



Working in Partnership



Report to Planning Committee
Date of Committee 18 May 2016
Report by Team Manager Planning Policy & Development Management
Local Authority East Sussex County Council
Application No: SDNP/15/06077/RE3
Validation Date 1 December 2015
Target Date: 26 January 2016
Applicant: Ms Tracey Watkins, Business Services, ESCC
Proposal: Proposed "Basic Needs" extensions to the School to provide classrooms, additional hall space, new entrance and waiting area and new office for the Head Teacher, together with the relocation of existing sheds and a temporary mobile classroom for the duration of the construction works.
Site Address: Iford and Kingston Church Of England Primary School, Wellgreen Lane, Kingston, BN7 3NR
Purpose of Report: The application is reported to Committee for a decision

Recommendation: That the application be approved for the reasons and subject to the conditions set out in paragraph 10.1 of this report and subject to the completion of a planning obligation under S106 of the Town and Country Planning Act 1990 relating to:

A legal undertaking to secure a financial contribution of £5000 payable to the Highway Authority towards the costs of a Traffic Regulation Order. The Traffic Regulation Order would seek to extend the existing school 'Keep Clear' markings in Wellgreen Lane and to make them mandatory.

Executive Summary

1. Site Description

1.1 Iford and Kingston Primary School is located in the eastern part of Kingston village approximately 1.5 kilometres south west of Lewes. The School is within the South Downs National Park (SDNP) and is just outside the Kingston Conservation Area, which adjoins the School's western boundary of the site.

1.2 The School buildings are mostly single storey in height with brown/red brickwork and white UPVC windows. To the north east of the main School building there is a mobile classroom and two further, separate buildings that comprise a detached timber clad building, used as a music room and a brick clad, pitched roof building, used as a library/drama classroom. To the south west of the main School building there is a double mobile classroom that has been *in situ* since 1994. To the south of the School is the main front entrance and in front of the main entrance there is a hard surfaced area that is used for *ad hoc* staff parking.

1.3 The School occupies a site of approximately 1 hectare on relatively flat ground. Open space includes a hard play area to the west of the main School building and grassed playing fields to the north that wraps round to the east of the School. A public footpath runs along the length of the site's northern boundary and part of the north-west boundary.

1.4 Open countryside borders the School site to the north and east with residential properties to the west, south and opposite the School site on Wellgreen Lane.

2. Relevant Planning History

2.1 2015 - SDNP/15/02386/FUL - Granted until 31st August 2017. Relocation of double temporary classroom.

2.2 2011 - SDNP/12/02254/FUL- Granted. Retention of 1 double mobile classroom

2.3 2010 - Granted -LW/2963/CC. Installation of 'Qube' recreation room.

2.4 2008- Granted - LW/2689/CC. Erection of temporary group store

2.5 2007- Granted -LW/1529/CC/2. Retention of 1 double mobile classroom.

3. Proposal

3.1 The applicant seeks planning permission for a number of extensions to the main School building. Currently, to the rear (north east) of the main School building there is a mobile classroom and two small sheds. It is proposed to remove the mobile classroom and relocate the sheds alongside the new extension (to the east). The removal of the mobile unit will create space to extend the school building by 3.5 metres from the existing north east elevation, to create a new office for the Head Teacher.

3.2 Two existing solitary school buildings to the north east of the School will be incorporated within the overall design of the new classroom extension, which will include four new classrooms. The two buildings comprise; a single storey, timber clad, flat roof building that is used as a music room and is sited approximately 6.5 metres from the main School building and a single storey, red brick building with a pitched roof, used as a library and drama studio, located approximately 2.5 metres further north of the music room.

3.3 The proposed extension will be 19.8 metres wide and will extend approximately 32 metres from the rear, north east elevation of the main School and 24.5 metres measured from the side elevation of existing classrooms on the North West side of the building. An existing timber framed canopy with polycarbonate sheeting outside of the music room, will be replaced with a new steel framed canopy that will provide cover to a new internal courtyard and will form a cohesive link between existing and proposed School buildings. The existing ramp outside of the music room will be upgraded to comply with current building regulations.

3.4 To the south west elevation of the main School building it is proposed to extend the School Hall a further 3.7 metres into the playground. The extension will be approximately 8 metres wide being of the same width and height as the existing School building. A small gap adjacent to the existing School Hall will be infilled to provide a new store. Opposite the School Hall an existing double mobile classroom will be removed once the School extensions are completed. However, whilst the construction works are undertaken it is proposed to install a further temporary mobile classroom, which will then be removed once the construction works are completed.

3.5 A small extension (approximately 3.1 metres depth x 5.4 metres width) to the front, main entrance of the School is proposed and will include a new entrance and waiting area. The car park to the front of the School will be upgraded to allow further staff parking.

3.6 A new gated entrance is proposed to the south east of the School site, which will allow emergency vehicles into the site. New fencing and gates are also proposed along the front of the site.

4. Consultations

4.1 ESCC Highways

No highway objection is raised and highway conditions are issued for inclusion in any grant of consent and include:- a) a contribution of £5,000 for making the existing school keep clear/zig zags mandatory and extension to the existing zig zags to the west under the Traffic Regulation Order procedure and; b) the additional car parking spaces being proposed within the car park and; c) investigate an additional park and walking bus facility as part of the revised School Travel Plan.

4.2 East Sussex County Landscape Officer

It is recommended that the proposal can be supported subject to consideration of the tree protection measures, a review of the car parking arrangements and a landscape scheme.

4.3 East Sussex County Ecologist

Supports the application. Provided the recommended mitigation measures are carried out, the proposed development is unlikely to have a detrimental impact on biodiversity and can be supported from an ecological perspective.

4.4 East Sussex Flood Risk Management Team

The County Council as the Lead Local Flood Authority (LLFA) concludes that the conceptual surface water drainage strategy for the development is acceptable for

managing runoff generated by the development. If the Planning Authority is minded to approve the application it is requested that evidence is provided of a suitable ground investigation having taken place, details of surface water management as well as the maintenance and management for the entire drainage system are addressed through planning conditions.

4.5 Kingston Parish Council

Kingston Parish Council objects to the Application to extend Iford and Kingston Church of England Primary School on the basis that:

The application does not include any proposals to specifically reflect the following Local Strategic, Regional and National Planning Policies;

National Planning Policy Framework (NPPF), which includes the following Policies:

- Paragraph 29: The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Developments should be located and designed where practical to give priority to pedestrians and cycle movements, and have access to high quality public transport.
- Paragraph 38: Where practical, key facilities such as Primary Schools should be located within walking distance of most properties.

East Sussex Sustainable School Travel Strategy (2010), which includes the following Policies:

- Reduce the use of the car on the Journey to the School;
- Increase the number of children using all forms of sustainable travel and transport on the journey to School.
- Improve accessibility to Schools by walking, cycling and public Transport.

Lewes District Council Local Plan (2003), which includes the following Polices:

- Policy T1 - Travel Demand Management, Paragraph 2.19. Planning applications for any development will only be granted if the proposal provides for the demand for access that it creates. Unless approval is desirable in order to achieve other planning objectives, this demand shall be met by a range of non-car modes of travel. Where appropriate, a contribution will be required towards ensuring that adequate accessibility by non-car modes is achieved to the site. Such measures could be achieved by the provision and/or enhancement of public transport facilities and the provision of cycle/pedestrian facilities.
- Policy T5 - Transport and Accessibility in the Rural Area, para 2.20. Development in the rural area will be carefully considered in terms of the traffic generation implications of the development.
- Policy T14 - Vehicle Parking, Paragraph 2.23 Development Proposals, including conversion and change of use, will be required to:
 - Limit parking provision, in accordance with Maximum Parking Standards, to meeting those access demands not capable of being satisfactorily met by other more sustainable means.
 - Provide for those improvements to sustainable access, which are necessary to complement permitted levels of parking provision. This will include appropriate financial contributions to improvements to public transport, pedestrian and cycle access and/or any other sustainable improvements to the transport network, which are necessary and directly related to the proposed development.

The application does not adequately address the issues of providing adequate parking and space for vehicle turning.

The development will generate significant extra road traffic and the application includes no proposals to improve highway safety. The additional parking spaces proposed opposite the School, mentioned in the Transport Assessment are not detailed on the main drawings nor the Design and Access Statement included within the application. The applicant should confirm that these spaces are part of the application.

The Transport Assessment included as part of the application is based on the presumption that the majority of pupils living outside of the village will be brought to and collected from the School by car and hence that no proposals are presented and analysed to meet the noted policy objectives of limiting car usage in favour of public transport. The proposed transport plan does not address the fundamental issue of the parking and traffic problems on Ashcombe Lane, Wellgreen Lane, Snednore and The Street raised by an additional number of children being dropped off and picked up at the School gates. The proposed additional parking spaces will not improve the traffic situation that will become untenable with children's safety compromised especially as the proposed additional parking spaces will require children and parents to cross the very busy road. No consideration has been given to alleviating the level of traffic along Ashcombe Lane and Wellgreen Lane by, for example, establishing a School drop off point on the C7 near Kingston with a supervised shuttle bus service to and from the School.

Prior to the application being approved the applicant will be required to produce a sustainable transport plan, which encourages maximum use of sustainable forms of transport including buses, rather than cars, and includes proposal for alleviating the volume of traffic on Wellgreen Lane. The applicant should be required to undertake additional surveys of the School drop off traffic and if necessary to update the Transport Assessment as there are reservations about the quality of the data and the related planning conclusions considering that it was collected on one day in the School year, which may not be representative considering for example weather conditions, the number of parking spaces stated in the Transport Assessment on Wellgreen Lane, Ashcombe Lane and The Street is not thought to be in existence. It fails to recognise that there is additional traffic generation and additional child drop offs associated with the Playgroup in The Street and it fails to project the rate of increase of traffic on Wellgreen Lane due to development at Newhaven and elsewhere, or consider the impact of that additional traffic on accessibility to the School and parking.

The applicant is requested to include consideration for providing a drop off point for use by buses and cars away from Wellgreen Lane, Ashcombe Lane, The Street or Snednore with a supervised shuttle bus service to and from the School. It is suggested that funding for this could be diverted from additional parking spaces opposite the School, in accordance with Lewes District Local Plan Policy T14.

These concerns should be taken into consideration when deciding the outcome of this application.

4.6 Sport England (South East Region)

The proposed development is not considered to fall either within our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance Par. 003 Ref. ID: 37-003-20140306) upon which we would wish to comment.

5. Representations

5.1 5 representations were received and are summarised as follows:-

- There is great risk and disruption caused by parents dropping off and collecting their children, the proposal will result in increased pupil numbers, which will escalate the problem.
- A designated large area for parking needs to be found. Whilst the Juggs Public House is very accommodating, this is not enough. Perhaps some of the grass (mud) verges could be tarmac and provide much needed parking spaces.
- The expansion of the School will only further increase traffic at very busy times on an already congested part of the village in an AONB.
- Users of the School are increasingly out of village families, mainly Newhaven whose only recourse is to use cars. Why can't these young children be educated nearer home?
- The C7 is notoriously dangerous and early evening traffic through the village has increased and begins at earlier times. It is also impossible between 8.40am and 9.15am to pass by the School for people going to work in Lewes. There will be even greater chaos with the expansion to the School, at pick-up times. It is only a matter of time before a child is injured.
- Parking outside of the School is a major problem as the road is narrow and road calming has not helped the situation. Cars are parked illegally and are destroying the verges and wildlife habitats. It will be impossible for emergency vehicles to get to the School to be able to access any side road into the village or get through to the A27 in the morning and afternoon and at other times when the School is open after hours.
- The provision of a lay-by opposite the School to provide parking spaces would result in the destruction of the banks, wildflowers and cutting down trees. The increased pollution will eventually destroy wildlife and wild flowers in the verges.
- Very little notice is taken of the zig-zag markings in front of the School. Cars park at bus stops making children walk into the road to get on the bus. The consequence of this application has not clearly been thought through.
- Consideration needs to be given to the adequacy of parking/loading/turning; parents use private driveways and the pavement (Ashcombe Lane) to turn round.
- Noise, smells and disturbance resulting from vehicle traffic at the School
- Loss of trees, effect on nature conservation and the Conservation Area.
- It is recommended that the application be refused until a viable traffic management report is included as part of a future application.

6. Policy Context

6.1 Applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan in this area is the Lewes District Local Plan (2003). The most relevant policies to this application are set out in section 7, below.

National Planning Policy Framework (NPPF) and Circular 2010

Government policy relating to National Parks is set out in English National Parks and the Broads: UK Government Vision and Circular 2010 and The National Planning Policy Framework (NPPF) which was issued and came into effect on 27 March 2012. The Circular and NPPF confirm that National Parks have the highest status of protection and the NPPF states at paragraph 115 that great weight should be given to conserving landscape and scenic beauty in the National Parks and that the conservation of wildlife and cultural heritage are important considerations and should also be given great weight in National Parks. Paragraph 72 attaches great weight to the need to expand schools with paragraph 32 advising that developments should only be refused on transport grounds where the residual cumulative impacts are severe.

6.2 National Park Purposes

The two statutory purposes of the SDNP designation are:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of their areas;
- To promote opportunities for the public understanding and enjoyment of the special qualities of their areas.

If there is a conflict between these two purposes, conservation takes precedence. There is also a duty to foster the economic and social well being of the local community in pursuit of these purposes.

6.3 Relationship of the Development Plan to the NPPF and Circular 2010

The Development Plan policies listed below have been assessed for their compliance with the NPPF and are considered to be compliant with the NPPF.

6.4 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.

6.5 The South Downs Partnership Management Plan

The South Downs Partnership Management Plan (SDPMP) was adopted on 3 December 2013. It sets out a Vision and long term Outcomes for the National Park, as well as 5 year Policies and a continually updated Delivery Framework.

The SDPMP is a material consideration in planning applications and has some weight pending adoption of the SDNP Local Plan.

The following Policies and Outcomes are of particular relevance to this case.

7. Planning Policy

7.1 The following Saved Policies of the Lewes District Local Plan (2003) are most relevant to this application:

- LWST14 (LW)Water Supply
- LWST11 (LW)Landscaping Of Development
- LWST3 (LW)Design, Form & Setting Of Development
- LWT14 (LW)Vehicle Parking
- LWH5 (LW)Within / Affecting Conservation Area

7.2 The following policies of the emerging Lewes District Local Plan – Joint Core Strategy (2014) are most relevant to this application:

- Core Policy 11 (Built and Historic Environment & Design)
- Core Policy 12 (Flood Risk & Drainage)

8. Planning Assessment

Need for the Development

8.1 The National Planning Policy Framework (NPPF) makes reference to 'Promoting Healthy Communities'. In particular Paragraph 72 states that great weight should be given to the need to create, alter or expand schools.

8.2 In its Education Commissioning Plan 2015-2019, the Education Authority predicts shortfalls into the next decade in the rural Lewes area (which includes Kingston village) in the number of Primary places. The stated reasons for this are twofold; firstly a relatively high birth rate over the past 3 years and secondly the allocation of 900 new houses in the Lewes area over the period to 2030 in the District Council's emerging Joint Core Strategy. In partial response to this, temporary accommodation has already been installed with pupil numbers currently approximately 175. In the longer term the Education Authority's schools Phase 2 Basic Need Programme identifies Iford & Kingston for permanent expansion to single form entry.

8.3 Such expansion of the School will provide an additional 70 places and result in the increase from 0.67 form of entry (140 pupil places) to 1 form of entry (210 pupil places) together with a requirement to increase the number of classrooms at the School from 5 to 7. The proposed new classrooms will also accommodate children from the existing double mobile classroom, which will then be removed from site.

8.4 Therefore, the proposed need to expand the School is considered to be acceptable in principle and is supported by paragraph 72 of the NPPF.

The Design and Form of the Proposed Development

8.5 Saved Policy ST3 of the Lewes District Local Plan sets out criteria with which development proposals should comply. Of particular relevance to this application is criterion (b), which states that materials should be of a quality, type, colour and design, which is appropriate to the character of the local area.

8.6 Currently, the arrangement of the school building comprises mostly single storey brick buildings, with an ad hoc arrangement to the north east of the School that includes a double mobile classroom, two wooden sheds, a timber clad music room and pitched roof single storey, brick built library/ drama room that are currently all connected via a covered courtyard. The School is poorly designed having evolved in a piecemeal fashion and as a result makes inefficient use of its site as well as offering no architectural merit within the surrounding area.

8.7 The proposal to extend the northern part of the school site to provide 4 new classrooms (approximately 405 sq. metres footprint) will use previously developed areas replacing existing sheds and the mobile classrooms. The proposal will extend approximately 3 metres further from the existing sheds that are located the furthest north of the main School building. The scale, mass and materials of the proposed extension will complement the main School building, which will include; grey aluminium powder coated windows and doors, with the front facades comprising vertical timber cladding of various widths to provide visual distinction and individuality.

8.8 However, it is proposed to lower the roof height where there are the two stand-alone classroom buildings, which are to be incorporated in to the proposal. This has been included in the design having regard to the sensitivity of the site. In addition, it is proposed to replace a timber framed, polycarbonate roof canopy that currently covers the courtyard with a new steel frame canopy system that will form a cohesive link between existing and proposed buildings.

8.9 The same arrangement has been proposed for the hall extension to the south west of the School building, which will result in a simple extension to the building and existing roof geometry. As part of the proposal where existing windows are to be retained they will be re-used and painted to match the proposed i.e. grey coloured aluminium, combined with new timber cladding to complement the design of the building.

8.10 The main entrance to the School will be extended and enhanced with a new reception area. The front façade will have timber cedar cladding that will successfully contrast with the red brick of the existing School building. The proposed enhancements will result in a more identifiable main entrance, particularly for visitors.

8.11 It is considered that the scale and mass of the proposal will successfully integrate with the existing building and the surrounding area and will therefore comply with Saved Policy ST3 of the Lewes Local Plan.

Impact on the Character of the South Downs National Park and the adjacent Kingston Conservation Area

8.12 Iford and Kingston School is within the South Downs National Park (SDNP). The statutory purposes of the SDNP are:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the area; and
- To promote opportunities for the public understanding and enjoyment of the special qualities of the park by the public.

8.13 However, conservation takes precedence if there is a conflict between these two purposes. There is also a duty to foster the economic and social well-being of the local community in pursuit of these purposes. Furthermore, National Parks also have the highest status of protection in conserving landscape and scenic beauty as outlined in Circular 2010, the English National Parks and the Broads - UK Government Vision as well as Paragraph 115 of the National Planning Policy Framework (NPPF).

8.14 The School site also adjoins Kingston Conservation Area, which runs along its western boundary. Saved Policy H5 of the Lewes District Local Plan requires development in or affecting Conservation Areas to conserve or enhance the historic character or appearance. This is echoed in Core Policy 11 in the Joint Core Strategy.

8.15 The proposed classroom extension will be visible against the backdrop of the SDNP to the north. However, the scale and use of materials will result in the visual distinction and individuality of the proposal rather than the current ad hoc arrangement of buildings and a temporary mobile classroom.

8.16 The proposed extensions to the School hall and front entrance will bring the building closer to the front boundary of the School which will be more prominent in public views from Wellgreen Lane, to the south. However, taking into consideration the scale, design and use of materials, together with the eventual removal of the mobile classroom to the south west of the playground, it is considered that the School will successfully integrate into the surroundings, which will appear less cluttered with a more open aspect, thereby improving the appearance of the School grounds and the wider area.

8.17 As stated above the School site adjoins Kingston Conservation Area along the western boundary, which is marked by dense mature trees and planting. The proposed extension to the hall is the closest to the boundary however it will still be separated from the boundary by approximately 35 metres and therefore, will have little impact on the Conservation Area.

8.18 The proposed works will result in trees being close to the construction and within the working areas. The applicant has submitted an Arboriculture Report that recommends that an arboricultural impact assessment is carried out and this should include a tree protection plan, which has not been provided with the application. It is recommended that a condition is attached to any grant of planning permission to ensure that the trees are adequately protected during construction.

8.19 Trees on the site have the potential to support breeding birds and under Section 1 of the Wildlife and Countryside Act 1981 (as amended), wild birds are protected from being killed, injured or captured. To avoid disturbance to nesting birds, any demolition of buildings or removal of scrub/trees that could provide nesting habitat should be carried out outside the breeding season (generally March to August). However, in terms of the time scales for the proposed development it is recommended that a condition is attached to any grant of planning permission to require that a nesting bird check is carried out by an ecologist. If any nesting birds are found, advice should be sought on appropriate mitigation. Furthermore, bird boxes should be provided on buildings and/or mature trees on site to compensate for the loss of breeding bird habitat.

8.20 The proposal is considered to have limited impact and is not considered to harm either the character or appearance of the National Park or the Conservation Area. The character and appearance is therefore conserved in accordance with the statutory purposes of the SDNP designation. The character and appearance of the nearby Conservation Area is similarly conserved in accordance with Saved Policy H5 of the Lewes Local Plan.

Traffic and Parking

8.21 Saved Policy T14 of the Lewes Local Plan advises that development proposals will be required to limit parking provision and to provide for improvements to sustainable access which are necessary to complement permitted levels of parking provision.

8.22 The main thrust of the proposal is to rationalise the existing parking area in front of the School into a more formal arrangement and increase capacity to 15 spaces. A pedestrian access towards the western end of the site frontage is to be converted to provide a combined pedestrian and emergency/maintenance access.

8.23 Many of the representations received, including those of the Parish Council, refer to issues with vehicle congestion in Wellgreen Lane at the beginning and end of the school day; occasionally the Lane is blocked. The Highway Authority acknowledges this but notes the phenomenon is not unique to this School. Instead of recommending additional parking restrictions around the School which might help resolve the issue but might also inconvenience local residents at other times of the day it is recommended the School develops a Travel Plan to encourage alternative modes of transport to and from School, notwithstanding the School's catchment includes surrounding villages. There is already a popular 'park and walk' arrangement with The Juggs Public House approximately 150 metres to the west allowing parents / carers to use the car park and the Highway Authority recommends the School investigate another site to provide an additional 'park and walk' facility. There is also a bus service between Newhaven and Lewes which serves villages along the C7 as well as Kingston itself. Additionally the Highway Authority recommends that a Traffic Regulation Order is pursued to extend existing zig - zag 'Keep Clear' markings outside the School and make them enforceable. The additional vehicle (including scooter and cycle) parking within the site is considered appropriate for the proposal and a condition is recommended to ensure it is provided as part of the development.

8.24 The Highway Authority remains concerned about the impacts of the proposals however it finds sufficient re-assurance in the above measures to

conclude the impacts would not amount to the severity envisaged in paragraph 32 of the NPPF to warrant refusal of the development on transport grounds.

Drainage

8.25 Saved Policy ST14 of the Lewes Local Plan and Core Policy 12 in the Joint Core Strategy seeks to ensure that development will only be granted planning permission where it will not result in deterioration in the quality of surface water and groundwater resources. The School is within a Source Protection Zone whereby groundwater sources e.g. drinking water, should be protected.

8.26 The Lead Local Flood Authority (LLFA) advises that the conceptual surface water drainage strategy is acceptable for managing runoff generated by the development. However, following any grant of planning approval it is recommended that specific planning conditions are attached to any grant of planning permission, in respect of hydraulic calculations, the submission of a maintenance and management plan for the entire drainage system and that evidence is submitted of a suitable ground investigation having been undertaken to establish infiltration rates at the School site.

8.27 Consequently, it is considered that the proposal will satisfy Saved Policy ST14 of the Lewes Local Plan and Joint Core Strategy Policy 12 subject to the above recommended planning conditions.

9. Conclusion

9.1 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.

9.2 In considering this planning application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. Views have been sought from consultees and neighbours and those received have been considered in preparing the recommendation. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, and as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

9.3 The proposal to provide additional pupil numbers is supported in principle by the NPPF and by the Policy Statement on 'Planning for Schools Development' It is considered acceptable in its impacts on neighbours, the South Downs National Park and the adjoining Conservation Area and is therefore in accordance with Saved Policies H5, ST3, ST11 and ST14 in the Lewes District Local Plan 2003 and by Core Policies 11 and 12 in the emerging Joint Core Strategy.

9.4 Although there are reservations over the impact of the proposals on the local highway network at the beginning and end of the school day measures should be put in place to try to mitigate the adverse impacts to such an extent that the proposal could satisfy Saved Policy T14 in the Local Plan. On balance, therefore, the proposals are considered acceptable and should be granted with suitable conditions.

10. Recommendation

10.1 It is recommended that the application be approved subject to the conditions set out below and subject to the completion of an undertaking under S106 of the Town & Country Planning Act 1990 with obligations relating to:

a financial contribution of £5000 payable to the Highway Authority towards the costs of a Traffic Regulation Order. The Traffic Regulation Order would seek to extend the existing school 'Keep Clear' markings in Wellgreen Lane and to make them mandatory.

1. The development hereby permitted shall be carried out in accordance with the following plans:

Plan Type	Reference	Version	Date on Plan	Status
Plans -	PROPOSED STAFF PARKING ALTERATION	0500-P1	26.01.2016	Approved
Plans -	PROPOSED ELEVATIONS	0210-P3	26.01.2016	Approved
Plans -	EXISTING ELEVATIONS	0201-P1	26.01.2016	Approved
Plans -	PROPOSED GA FLOOR PLAN	0120-P2	26.01.2016	Approved
Plans -	PROPOSED SITE PLAN	0002-P2	26.01.2016	Approved
Plans -	SITE LOCATIONS PLAN	0001-P2	26.01.2016	Approved
Plans -	8277-A0110	P1	01.12.2015	Approved
Plans -	8277-A0101	P1	01.12.2015	Approved
Plans -	8277-A0100	P1	01.12.2015	Approved
Plans -	8277-A0126	P1	01.12.2015	Approved

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

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

Reason: To comply with the provisions of Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

03. Prior to the commencement of development of the extension or works to alter the car park details for the protection of trees and hedgerows from damage during construction shall be submitted to and approved by the Local Planning Authority.

The means of protection shall include:

i) any measures to prevent disturbance to soil levels within the root spread of the tree or hedgerow.

- ii) protective fencing.
- iii) check for nesting birds by an Ecologist

The approved details shall be implemented prior to construction and retained until all plant equipment and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected and the ground levels within these areas shall not be altered without the prior written agreement of the Local Planning Authority.

Reason: To protect trees from damage during construction.

04. Unless otherwise agreed in writing development shall not commence until a Traffic Management Scheme has been submitted to and approved in writing by the Local Planning Authority This shall include the size of vehicles, contractors parking, 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

05. Unless otherwise agreed in writing development shall not commence until details of construction wheel washing facilities have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full and shall be maintained in working order during the construction period and shall be used by any construction 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 on its wheels.

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

06. No demolition or construction shall take place in connection with the development hereby approved at any time other than between the hours of 0730 and 1730 on Mondays to Fridays and between 0800 and 1400 on Saturdays and not at any time on Sundays, Bank and Public Holidays unless the prior written agreement of the Local Planning Authority has been given.

Reason: In the interests of the amenities of the locality in general and adjoining residential properties in particular.

07. Prior to commencement of construction of the extension above ground level details of surface water management proposals shall be submitted to and approved in writing by the Local Planning Authority and the approved details implemented before the extension is occupied. Details shall include hydraulic calculations connectivity with existing drainage features within the site, existing and proposed discharge rates during a '1 in 1 year, 1 in 30 year and 1 in 100 year rainfall events (plus an allowance for climate change).

Reason: To ensure proper drainage of the approved extensions.

08. Prior to commencement of construction of the extension above ground level details of the maintenance and management of the site drainage shall be

submitted to and approved in writing by the Local Planning Authority and the approved details put in place for the life of the extension.

Reason: To ensure proper maintenance of site drainage.

09. Prior to commencement of construction of the approved extension details of ground investigations to establish infiltration rates shall be submitted to and approved in writing with the Local Planning Authority.

Reason: To ensure proper drainage of the site.

10. Construction of the new site access from Wellgreen Lane shall not commence until details have been approved in writing by the Local Planning Authority. Details shall include (but are not limited to) a construction specification, gradients, surface water drainage. The access shall be constructed in accordance with the approved details.

Reason: In the interests of highway safety.

11. The areas indicated on the approved drawings for the parking and circulation of vehicles shall not be used for any other purpose and shall be retained for this purpose at all times and the approved extension shall not be occupied until the amended parking arrangements have been made available.

Reason: To ensure provision of the parking and circulation facilities in relation to the authorised use of the development.

12. Before the extension is occupied details of cycle and scooter parking shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full and retained thereafter.

Reason: To ensure adequate provision of cycle and scooter parking.

13. Before the first occupation of the development hereby permitted, a Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include initiatives and targets for reduced car use by School users together with a mechanism for monitoring and review.

Reason: To increase awareness and use of alternative modes of transport for school journeys.

14. Prior to occupation of the extension details of additional planting and ecological enhancements within the site together with a programme for implementation, maintenance and re-instatement of the construction compound on completion of construction shall be approved in writing by the Local Planning Authority and the planting, ecological enhancements and re-instatement shall be carried out in accordance with the approved details.

Reason: To ensure the conservation of the character and appearance of the National Park.

15. Prior to construction of the extension above ground level, samples of the materials to be used on the external surfaces of the approved extension shall be approved in writing by the Local Planning Authority and development shall be carried out in accordance with the approved details.

Reason: To ensure the appropriate appearance of the development in the area

16. The temporary classroom accommodation approved as part of this permission shall be removed from the site and the land made good within 3 months of the occupation of the approved extension or as otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure temporary accommodation is removed from site after construction.

11. Crime and Disorder Implications

It is considered the proposal does not raise any issues with crime and disorder

12. Human Rights Implications

The planning application has been considered in the light of statute and case law and any interference with an individual's human rights is considered to be proportionate to the aims sought to be realised.

13. Equalities Act 2010

Due regard, where relevant, has been taken of the National Park Authority's equality duty as contained within the Equalities Act 2010.

Tim Slaney
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