This shall include the size of vehicles, routing of vehicles and hours of operation. Given the restrictions of the surrounding roads

to the site the hours of delivery/collection should avoid peak traffic flow times. Details regarding contractors' vehicles whilst works are being carried out should also be provided. The development shall be carried out in accordance with the approved Construction Traffic Management Scheme.

Reason: In the interest of highway safety and for the benefit and convenience of the public at large, and in accordance with Policy DM4 of the Hastings Development Management Plan.

4. Development shall not commence until details of wheel washing facilities have been submitted to and approved in writing by the Director of Communities, Economy and Transport. The approved details shall be implemented in full before the commencement of development and the facilities shall be maintained in working order during the construction period and shall be used by any vehicle carrying mud, dust or other debris on its wheels before leaving the site. No vehicle associated with the development shall leave the site carrying mud, dust or debris.

Reason: In the interests of highway safety and the amenity of the locality and to enable the County Planning Authority to control and regulate the development.

5. Development shall not commence until samples of the materials to be used in the construction of the external surfaces of the extensions hereby permitted have been submitted to and approved in writing by the Director of Communities, Economy and Transport. Development shall be carried out in accordance with the approved details.

Reason: To ensure the appropriate appearance of the development in the area and to comply Policy DM1 of the Hastings Development Management Plan 2015.

6. Development above ground shall not commence until details of the proposed landscaping works has been submitted to and approved in writing by the Director of Communities, Economy and Transport and these works shall be carried out as approved. These details shall include:

- Surface Materials
- Minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc)
- Car parking layout
- Type and location of Bat and Bird boxes

The landscaped areas shall be maintained thereafter in accordance with the approved management plan.

Reason: To integrate the development effectively into the surrounding environment and to comply Policies DM1 and DM4 of the Hastings Development Management Plan 2015.

7. No development shall take place until full details of measures to protect the trees located to the south of the proposed new teaching block and to the north of the proposed classroom extension have been submitted to and approved in writing by the Director of Communities, Economy and Transport and these works shall be carried out as approved. Such details shall be in accordance with BS5837:2012 and shall also include a drawing showing the location of the service runs for water, foul water and electricity supplies.

Reason: In order to protect the tree in the interest of visual amenity in accordance with Policy DM1 of the Hastings Development Management Plan 2015.

8. The development shall not be occupied until parking and turning areas 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 and to comply with Policy DM4 of the Hastings Development Management Plan 2015.

9. The development shall not be occupied until cycle parking areas have been provided in accordance with the approved plans or details which have been submitted to and approved in writing by the County Planning Authority and the area shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development in compliance with Policy DM4 of the Hastings Development Management Plan 2015.

INFORMATIVE

1. A Travel Plan is required in association with this development to ensure that private car trips to and from the site are reduced. The travel plan should include targets for reduced car use and a monitoring programme to ensure these targets are met. This will need to recommend realistic proposals for providing for and improving non-car modes of travel, through walking, cycling and public transport and assess the residual impact of the development on the surrounding highway network with ameliorative measures as necessary.

Schedule of Approved Plans

Arboricultural Survey, Preliminary Ground Contamination Risk Assessment Report, Extended Phase 1 habitat Survey & Preliminary Bat Roost Assessment, Design and Access Statement, 0001 Rev R1 - Site Block & Location Plan, 0005 Rev R1 - Existing Site Plan, 0010 Rev R1 - Proposed Site Plan, 0014 Rev R1 - Existing Floor Plan, 0015 Rev R1 - Proposed Floor Plan, 0020 Rev R1 - Existing Elevations, 0025 Rev R1 - Proposed Elevations, Transport Statement - September 2015 V2.0, School Travel Plan - October 2015 Version 2.0

(The meeting ended at 11.47 am)

CHAIR

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Committee: **Regulatory
Planning Committee**

Date: **16 December 2015**

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

Proposal: **Two storey extension to provide a new nursery with ancillary spaces, two new classrooms, one new practical room and a new staffroom.**

Site Address: **Rye Community Primary School, The Grove, Rye, TN31 7ND.**

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

Application No. **RR/3300/CC**

Key Issues: **1. Need
2. Siting and Design
3. Flood Risk
4. Highways Impact
5. Construction Waste Minimisation**

Contact Officer: **David Vickers, Tel. 01273 481629**

Local Member: **Councillor Keith Glazier**

SUMMARY OF RECOMMENDATIONS

1. To grant planning permission subject to conditions as indicated in paragraph 8.1 of this report.

CONSIDERATION BY DIRECTOR OF COMMUNITIES ECONOMY AND TRANSPORT

1. The Site and Surroundings

1.1 Rye Community Primary School opened in September 2008 on a site to the north of Rye town centre on land south of Love Lane. It lies to the west of Rye College, formerly Thomas Peacocke School, and is bounded to the west by allotments and the River Tillingham beyond and to the north by a residential cul-de-sac known as Love Lane. To the south are playing fields shared by the Primary School and the College, and to the south-east is Rye Sports Centre.

1.2 The School itself comprises a two storey building with separate Children's Centre, situated approximately centrally within its site. There is a service yard to the north, approached from Love Lane with playgrounds to the

west and south together with grassed areas. Staff and children approach the School through the main entrance to the south, and there is a dedicated staff car parking area within the Sports Centre car park as well as a parent / carer and coach pick up / drop off area. Pugwash Nursery currently operates in a detached building within the Rye College campus facing the Love Lane loop.

2. The Proposal

2.1 The School opened in 2008 providing 1.5 Forms of Entry (FE) to cater for 315 children. The child population in the Rye area has since risen to the extent that a double temporary classroom was installed in 2014 increasing the number of children on roll to 364 at the September 2015 intake. There are currently 37 members of staff at the School and 8 at the separate nursery. The proposal is to make permanent provision for a larger intake of 2 FE (420 children, 43 staff) by constructing a two storey extension on the north-east side of the existing building facing the Love Lane loop. The extension would comprise a gross internal floor area of 281 m² with a footprint of 147 m², and, provide 2 new classrooms on the first floor together with space on the ground floor for the Pugwash Nursery (24 children, 8 staff).

2.2 The proposed extension would continue the appearance of the main building with a flat roof to the same height as the parapet of the existing building, 7.1 metres above ground level. Cladding materials are proposed to match the existing i.e. Powder coated metal window frames, lightweight coloured panelling and timber cladding to the elevations. The overall dimensions on the ground would be approximately 22.5 metres along the north-east elevation, projecting a minimum 4.9 metres and maximum 9.3 metres from the face of the existing building.

3. Site History

3.1 2014 – RR/3204/CC – Granted. Temporary Planning Permission until August 2017 for a Double Mobile Classroom on the east side of the Main School building.

3.2 2007 - RR/2562/CC – Granted. New Primary School and Children's Centre, playgrounds, ancillary land uses and fencing, with service access from a remodelled loop road off Love Lane, remodelling of the Rye Sports Centre car park, with new footpath/cycleway from the car park to the eastern bank of the River Tillingham with 3 new bridges across and part culverting of drainage ditches, new underground pumping station, and minor remodelling of the Thomas Peacocke Community College Governors Nursery.

4. Consultations and Representations

4.1 Rother District Council; The District Council raises no objections to the proposal.

4.2 Rye Town Council; The Town Council's Planning Committee resolved to support approval of the proposal.

4.3 Sussex Police (Crime Prevention Design Adviser); The level of crime and anti-social behaviour in Rother District is below average when compared with the rest of Sussex and there are no major concerns with the proposal

4.4 Highway Authority; The Highway Authority acknowledges that parking pressures could increase at the beginning and end of the school day as a result of the proposal. Nonetheless existing parking facilities in the nearby Sports Centre car park are considered sufficient to accommodate the additional demand. An updated and robust Travel Plan will help to reduce the impact still further.

4.5 Environment Agency; The proposal falls within the scope of Standing Advice against which it should be assessed.

4.6 Romney Marshes Internal Drainage Board; The Internal Drainage Board considers that as the extension is to be built on existing hardstanding there is no issue with the proposal.

4.7 Rye Conservation Society; The Conservation Society has no objection to the application.

4.8 Local Representations; Two representations have been received. One is broadly supportive of maintaining healthy state education provision in Rye and the other does not object in principle to the proposed development. Both however go on to comment about various matters with regard to the proposal as well as the current operation of the School. These include use of Love Lane for access by the School and for construction, construction hours, flooding and drainage as well as renewable energy initiatives.

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

5.1 Rother Local Plan Core Strategy, 2014; Policies OSS4 (general development considerations), CO4iii (continued investment in education facilities), EN3 (design quality), TR4 (car parking) and EN7 (flood risk)

5.2 East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan; Policy WMP3d (construction waste minimisation)

5.3 National Planning Policy Framework, 2012; The National Planning Policy Framework (NPPF) does not change the status of the development plan as the starting point for decision making but it does constitute guidance as a material consideration in determining planning applications. At the heart of the NPPF is a presumption in favour of sustainable development. Due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF development. Paragraph 72 states 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. Local planning authorities are advised to give great weight to the need to expand or alter schools

5.4 Policy Statement on Planning for Schools Development, 2011: 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, particularly encouraging pre-application discussions and the use of planning obligations to help mitigate adverse impact of developments. It further asserts that where it is necessary to impose conditions, they should be necessary in order to make the development acceptable and be clearly justified, thereby demonstrably meeting the tests as set out in Circular 11/95 (now superseded by Planning Practice Guidance 'Use of Planning Conditions'). The policy statement indicates 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 Policy CO4(iii) in the Rother Local Plan Core Strategy (Core Strategy) attaches priority to making Rother an attractive place to grow up by continued investment in quality education. The Education Authority's 'Commissioning Plan 2014-2018' observes a general upward trend in births in Rye and notes that the Core Strategy provides for a total of up to 400 new dwellings to be built in the town up to 2028.

6.2 As a result of this, the Commissioning Plan forecasts a shortfall of half a form entry in this and the next academic year rising to a full one form of entry in academic year 2017/18, then falling back to a half form of entry thereafter.

6.3 In the immediate term the shortfall is being accommodated in temporary accommodation. However as the rising birth rate appears to be continuing and additional housing is planned for the town, there will be a continuing need to accommodate additional pupil numbers, and therefore also a need for additional permanent places.

Siting & Design

6.4 Policy EN3 in the Core Strategy requires new development to be of high design quality. In addition Policy OSS4 of the same Plan requires all development to respect its surroundings and to not unreasonably harm the amenities of adjoining properties.

6.5 The proposed extension continues the architectural appearance and style of the existing building and is of a scale which is considered appropriate to do so. It will not be higher than the existing building and the separating distance of almost 50 metres between it and the boundary of the nearest

residential properties in Love Lane to the north is considered sufficient to avoid any harm to their amenities.

6.6 The layout continues the accessibility of the existing building, but for structural and flood risk reasons, internal ground floor level is 300 mm higher than outside ground level with a ramp between the two.

6.7 It is therefore considered that the proposals comply with Policies EN3 and OSS4 in the Core Strategy although a condition is proposed to cover agreement of the colours of the facing panels and other materials.

Flood Risk

6.8 Policy EN7 in the Core Strategy requires flood risk be taken into account in the planning process in order to avoid inappropriate development in areas at risk from flooding and to direct development away from areas of higher risk. The application is accompanied by a site specific Flood Risk Assessment prepared in accordance with Environment Agency standing advice as well as direct discussion with relevant officers in that organisation and those at the Internal Drainage Board.

6.9 The site is within Flood Zone 3 (as defined by the Environment Agency) and lies east of the River Tillingham which benefits from recently improved flood defences. In terms of flood mitigation the proposal includes floor levels which will run-through at the same level as those in the existing building, i.e. 3.77metres AOD together with a demountable barrier system at each of the external doorways in the extension. Their use will be part of a wider Evacuation Plan to be carried out during flood events, responsibility for which rests with the Head teacher. This includes measures to minimise damage to property during floods as well as a marked escape route to higher ground in Deadmans Lane to the north-east via Love Lane.

6.10 The Flood Risk Assessment is considered acceptable in terms of Environment Agency standing advice and therefore satisfies Policy EN7 in the Core Strategy.

Highways Impact

6.11 Policy TR4 in the Core Strategy offers support for development where parking provision accords with various principles.

6.12 The approved access arrangements for the School restrict access to the site from Love Lane to servicing, deliveries and emergency vehicles only. All other access to the site is on foot via the main entrance on the southern boundary whether from the west by crossing the River Tillingham or from the east via the Sports Centre car park. 21 spaces in this car park are reserved for the School by use of a barrier and, in addition, space outside this area is reserved for 2 buses to set down / pick up children.

6.13 A Traffic Survey was carried out by the applicant on Thursday, 16th July (market day in the nearby Rye Station car park) covering the area around the schools. The survey indicated on-street daytime parking pressures were relatively high in Love Lane and in The Grove. This pressure was largely attributed to Rye College because the Sports Centre car park became appreciably busier around times which corresponded to the beginning and end of the Primary School day. Notwithstanding this the increased use was not so great as to inconvenience other car park users, even on market day, as there remained some spare capacity even at these times. The comment of a resident in Love Lane that a survey carried out on 16th July would under-represent College numbers as GCSE students may have left by then is noted. Whilst that may be the case the survey does show that both Love Lane and The Grove are well frequented by parked and moving vehicles most likely associated with Rye College and local residents. Vehicles associated with the Primary School, whether staff or parents, overwhelmingly use the Sports Centre car park for access because a condition of the original planning permission for the Primary School stipulates the access from Love Lane is for servicing and emergencies, it being the only way to get vehicles close to the School building. This condition will remain in force and the arrangement will continue whether or not the proposed extension is granted planning permission.

6.14 The Primary School's Travel Plan found that 38% of pupils are driven to School, 33% walk, 27% use the bus and the remaining 2% cycle or scoot whereas 45% of staff drive alone, 25% car share, 25% walk or cycle and the remainder use the bus or train. In the context of the proposed permanent increase of 95 pupils and 6 staff this would equate to an additional 36 parent/carer vehicles and 4 staff vehicles. In reality approximately half of this quantum already attend the School owing to the temporary accommodation currently on site. Bearing this in mind together with the observations of the Traffic Survey undertaken in July summarised in the previous paragraph, it is considered that the impact of any additional parking pressures that would arise from the net additional numbers of children and staff will continue to be satisfactorily accommodated within the Sports Centre car park without harm to nearby residential amenity or by aggravating existing congestion on the local highway network.

6.15 The apparent minor impact of vehicular transport to and from the Primary School on the local area can be partially attributed to traffic being channelled into the Sports Centre car park but additionally to the effectiveness of the School's Travel Plan. It is therefore considered appropriate that the Plan be reviewed as part of the proposed School expansion to 2 FE and this process should be secured by a proposed condition attached to any consent. The proposal is considered to satisfy the aims of Policy TR4 in the Core Strategy.

6.16 As noted in paragraph 6.13 the only way vehicles can access the site is via Love Lane. This includes construction which is expected by the applicant to take 10 months based on working weekdays from 07.30 until 18.30 and, if necessary, weekend/holidays between 07.30 and 13.00. Whilst the local

representation requesting no construction traffic in Love Lane or weekend working is noted, it is clear that prohibiting access via Love Lane is not practically possible. Furthermore there is a balance to be struck between protecting local amenities during construction and the length of the construction period; the more restrictive the construction hours the longer the period of construction. In this particular case it is considered that to allow construction until 1830 on weekdays and at weekends has a disbenefit to local amenity. It is therefore recommended only weekday working is permitted between 0730 and 1730 and not at any time during weekends, Bank or Public Holidays. Similar arrangements of hours were used for the construction of the Primary School.

Construction Waste Minimisation

6.17 Policy WMP3d of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan requires development proposals to minimise waste arising from construction, demolition and excavation and move its management as far up the waste hierarchy as practicable.

6.18 The School has been constructed on what is in effect a concrete slab which restricts the loading that can be applied. As such, an extension to it needs to be as lightweight as possible which tends to point towards off-site, pre-fabricated construction with minimum foundations. The extension is, in effect, a frame which will be clad in proprietary panelling and timber. This method also means components will be cut to size off site, and therefore there is likely to be minimal waste and a relatively rapid construction period.

6.19 The application is supported by a Waste Minimisation Statement and Management Plan which emphasises minimisation of waste in the first instance and prioritises recycling of any that does arise above disposal. In so doing the Plan satisfies the aims of Policy WMP3d in the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan, and, is therefore considered acceptable.

7. Conclusion and reasons for approval

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 proposal to provide permanent school places by an extension to the Primary School is supported in principle and is acceptable in its impact on local amenities and the immediate highway network. It therefore complies with Policies OSS4 (general development considerations), CO4iii (continued investment in education facilities), EN3 (design quality), TR4 (car parking) and EN7 (flood risk) in the Rother Local Plan Core Strategy, and, with Policy WMP3d (construction waste minimisation) in the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan.

7.3 In determining this planning application, the County Council has worked with the applicant and agent in a positive and proactive manner. The Council has also sought views from consultees and neighbours and has considered these 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) (England) Order 2015.

7.4 There are no other material considerations and the decision should be taken in accordance with the development plan.

8. Recommendation

8.1 To recommend the Planning Committee to grant planning permission 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. Unless otherwise agreed in writing by the Head of Planning and Environment, development shall not commence until a Construction Traffic Management Scheme has been submitted to and approved by the Director of Communities, Economy and Transport. This shall include the size of vehicles, hours of operation and routeing, and construction shall be carried out in accordance with the approved Scheme.

Reason: In the interests of highway safety and for the benefit and convenience of the public at large

4. Unless otherwise agreed in writing by the Head of Planning and Environment development, shall not commence until details of wheel washing facilities have been submitted to and approved in writing by the Director of Communities, Economy and Transport. The approved details shall be implemented in full before the commencement of development and the facilities shall be retained in working order during the construction period and shall be used by any vehicle carrying mud, dust or other debris on its wheels before leaving the site. No vehicle associated with construction shall leave the site carrying mud, dust or debris.

Reason: In the interests of highway safety and the amenity of the locality and to enable the County Planning Authority to control and regulate the development.

5. No demolition or construction works shall take place in connection with the extension hereby approved at any time other than between 0730 and 1730 on Mondays to Fridays and at no time on Saturday, Sunday, Bank and Public Holidays unless the prior written agreement of the Director of Communities, Economy and Transport has been given.

Reason: In the interests of the amenities of the locality in general and adjoining residential properties in particular and to accord with Policy OSS4 in the Rother Local Plan Core Strategy 2014.

6. Development shall not commence above ground until details 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 and development shall be carried out in accordance with the approved details.

Reason: To ensure the appropriate appearance of the development in the area in accordance with Policy EN3 of the Rother Local Plan Core Strategy 2014.

7. Before the first occupation of the extension hereby permitted, an updated Travel Plan shall be submitted to and approved in writing by the Director of Communities, Economy and Transport. The Travel Plan shall be implemented and thereafter reviewed in accordance with the approved details.

Reason: To increase awareness and use of alternative modes of transport for school journeys in accordance with Policy TR4 in the Rother Local Plan Core Strategy 2014.

Schedule of Approved Plans

Access Routes, Flood Risk Assessment, Waste Minimisation Statement and Management Plan, A100 - Site Location Plan, A101 - Block Plan, A102 - Existing Ground Floor Plan, A103 - Existing First Floor Plan, A104 - Existing Roof Plan, A105 - Proposed Ground Floor Plan, A106 - Proposed First Floor Plan, A107 - Proposed Roof Plan, A108 - Existing and Proposed Main Elevations, A109 - Existing and Proposed Site Sections

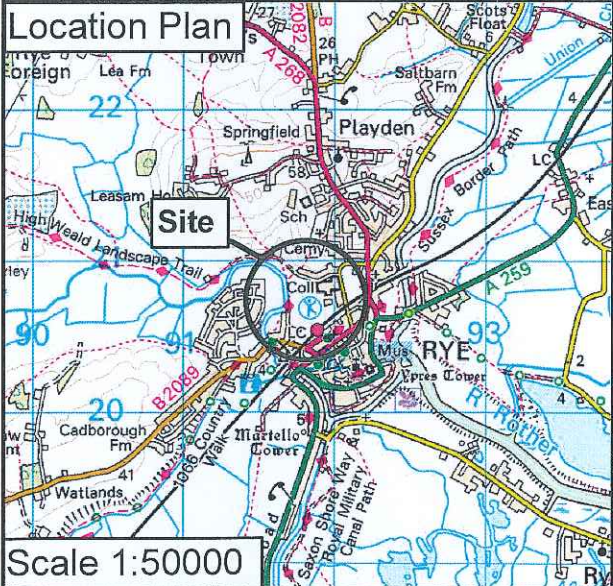
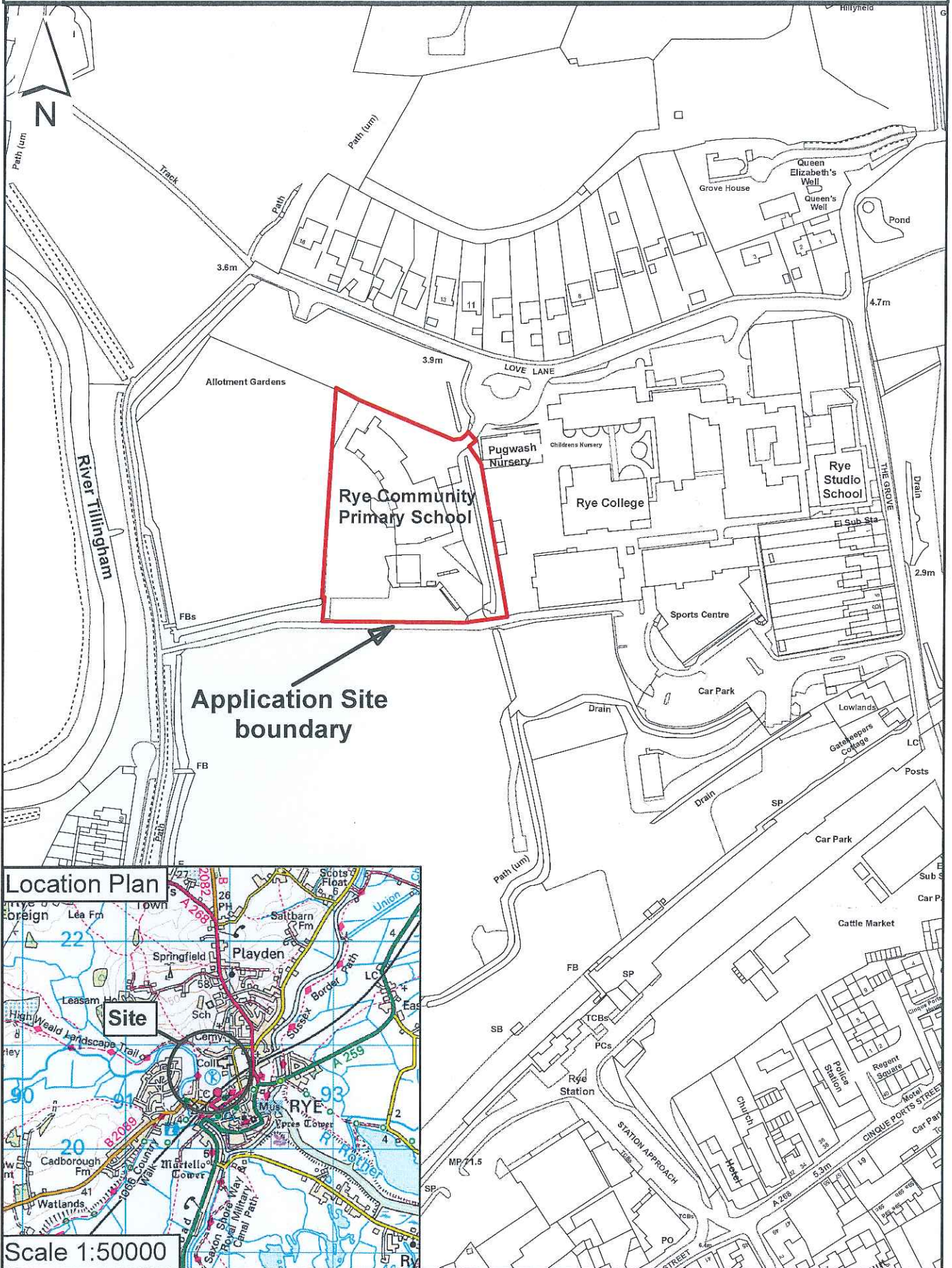
RUPERT CLUBB
Director of Communities, Economy and Transport
7 December 2015

BACKGROUND DOCUMENTS

Planning Application File

Development Plan
National Planning Policy Framework
Policy Statement on Planning for Schools Development
Education Commissioning Plan 2014-2018

RR/3300/CC Rye Community Primary School, The Grove, Rye



Scale 1:50000

Scale 1:2500

Rupert Clubb BEng (Hons) CEng MICE
 Director of Community
 Economy and Transport
 East Sussex County Council

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Committee	Regulatory Planning Committee
Date	16 December 2015
Report by	Director of Communities, Economy and Transport
Title of Report	Traffic Regulation Order - High Street, Old Town, Hastings
Purpose	To consider the objection received in response to the consultation on the draft Traffic Regulation Order that would introduce changes to the parking arrangements as part of the proposed High Street, Old Town, Hastings Pedestrian and Traffic Management Improvement Scheme
Contact Officer:	Christopher Tree – 01273 482247
Local Member:	Councillor Charman

SUMMARY OF RECOMMENDATIONS

The Planning Committee is recommended:

- 1. Not to uphold the objection set out in Appendix 3 to the Report, concerning the draft Traffic Regulation Order to replace a 6 metres length of on-street pay and display parking space with a prohibition of waiting at any time parking restriction; and**
 - 2. To recommend to the Director of Communities, Economy and Transport that the Order be made as advertised.**
-
-

CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT

1. INTRODUCTION

1.1 The County Council has been undertaking improvement to the Old Town area including the High Street over a number of years. The background to the proposals is contained in Appendix 1. Footway improvements in the High Street require the modification to an existing 12 metres length of pay and display space in front of 61 High Street. It is proposed to remove a 6 metres length (1 car space equivalent) and replace with prohibition of waiting at any time (double yellow lines). This is required for safe traffic flow in this part of the High Street.

1.2 On Friday 30 October 2015, ESCC gave notice under the relevant sections of the Road Traffic Regulation Act 1984, (as amended), that it was proposing to make a Traffic Regulation Order associated with the High Street, Old Town, Hastings Pedestrian and Traffic Management Improvement Scheme. A copy of the draft Traffic Regulation Order, a plan showing the location of the new restriction and a copy of the Statement of Reasons are included in Appendix 2.

1.3 Prior to the advertisement of the draft Traffic Regulation Order, ESCC consulted with its statutory consultees. No objections to the proposals were received during this consultation.

A copy of the draft Traffic Regulation Order consultation material was formally sent to the statutory consultees.

1.4 The public consultation on the draft Traffic Regulation Order closed on Friday 20 November 2015. In total, one representation was received. A summary of the objection and officer comment is set out in Appendix 3. A copy of the representation is available in the Members' Room.

2. COMMENTS AND APPRAISAL

2.1 The objector to the draft Traffic Regulation Order considers that there is not a problem with the existing layout of the High Street and that people are used to the conditions that prevail there at the moment. The objector feels that the proposed changes will create problems for people wanting to stop and pop into the shops and for businesses to load and unload. The objector requested that the High Street is left as it is, as people are used to it.

2.2 The proposals have been put forward to improve conditions for pedestrians and enhance the economic vitality of the High Street. The width of the road has been reduced to accommodate the new footway on the western side of the road where one does not currently exist. Therefore, the proposed changes to the existing parking arrangements are vital to prevent vehicles parking in the 'pay and display space' and blocking the flow of traffic in the High Street. A response to this objection is included in Appendix 3. A meeting was held with the objector on 19 November 2015 to explain the reasons behind the proposal. Attempts to resolve this objection were unsuccessful and the objection has not been withdrawn.

3. CONCLUSION AND REASONS FOR APPROVAL

3.1 The High Street, Old Town, Hastings Pedestrian and Traffic Management Improvement Scheme aims to enhance the economic vitality of the Old Town by improving conditions for pedestrians. A majority of those who responded to the public consultation supported the proposed pedestrian improvements. The proposed change to the existing Traffic Regulation Order to modify the layout of the existing parking arrangements is essential to enable the introduction of the new 39 metres long section of footway on the western side of the High Street from George Street towards Swan Terrace.

3.2 The Planning Committee is therefore recommended, for the reasons set out in this report, not to uphold the objection (set out in Appendix 3) to the proposed draft Traffic Regulation Order and to recommend to the Director of Communities, Economy and Transport that the Order be made as advertised.

RUPERT CLUBB
Director of Communities, Economy and Transport
08 December 2015

BACKGROUND DOCUMENTS

Lead Member Paper for Transport and Environment. Petition requesting that East Sussex County Council improve safety in the High Street, Hastings 26 March 2012.

Lead Member Paper for Transport and Environment. Consultation on proposals to introduce pedestrian and traffic management improvements in the High Street, Old Town, Hastings 27 January 2014.

Appendix 1**BACKGROUND TO THE TRO HIGH STREET, OLD TOWN, HASTINGS**

1.1 For a number of years the Hastings Old Town Residents' Association (HOTRA) has been calling for improvements to be made in Old Town Hastings, particularly to improve conditions for pedestrians in the area. In June 2006, the County Council consulted on proposals to improve pedestrian facilities in the Old Town, including the High Street. A number of these improvements have already been implemented including footway improvements in the middle section of the High Street, the introduction of a pedestrian zone in Courthouse Street and the upgrade of two pedestrian crossing facilities on The Bourne.

1.2 In addition, a package of footway improvements on the lower end of the High Street, including the provision of a new footway along the western side from George Street towards Swan Terrace has been developed. These works were originally programmed for implementation in January 2010 but they were deferred pending the implementation of the traffic management improvements associated with the Jerwood Gallery development.

1.3 In October 2011, the County Council received a petition requesting that East Sussex County Council (ESCC) improve safety in the High Street, Old Town. The petition was considered at the Lead Member for Transport and Environment's decision making meeting in March 2012. The Lead Member agreed that ESCC would undertake a full assessment of the traffic impacts in the Old Town of the newly opened Jerwood Gallery and the outcomes would be used to help inform the need for any potential improvements in the High Street. In addition, ESCC would continue to work with the local community through the newly formed Old Town Combined Residents and Traders Working Group to investigate and develop proposals to improve conditions for pedestrians in the High Street.

1.4 In October 2013, a public consultation exercise was undertaken to seek people's views about proposed pedestrian and traffic management improvements in the High Street, Old Town, Hastings. The proposals consisted of the following:

- Provision of a new footway on the western side of the High Street from George Street towards Swan Terrace
- Extending the area of red surfacing in the vicinity of the High Street/George Street junction
- Widening the footway on the eastern side of the High Street between George Street and Swan Terrace
- Widening the footway at the entrance to the High Street at its junction with East Parade to reduce the speed of traffic
- Reversing the direction of the existing one-way in the High Street so that it becomes one-way southbound from Roebuck Street to George Street
- Reversing the direction of the existing one-way working in Courthouse Street so that it becomes one-way westbound (this is necessary to enable larger vehicles such as refuse vehicles and fire tenders to continue to be able to use Courthouse Street)
- Raising the carriageway outside the museum to reduce the height of the kerb
- Widening the footway on the eastern side of the road between Swan Terrace and Courthouse Street

1.5 The results of the analysis of the consultation clearly showed that a majority of respondents supported the proposed pedestrian improvements:

- 59% of respondents supported or strongly supported the overall package of improvements.

- 70% of respondents supported or strongly supported the widening of the footways.
- 70% of respondents supported or strongly supported the loss of one parking space at the bottom of the High Street to enable the footways to be widened.
- 74% of respondents either supported or strongly supported the extension of the red surfacing to cover all of the junction between George Street and the High Street.
- 54% of respondents supported the proposal to reduce the kerb height outside the museum by raising the carriageway.

1.6 A report setting out the results of the consultation together with recommendations about which of the measures should be taken forward was considered at the Lead Member for Transport and Environment decision making meeting in January 2014. The Lead Member agreed that the following measures should be taken forward to detailed design and possible construction as part of the 2014/15 Capital Programme for Local Transport Improvements:

- (a) the widening of the footways and associated loss of pay and display parking space at the bottom of the High Street;
- (b) the extension of the red surfacing to cover all of the junction between George Street and the High Street; and
- (c) the raising of the carriageway outside the museum to reduce the kerb height.

At the meeting, the Lead Member also agreed that the proposals to reverse the existing one-way working in part of the High Street and Courthouse Street should not be taken forward.

1.7 At an update meeting in December 2014 with East Sussex County Councillors and Hastings Borough Councillors, it was agreed to defer the proposal to raise the carriageway outside the museum to reduce the kerb height given the uncertainty about the future use of the building and the potential impact on the number of on-street parking space in the High Street. As a consequence, the proposal to widen the footway in the vicinity of the museum on the eastern side of the road between Swan Terrace and Courthouse Street also had to be deferred.

1.8 In order to introduce the new 39 metres long section of footway in the High Street between George Street towards Swan Terrace, it will be necessary to make a modification to the existing 12 metres length (2 car space equivalent) of on-street pay and display parking space in front of 61 High Street. This will involve removing 6 metres length (1 car space equivalent) of the on-street pay and display parking space and replacing it with 6 metres length of prohibition of waiting at any time (double yellow lines). This is because the width of the road has been reduced to accommodate the new footway and therefore any vehicle parked in this pay and display parking space would block the flow of traffic using the High Street.

EAST SUSSEX COUNTY COUNCIL**ROAD TRAFFIC REGULATION ACT 1984, ROAD TRAFFIC ACT 1991 & TRAFFIC MANAGEMENT ACT 2004****THE EAST SUSSEX (BOROUGH OF HASTINGS) (TRAFFIC REGULATION) (CONSOLIDATION) ORDER 2013 AMENDMENT ORDER 201* No. ***

East Sussex County Council, in exercise of their powers under Sections 1(1), 2(1) to (4), 3(2), 4(2), 32, 35(1) and (3), 45, 49, 51, 52 and 53 of, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 ("the Act"), as amended, the Road Traffic Act 1991, as amended, Part 6 of the Traffic Management Act 2004, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

1. When this Order comes into effect

(a) The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013, as amended, shall have effect except as hereinafter contained.

(i) **Schedule One, Prohibition of Waiting, At Any Time, that this Schedule be amended as follows:**

1 Delete item 200 (d) 2 and Insert item 200 (d) 2 as follows;

200	High Street	(d)	East and South-east Side	2	From a point 50 metres north of its junction with East Beach Street, north and north-eastward to the boundary of Nos. 56/57
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(ii) **Schedule Sixteen, On Street Pay and Display Parking Places At Hastings Waiting Area Limited To Two hours In Any Period Of Four Hours 9:00am to 6:00pm On All Days, that this Schedule be amended as follows:**

1 Delete item 6 (a) 4 and Insert item 6 (a) 4 as follows:

6	High Street	(a)	South-east Side	4	From a point 44 metres north of its junction with East Beach Street, northwards for a distance of 6 metres
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2. This Order may be cited as "The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013 Amendment Order 201* No. *" and shall come into effect on xxxxxxxxxxxxxxxxxxxx 201*.

THE COMMON SEAL of)
EAST SUSSEX COUNTY COUNCIL)
was affixed hereto)
on the day of)
Two Thousand and)
in the presence of:-)

AUTHORISED SIGNATORY

H & T Ctte. 2.4.74 - para 4.2 joint report of
Director of Legal & Community Services &
County Engineer - Para 4

**The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013
Amendment Order 201* No. ***

Hastings Old Town High Street Pedestrian Improvements

STATEMENT OF REASONS

The County Council's reasons for proposing the above named Order is:-

- Facilitating the passage of pedestrians;
- Improving the amenities for pedestrians in the area.

**Philip Baker, Assistant Chief Executive,
Governance Services Department, County Hall, Lewes, East Sussex BN7 1UE**

**EAST SUSSEX COUNTY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984, ROAD TRAFFIC ACT 1991 &
TRAFFIC MANAGEMENT ACT 2004**

**The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013
Amendment Order 201* No. ***

NOTICE is hereby given that East Sussex County Council propose to make an Order under Sections 1(1), 2(1) to (4), 3(2), 4(2), 32, 35(1) and (3), 45, 49, 51, 52 and 53 of, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 ("the Act"), as amended, the Road Traffic Act 1991, as amended, Part 6 of the Traffic Management Act 2004, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act which would introduce new or changed restrictions along the roads or parts of the roads described below:-

Changes to Prohibition of Waiting At Any Time

High Street - East and South-east Side - From a point 50 metres north of its junction with East Beach Street, north and north-eastward to the boundary of Nos. 56/57

Change to On Street Pay and Display Parking Places At Hastings, Waiting Area Limited to Two hours In Any Period Of Four Hours 9:00am to 6:00pm On All Days

High Street - South-east Side - From a point 44 metres north of its junction with East Beach Street, northwards for a distance of 6 metres.

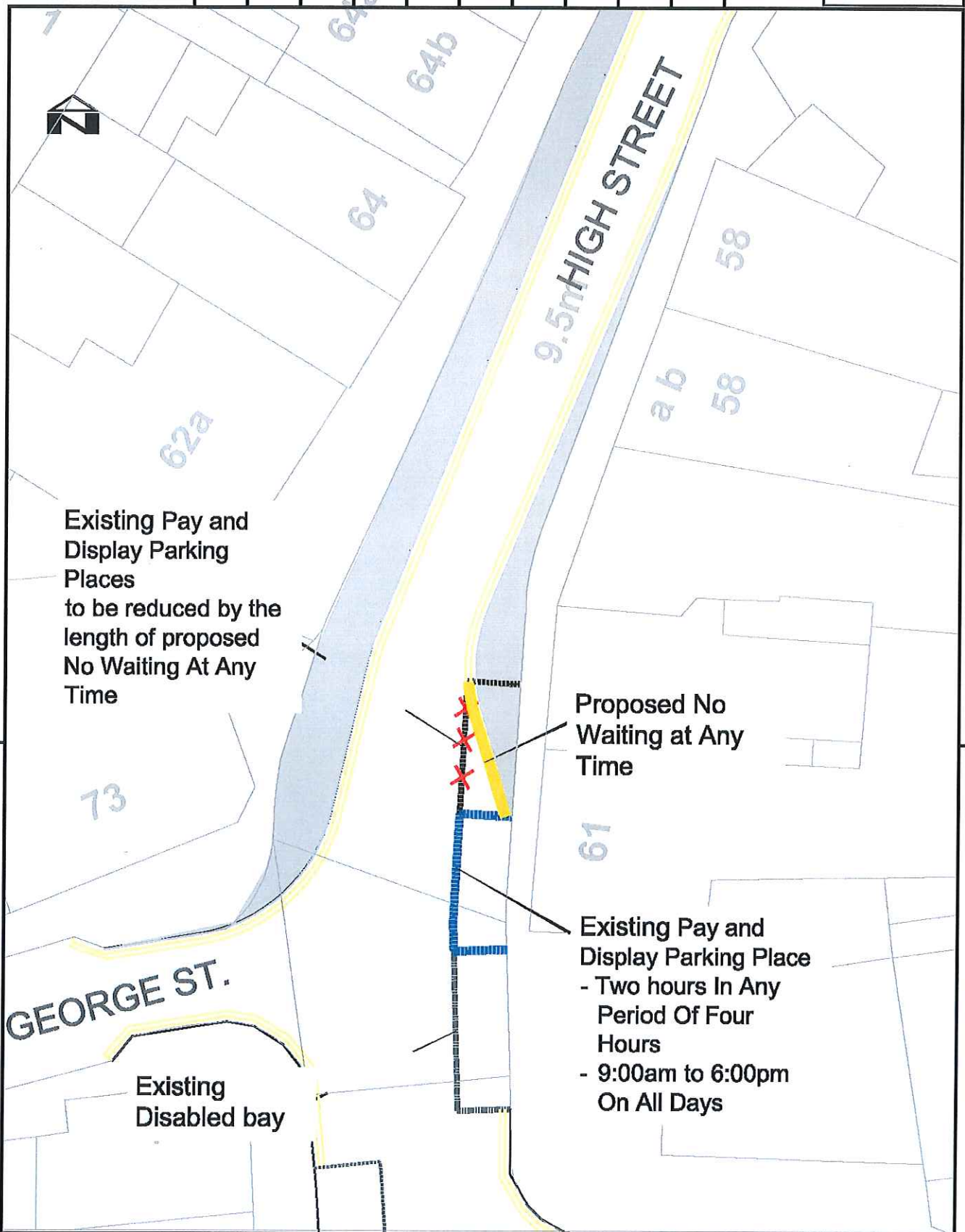
A copy of the draft Order, plans showing the lengths of road and a statement of the Council's reasons for proposing the Order, may be examined in Reception, ESCC, St Annes Crescent, County Hall, Lewes on Monday to Friday between 9am and 4pm inclusive, and at The Parking Shop, 32e Kings Road, St Leonards On Sea, TN37 6DX on Monday to Friday between 8am and 5pm and Saturday between 9am and 1pm.

Any person wishing to make an objection or other representation concerning this proposal must do so in writing, together with the grounds on which it is made, to East Sussex County Council, Communities Economy & Transport, B Floor, County Hall, St. Anne's Crescent, Lewes, East Sussex BN7 1UE or email TROs@eastsussex.gov.uk quoting Ref TRO/348 by 20 November 2015.

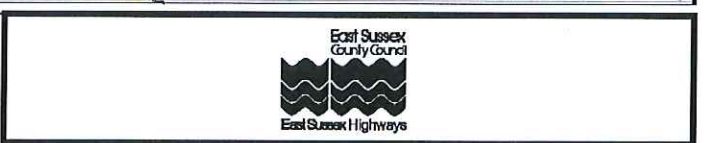
If you require further information telephone the Infrastructure Design and Delivery Team on 0345 60 80 193.

**Philip Baker, Assistant Chief Executive,
Community Services Department, County Hall, Lewes, East Sussex BN7 1UE**

30 October 2015



Project Name
**HASTINGS OLD TOWN
 HIGH STREET IMPROVEMENT**



Drawing Title
TROs at the bottom of High Street

**EAST SUSSEX COUNTY COUNCIL
 COMMUNITIES, ECONOMY & TRANSPORT
 INFRASTRUCTURE DESIGN AND DELIVERY**

Original Drawing Size : A4
 Scale : Dimensions :

Drawing No
513018/ TRO 1
 Rev

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SUMMARY OF OBJECTION

Objection Letter	Objection	Officer Comment	Recommendation
Objector 1	The objector to the draft Traffic Regulation Order considers that there is not a problem with the existing layout of the High Street and that people are used to the conditions that prevail there at the moment. The objector feels that the proposed changes will create problems for people wanting to stop and pop into the shops and for businesses to load and unload. The objector requested that the High Street is left as it is, as people are used to it.	The proposals have been put forward to improve conditions for pedestrians and enhance economic vitality of the High Street. The width of the road has been reduced to accommodate the new footway on the western side of the road where one does not currently exist. Therefore, the proposed changes to the existing parking arrangements are vital to prevent vehicles parking in the pay and display space and blocking the flow of traffic in the High Street.	Not to uphold the objection and to implement the Order as advertised.

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