

Committee: **Regulatory
Planning Committee**

Date: **19 October 2016**

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

Proposal: **Part demolition of building and removal of double mobile classroom to facilitate two storey extensions (x2) to the main School building to create 5no additional classrooms, and associated ancillary spaces including offices, stores and WCs to increase the capacity of the School to a 3 form of entry.**

Site Address: **Cradle Hill Community Primary School, Lexden Road, Seaford, BN25 3BA**

Applicant: **Business Services Department, East Sussex County Council**

Application No. **LW/3322/CC**

Key Issues: **(i) Need
(ii) Siting & Design
(iii) Traffic considerations
(iv) Effect on Amenity**

Contact Officer: **Jeremy Patterson – Tel: 01273 481626**

Local Member: **Councillor Carolyn Lambert**

SUMMARY OF RECOMMENDATIONS

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

- i. The completion of a Legal Agreement or Undertaking requiring a contribution of £5000 towards alterations to the Traffic Regulation Order to include additional 'keep clear' markings outside the School, a bus clearway on Lexden Drive, junction protection parking restrictions, the provision of 9 sets of pedestrian crossing points, and any other reasonable ancillary requirements; and
- ii. To authorise the Director of Communities, Economy and Transport to grant planning permission upon completion of the Legal Agreement or Undertaking 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 Legal Agreement or Undertaking is not secured within 6 months.

CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT

1. The Site and Surroundings

1.1 Cradle Hill Community Primary School is located to the east of Lexden Road and to the south of Lexden Drive in Seaford. It is situated within a predominantly residential area of the northern fringes of Seaford and is approximately 2 kilometres north of the town centre. The site is 2.4 hectares in area and is surrounded by the rear gardens of residential properties in Lexden Road (west), Lexden Drive (north), Pitt Drive (east) and Quarry Lane (south).

1.2 The School dates from the 1960s and has been extended over time. It comprises one and two storey buildings with flat or mono-pitched roofs. The site is arranged with the main School buildings orientated east-west across the northern part of the site with the Infant School to the west and the Junior School to the east. To the south of the School building is an internal courtyard with an adjoining mobile double classroom unit, beyond which a large playing field extends to the southern boundary. The School site slopes down from north to south, the total fall being approximately 10 metres. A Children's Centre is present in the north-east corner of the School site, which was built in 2010/11. The main access to the site is gated and controlled both for pedestrians and vehicles and is from Lexden Road to the north-west. This access leads to a car park on the northern side of the School buildings. A second pedestrian access to the School is present from Pitt Drive on the eastern side of the site.

2. The Proposal

2.1 It is proposed to demolish the single storey part of the western side of the existing School building, comprising some 122 square metres in area, and introduce two new 2-storey extensions providing 921 square metres of gross floor space. The new extensions would be attached to existing 2-storey parts of the School and would be flat roofed with parapets. They would provide for an additional 5 classrooms and a multi-use room, which would be used as a classroom. It would also allow for the conversion of an existing ICT room into a classroom, thereby creating 7 new classrooms, resulting in an overall provision of 21 classrooms at the School (7 No. year groups with 3 classrooms each), as well as creating associated ancillary spaces. The increase in the number of pupils would be from the current 480 rising year on year to 630 when the final intake would be made in September 2021.

2.2 The new extensions would be rectangular in shape and located to the north of the School site, making them easily accessible from the access road

for construction purposes. The design and use of materials of the new extensions would seek to complement the existing building. The larger, western extension would comprise light grey/buff brickwork with areas of fibre cement rain screen cladding in blue/grey and incorporate three roof-lights; the smaller extension would match the adjoining existing elevations with red brick and white cladding infill panels. Increased security measures would also be introduced at the School and an additional 10 cycle parking spaces would be provided. An existing double mobile classroom unit would be removed at or before the end of its temporary planning permission.

2.3 Some internal changes would also be made within the existing building to provide for greater circulation space between the Infant and Junior wings of the School and to allow for the creation of year group clusters. All Reception Year classrooms would have access to a covered external teaching space at the western side of the School.

3. Site History

3.1 The School has benefited from various planning permissions over the last ten years both to enlarge the premises and provide for additional facilities. Permission was granted (ref. LW/2809/CC) in 2009 for a 2 storeys extension and circulation space to the rear of the existing building providing 4 classrooms to replace two double mobile classroom units and a single storey extension to the ICT suite, together with other ancillary development. The last permission was granted in August 2015 and provided for a double mobile classroom unit, a new multi use games area (which has not been implemented) and an extension to the car park to provide for an additional 7 spaces (ref. LW/3261/CC).

3.2 Two further applications are currently being considered for development at the School: (i) LW/3320/CC for the construction of a fenced tarmac play area on the north western boundary of the school playing field with associated access route from the Reception playground to the west of the main school building; and (ii) LW/3334/CC for the provision of new porous artificial turf on the existing school playing field to follow existing site contours.

4. Consultations and Representations

4.1 Lewes District Council raises no objections.

4.2 Seaford Town Council raises no objections.

4.3 Highway Authority raises no objections, in principle, subject to: (i) The inclusion of a Legal Agreement or Undertaking to provide a contribution of £5000 towards alterations to the Traffic Regulation Order procedure for additional 'keep clear' markings outside the School, a bus clearway on Lexden Drive, further junction protection parking restrictions and the provision of 9 sets of pedestrian crossing points; and (ii) Conditions, regarding a construction traffic management scheme, wheel washing facilities, the provision of scooter/cycle parking and an updated Travel Plan.

4.4 Flood Risk Management ESCC comments that the proposals for managing surface water drainage are acceptable, in principle. However, conditions are recommended regarding the undertaking of ground investigations, the submission of hydraulic calculations and the submission of a maintenance and management plan for the drainage system.

4.5 Sussex Police (Crime Prevention Design) notes that the site benefits from having a shared secure boundary with the surrounding residential area on all sides, except for the main vehicular and pedestrian entrance off Lexden Road, which is gated and overlooked, and a pedestrian only entrance from Pitt Drive, which is also securely gated. It is noted that the existing intruder alarm system and CCTV monitoring will be extended to the new extensions. No objections are raised.

4.6 Representations: 17 representations have been received from local residents, who raise objections, most of which refer to the increase in traffic that would occur following the development. It is noted that the increase in the volume of traffic would create more congestion and parking problems on the streets, particularly in Lexden Road and lead to a further risk of accidents and near misses. Lexden Road is a residential road and accommodates a bus route but is used as a main road and rat-run. Residents are adversely affected due to inconsiderate parking and the use of the road by people using the school. Removing the ability to park by school users in Lexden Road would remove problems of congestion, pollution and the dangers from crossing. There is insufficient safe parking at the school and it is not large enough to accommodate additional pupils. The current transport plan does not reflect all the available options and is not sufficient to keep people safe. The existing road markings are unenforceable.

Other objections involve the loss of privacy and amenity through noise from slamming car doors and through the construction of the building. The new 2-storey building on the western side will allow for overlooking into rear gardens and houses and affect the amenity of users of the gardens. There could be a decrease in property prices. Any external/security lighting should be kept to a minimum. Moreover, construction works could cause hazards to children on the site. The gated access at the front of the school needs to be managed properly to avoid congestion. There are no dropped kerbs for wheelchairs/pushchairs. Furthermore, users of the school are abusive and drop litter. The removal of the mobile classroom is a waste of money and the Newlands School site should be used instead.

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

5.1 Lewes District Local Plan 2003: Saved Policy ST3 (Design, Form & Setting of Development). Lewes District Council has undertaken an assessment of the Saved Policies in its Local Plan to evaluate their conformity with the NPPF. Saved Policy ST3 is considered to be fully consistent with the NPPF.

5.2 Lewes District Local Plan: Part 1 Joint Core Strategy 2010-2030, May 2016: Policies: CP7 (Infrastructure), CP11 (Built and Historic Environment and High Quality Design), CP12 (Flood Risk) and CP13 (Sustainable Travel).

5.3 East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013: Policy WMP3d (Minimising and managing waste during construction, demolition and excavation).

5.4 National Planning Policy Framework (NPPF) 2012

The 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. Paragraph 72 in Part 8 (Promoting healthy communities) states that 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. Parts 4 (Promoting sustainable transport) and 7 (Requiring good design) are also relevant.

5.5 Policy Statement on Planning for Schools Development 2011

This 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 such schools. The policy statement encourages a collaborative approach to applications, encouraging pre-application discussions and use of planning obligations to help mitigate adverse effects 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 Planning Practice 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 Under Part 8 of the NPPF, the Government advises how the planning system can be used to promote healthy communities. A component of this is the importance attached to ensuring that sufficient choice of school places is available to meet the needs of existing and new communities. Furthermore, the Policy Statement on Planning for Schools Development states that there is a presumption in favour of development of state funded schools. Core Policy 7 of the Lewes District Core Strategy supports the development of community infrastructure, including schools.

6.2 The applicant has identified Cradle Hill School as being capable of expansion and to cater for an increase in school age children. However, it has not given an explanation as to why this School has been identified for the level of proposed expansion compared to other schools, or why the expansion of school places generally could not have been met by sharing places between different schools.

6.3 Cradle Hill School has already undergone growth through the addition of a two storeys classroom extension granted in 2009, which, inter alia, provided four additional classrooms and a single storey extension to the ICT room. In 2015, the increasing pupil intake necessitated the addition of a temporary mobile unit to provide for an additional two classrooms. The current proposal is seeking a significant expansion to the School to accommodate an additional 150 pupils, together with 5 full time and 9 support staff. This increase in pupil numbers started in September 2015 with 30 pupils using one of the classrooms in the mobile unit and another 30 using the second classroom from September 2016. Thereafter, a further 30 children will be included each year up to September 2021. From that point, the School will operate with 630 pupils plus the associated teaching staff. Despite the lack of information, regarding the choice of Cradle Hill School for proposed expansion, there nevertheless appears to be a need to increase the School's capacity to accommodate a growing population in the local area.

6.4 Taking account of the above matters and the weight attached to policy advice in the NPPF and the Policy Statement on Planning for Schools Development, together with Core Policy 7 in the Lewes District Core Strategy, the proposal should be supported in principle.

Siting and Design

6.5 Core Policy 11 of the Lewes District Core Strategy seeks to secure high quality design to assist in the creation of sustainable places and communities. Saved Policy ST3 in the Lewes Local Plan sets out a range of considerations, which should be taken into account, regarding the design, form and setting of development. Development should, inter alia, respect the overall scale, height, massing, site coverage and landscaping of neighbouring buildings and the local area, materials should be of a quality, type colour and design which is appropriate to the character of the local area and development should consider the enclosure of spaces around buildings and should be designed to take account of overlooking. Part 7 of the NPPF also promotes good design in development.

6.6 The proposed extensions are rectangular in plan form and would be 2 storeys in height, which would connect to existing 2 storey parts of the School. They would be flat-roofed with parapets and would be similar in height to the adjoining buildings. The new extensions would make use of the space around the existing building with the smaller, north-eastern extension occupying an existing recess. The larger, western extension would also be constructed within a recess, although would stand at 2 storeys in height, compared to the existing single storey building, which would be demolished. The new

extension would encroach upon the existing Reception Year outdoor playground, a matter which the applicant has not indicated would create an adverse effect to the provision of play space.

6.7 The proposed use of materials would seek to complement existing building materials. Whereas the proposed materials for the eastern extension would match those of the adjoining building, the western extension would use different materials, including for texture and colour, such as the buff/grey brickwork and blue/grey rain-screen cladding. This would provide some distinctiveness and focus to the main extension, which is pertinent, as this would accommodate the main entrance to the School.

6.8 The proposal would also seek to open up the circulation route between the Infant and Junior areas within the buildings and create year group clusters, with each cluster having access to cloak areas, group rooms and toilets. The internal changes would also facilitate the re-location of the staff room to the western side of the School, which would be nearer to the main entrance and administrative area.

6.9 In terms of the siting and design of the proposed extensions within the School site, the development is considered to be acceptable and in accordance with Core Policy 11 of the Lewes District Core Strategy, Saved Policy ST3 in the Lewes Local Plan and Part 7 of the NPPF.

Traffic considerations

6.10 Core Policy 13 of the Lewes District Core Strategy supports development that encourages travel through walking, cycling and public transport while reducing the proportion of journeys made by car in order to help achieve a re-balancing of transport in favour of sustainable modes. Part 4 of the NPPF also refers to the need for the transport system to be balanced in favour of sustainable transport modes.

6.11 Following negotiations with the applicant, regarding the proposed measures to support the proposed development and improve highway conditions in the vicinity of the School, the Highway Authority is now able to recommend approval of the proposed development, subject to controls.

6.12 As with many other schools, the dropping off and collection times at Cradle Hill School can result in significant increases in traffic in the vicinity of the School, which can lead to congestion and inappropriate parking. This can then result in poor visibility for both pedestrians and drivers, disturbance to residents and ultimately, potential hazards. Several residents and users of the School have raised concerns regarding these issues and while it is not possible to fully address all of the shortcomings in the use of the public highway at peak times, improvements can still be undertaken to lessen the effect of the proposed development on the surrounding area.

6.13 Such improvements have been agreed, in principle, between the applicant and the Highway Authority and involve the inclusion of additional

School 'keep clear' markings, a pedestrian crossing point across Lexden Road close to the main access to the School, a further 8 pedestrian crossing points, which correlate to the catchment area and pupil walking routes, and junction protection in the form of parking restrictions.

6.14 Although representations have noted that a school crossing patrol on Lexden Road would provide for greater safety, the County Council's Traffic Safety Team has concluded that due to the extent of the existing footfall to the School, the criteria for such a patrol has not been met and therefore, it is not currently required. However, the existing 'keep clear' markings outside the School have now been made enforceable from 3rd October 2016.

6.15 Surveys into establishing how children travel to the School have revealed that currently only 33% of pupils walk, whereas 55% of pupils live within walking distance. This percentage of pupils walking to School is considered to be low and should be significantly increased. It is therefore important that the School encourages all users of the premises to find alternative, more sustainable means of transport. This is of particular relevance to staff, as there are no proposals for additional parking within the School site due to a lack of suitable land. The School's Travel Plan should play a crucial role in encouraging more sustainable travel, by promoting more incentives for cycling and scootering, walking, car sharing and using the bus. The use of the Travel Plan in this way is supported by Core Policy 13 of the Lewes District Core Strategy and the provisions of Part 4 of the NPPF.

6.16 Although the proposed development is likely to result in some additional disruption to the use of the public highway in the vicinity of the School, particularly at peak times, the proposed measures to improve the surrounding highway network should go some way to reduce any adverse effects. The NPPF states that 'development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'. In this case, it is not considered that the proposal will result in 'severe' impacts and therefore, planning permission should not be refused on highway grounds. As such, the proposal can be supported in highway terms.

Effect on Amenity

6.17 Saved Policy ST3 of the Lewes Local Plan requires that development should respect the amenities of adjoining properties in terms of, inter alia, noise, privacy and visual amenities.

6.18 It is considered that the proposed eastern extension would result in no adverse effect to the amenity of nearby occupiers of residential properties due to the scale and form of the development and the distance (some 45 metres) from the School boundary. However, the proposed extension on the western side of the School would be located nearer to adjoining residential properties and would stand at 2 storeys in height compared to the current single storey building, which would be demolished. Although part of the existing 2 storeys building at the south-western corner of the School is only 7 metres from the

nearest rear garden boundary, it has no windows on its western elevation and therefore, no potential for overlooking. However, the new extension, some 10 metres from the boundary, would have windows at first floor level, thereby some potential for overlooking could occur.

6.19 Local residents have raised concerns regarding the potential effect of overlooking and the loss of privacy, particularly from the new rooms at first floor level, into their gardens and homes. However, although the location and extent of the new extension would be more apparent to adjoining residents, the existing natural tree and shrub screening at the boundary would be likely to prevent intrusive overlooking. Moreover, the classroom and staff room uses within the extension at first floor level are unlikely to provide opportunities for prolonged overlooking.

6.20 In terms of the potential for noise and dust emissions resulting from the demolition and construction works, it is likely that some disturbance will occur to the occupiers of the nearest residential properties. However, to reduce the potential effects, a condition is recommended requiring the applicant to submit details regarding noise and dust mitigation and how communications will be carried out with neighbours to inform them of planned activities being undertaken at the site.

6.21 Construction activities will be likely to result in some disturbance to local residents but subject to good working practices being undertaken by the contractors to reduce any adverse effects and keep neighbours informed of proceedings, any such effects should be able to be adequately mitigated. Once the building works are complete, it is not anticipated that there would be an unacceptable level of intrusion from overlooking into adjoining residential properties. Therefore, it is not considered that there would, overall, be an unacceptable adverse effect on amenity which would conflict with Saved Policy ST3 of the Lewes District Local Plan.

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 is for a significant expansion of Cradle Hill School from a 2 form entry level to a 3 form entry level, reaching capacity in September 2021. Two new extensions are proposed together with other internal alterations, which would facilitate the required new accommodation. The western extension will be constructed closer to the boundary with residential properties than is currently the case and while there might be some loss of privacy, it would be unlikely to be significant. Measures for improvements to the public highway in the vicinity of the School are required, which should provide for a safer environment, although it is accepted that an increase in children at the School will be likely, overall, to create some additional disturbance at peak times to local residents. Despite this and taking all

matters into account, including the need to provide children with local educational facilities that are fit for purpose, the proposal is considered to be acceptable in planning terms, subject to the completion of a Legal Agreement or Undertaking and to conditions. As such, the proposal complies with Core Policies 7, 11, 12 and 13 of the Lewes District Local Plan Joint Core Strategy 2016, Saved Policy ST3 of the Lewes District Local Plan 2003, and the provisions of Parts 4, 7 and 8 of the National Planning Policy Framework 2012 and the Policy Statement on Planning for Schools Development 2011.

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

(i) To authorise the Director of Communities, Economy and Transport to secure, in conjunction with the Assistant Chief Executive, a Legal Agreement or Undertaking requiring a contribution of £5000 towards alterations to the Traffic Regulation Order to include additional 'keep clear' markings outside the School, a bus clearway on Lexden Drive, junction protection parking restrictions, the provision of 9 sets of pedestrian crossing points, and any other reasonable ancillary requirements; and

(ii) To authorise the Director of Communities, Economy and Transport to grant planning permission upon completion of the Legal Agreement or Undertaking subject to conditions along the lines as indicated in Paragraph 8.2 of this report.

(iii) To authorise the Director of Communities, Economy and Transport to refer the application back to this Committee if the Legal Agreement or 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. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Director of Communities, Economy and Transport. The Plan shall include details of how noise and dust emissions and any external lighting will be controlled and minimised during the construction of the approved development to the benefit of occupiers of nearby properties. Details shall also be included on how the applicant/contractor will keep neighbours informed of the activities at the site, which may include letter drops and public liaison meetings. The approved Plan shall be carried out in full.

Reason: In the interests of safeguarding the amenity of local residents, in accordance with Saved Policy ST3 of the Lewes District Local Plan 2003.

4. During construction of the development hereby permitted, no machinery shall be operated, no process shall be carried out and no deliveries taken or despatched from the site other than between the hours of 08.00 and 17.30 on Mondays to Fridays inclusive and between 08.30 and 13.00 on Saturdays and not at any time on Sundays, Bank and Public Holidays, unless otherwise agreed in writing with the Director of Communities, Economy and Transport.

Reason: To safeguard the amenities of the occupiers of properties in the vicinity of the site in accordance with Saved Policy ST3 of the Lewes Local Plan 2003.

5. No works shall commence on site including the carrying out of any works of demolition until a detailed strategy and method statement has been submitted to and approved in writing by the Director of Communities, Economy and Transport for securing and demonstrating that the amount of construction waste resulting from the development has been reduced to smallest amount possible. The statement shall include details of the extent to which waste materials arising from the excavation and construction activities will be reused on site and demonstrating that maximum use is being made of these materials. If such reuse on site is not practicable, then details shall be given of the extent to which the waste material will be disposed of for reuse, recycling, composting or other method in accordance with best practice. All waste materials from the demolition and construction associated with the development shall be reused, recycled and dealt with in accordance with the approved strategy and method statement.

Reason: To minimise the amount of construction waste to be removed from site for final disposal in accordance with Policy WMP3d of the East

Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

6. The surface water management proposals formulated for the detailed design stage shall be supported by detailed hydraulic calculations which shall be submitted to the Director of Communities, Economy and Transport for written approval. These calculations should take into account the connectivity of the different drainage features and should show a 'like for like' discharge rate between the existing and proposed scenarios during the 1 in 1, 1 in 30 and 1 in 100 (plus an allowance for climate change) rainfall events. The approved proposals shall be implemented in full.

Reason: To minimise the potential for flooding, in accordance with Core Policy 12 of the Lewes District Local Plan Joint Core Strategy 2016 and the provisions of Part 10 of the National Planning Policy Framework 2012.

7. No development shall take place until ground investigations have been undertaken at the site to confirm groundwater levels and infiltration rates and the details of the investigations shall be submitted to the Director of Communities, Economy and Transport for consideration and written approval. The investigations shall include soakage testing in accordance with BRE365. Any drainage measures that are required as a result of the ground investigations shall be implemented in accordance with details first to be agreed in writing with the Director of Communities, Economy and Transport.

Reason: To minimise the potential for flooding, in accordance with Core Policy 12 of the Lewes District Local Plan Joint Core Strategy 2016 and the provisions of Part 10 of the National Planning Policy Framework 2012.

8. Before occupation of the development a maintenance and management plan for the entire drainage system relating to the development shall be submitted to the Director of Communities, Economy and Transport for consideration and written approval. The plan shall clearly state which party will be responsible for managing all aspects of the surface water drainage system, including piped drains. The approved plan shall be implemented in full.

Reason: To minimise the potential for flooding, in accordance with Core Policy 12 of the Lewes District Local Plan Joint Core Strategy 2016 and the provisions of Part 10 of the National Planning Policy Framework 2012.

9. Prior to any ground works or demolition works commencing on site a full Construction Traffic Management Scheme (CTMS) shall be submitted to and approved by the Director of Communities, Economy and Transport. This shall include details on the size of vehicles, the routing of vehicles

and the hours of operation. The hours of delivery and collection should avoid peak traffic flow times and AM/PM peak school travel times. Details should also be provided on contractors' parking which should be provided off-street. The approved CTMS shall be implemented in full.

Reason: In the interests of highway safety and the amenity of persons within the locality, in accordance with Core Policy 13 of the Lewes District Local Plan Joint Core Strategy 2016, Saved Policy ST3 of the Lewes District Local Plan 2003 and the provisions of Part 4 of the National Planning Policy Framework 2012.

10. During any form of earthworks and/or excavations that are carried out as part of the development, suitable vehicle wheel washing equipment shall be provided within the site, details of which shall be first submitted to the Director of Communities, Economy and Transport for approval. The approved equipment shall be installed and used for the duration of the earthworks and/or excavations. No vehicle used in connection with the earthworks and/or excavations shall leave the site with mud or other debris on its wheels or bodywork.

Reason: In the interests of highway safety and the amenity of persons within the locality, in accordance with Core Policy 13 of the Lewes District Local Plan Joint Core Strategy 2016 and Saved Policy ST3 of the Lewes District Local Plan 2003.

11. The development shall not be occupied until the cycle and scooter parking areas as shown on approved drawing DR-A-0101-SO-E (Proposed Site Plan) have been provided in accordance with the details on the Site Plan and these areas shall thereafter be retained for these uses and shall not be used other than for the parking of cycles and scooters.

Reason: In order that the development is accessible by non car modes of travel and to contribute to meeting the objectives of sustainable development, in accordance with Core Policy 13 of the Lewes District Local Plan Joint Core Strategy 2016 and the provisions of Part 4 of the National Planning Policy Framework 2012.

12. An updated Travel Plan is required to support this development and shall be submitted to the Director of Communities, Economy and Transport for written approval before the occupation of the development hereby permitted. 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 in providing for and improving non-car modes of travel through walking, cycling and the use of public transport and assess the residual impact of the development on the surrounding highway network including ameliorative measures, as necessary, which shall be first agreed in writing with the Director of Communities, Economy and Transport. The Travel Plan shall be carried out in accordance with the approved proposals.

Reason: To ensure that private car trips to and from the site are reduced to contribute to meeting the objectives of sustainable development, in accordance with Core Policy 13 of the Lewes District Local Plan Joint Core Strategy 2016 and the provisions of Part 4 of the National Planning Policy Framework 2012.

INFORMATIVE

1. Due to the restricted nature of the public highway in the vicinity of the site, construction traffic could damage the carriageway/verges. The Highway Authority will require the applicant to reimburse their legitimate expenses in making good any such damage. Prior to the commencement of development the applicant should contact East Sussex Highways on 0345 6080193 to arrange a photographic survey and joint inspection of the local highway network.

Schedule of Approved Plans

DR-A-0100-S0 - Location Plan, DR-A-0107-S0 - Existing Elevations, DR-A-0108-S0 - Existing Ground Floor Plan, DR-A-0109-S0 - Existing First Floor Plan, DR-A-0110-S0-C - Proposed Ground Floor Plan, DR-A-0111-S0-C - Proposed First Floor Plan, DR-A-0130-S0-B - Proposed Sections, DR-A-0116-S0-B- Proposed Roof Plan, DR-C-0050-S0-B - Drainage Plan, DR-A-0101-S0-E - Proposed Site Plan , DR-A-0103-S0-D - Proposed Bike Racks, H16170-P-501-A - Existing Drainage Aquatech, 0275-MBA-00-00-DR-A-0120-50-F - Proposed Elevations, Potential options for highway improvements - UKP-168-001 Rev B

RUPERT CLUBB

Director of Communities, Economy and Transport

11 October 2016

BACKGROUND DOCUMENTS

Application files LW/3322/CC, LW/3320/CC & LW/3334/CC

Planning permissions LW/3261/CC & LW/2809/CC

The Development Plan

NPPF