

Committee:	Regulatory Planning Committee
Date:	14 February 2018
Report by:	Director of Communities, Economy and Transport
Title of Report	Traffic Regulation Order – Cradle Hill Community Primary School, Lexden Drive, Seaford
Purpose of Report	To consider the objections received in response to the formal consultation on the draft Traffic Regulation Order associated with the Cradle Hill Community Primary School, Lexden Drive, Seaford
Contact Officer:	Teresa Ford- 01273 482283
Local Member:	Councillor Phil Boorman

RECOMMENDATION

The Planning Committee is recommended to:

- 1. Not uphold the objections to the draft Order as set out in Section 2 of this report**
 - 2. Recommend to the Director of Communities, Economy and Transport that the draft Traffic Regulation Order be made as advertised.**
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CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

- 1.1** Planning permission for the extension to Cradle Hill Community Primary School (to create 5no additional classrooms, and associated ancillary spaces including offices, stores and WCs to increase the capacity of the School to 3 form of entry) under LW/3322/CC was approved by the County Council's Planning Committee in October 2016. This approval was subject to the completion of a Unilateral 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. The Unilateral Undertaking was signed on the 8 November 2016. The proposed parking restrictions were intended to reduce congestion near the school and provide a safer zone in the vicinity of the school entrances and at the proposed informal pedestrian crossing points.
- 1.2** Meetings were held on site with the County Council's Road Safety Team, the Ward County Councillor at the time, an officer from the County Council in its

capacity as the local Highway Authority and the Head Teacher of Cradle Hill Community Primary School, to observe the issues arising in this location at peak school drop off and pick up times. From these site meetings, it was clear that parked vehicles in a number of locations around the school cause a highway safety issue to both drivers and pedestrians. These vehicles were clearly associated with the school drop off and pick up.

- 1.3 On the 3 November 2017, the County Council gave notice under the relevant section of the Road Traffic Regulation Act 1984, (as amended), that it was proposing to alter the existing Traffic Regulation Order. A copy of the draft Traffic Regulation Order (TRO) is included in Appendix 1. Copies of the advertised Notice of proposals were placed on posts on Lexden Drive, Lexden Road, Barn Rise, Pitt Drive and Jubilee Gardens, with letters sent to affected residents and a copy of the proposals was also placed on deposit in County Hall reception for viewing by any member of public. In addition the public Notice was advertised in the local newspaper (the Sussex Express) on 3 November 2017. The formal period for representations to be made ended on 24 November 2017.
- 1.4 Prior to the advertisement of the draft Traffic Regulation Order copies of the proposals were sent to relevant District Councillors, County Councillors and statutory consultees including the emergency services. No objections were received during this consultation.
- 1.5 The proposals are as follows:
 - Additional School Keep Clear markings 8.00am-9.30am and 2.45pm-4.00pm Monday to Friday (except August) on Lexden Road;
 - No Waiting 8.30am-9.30am and 2.30pm-3.30pm Monday to Friday on Lexden Drive, Barn Rise, Jubilee Gardens and Pitt Drive.

Plans showing the extent of the proposals are included in the presentation slides for this agenda item, which are available alongside this report on the Council's website.

2. Comments and Appraisal

- 2.1 During the formal consultation period, two items of correspondence were received objecting to the proposals. Full copies of the objections, and associated correspondence, are available in the Members' Room. Each item of correspondence has been considered individually and a summary of the grounds for the objections is as follows:
 - high cost associated with the process of implementing Yellow lines, erection of signs, and the probable employment of enforcement staff on the ground, which will just lead to these vehicles parking just outside of these lines and in other areas;
 - vehicles parking as they do at present when school begins or ends is not considered an issue;
 - money available would be better spent repairing the roads in these areas as they have still many cracks and potholes which will only get worse with neglect; the proposed restrictions on Lexden Drive should be extended into Sovereign Close.
- 2.2 It is not considered that the objections provide sufficient grounds to warrant the modification or withdrawal of the proposals. A number of objections were raised on the planning application for the school extension, with the main cause for

concern being the increase in parking pressures and safety issues regarding the lack of formalised crossing points. The proposed measures will therefore discourage parking at the pedestrian crossing points and help ensure that visibility and safety are maintained. Based on the observations obtained from the site visits undertaken, the proposed measures are considered necessary. Although it is noted that one objection relates to extending the parking restrictions it was not considered during the site meetings that this was an area of concern, and as such no such restriction has been proposed. However, the impact of the parking restrictions on the surrounding roads will be monitored and should it be deemed necessary, this suggestion will be reviewed.

3. Conclusion and reasons for recommendation

- 3.1 The approach in trying to resolve objections to the Order has been to appraise the concerns raised by the objectors, balancing these against the need to reduce congestion around Cradle Hill Community Primary School and provide a safer walking route to the school. On balance, it is felt that the concerns raised by the objectors should not be upheld and the proposals should proceed as per the advertised TRO.
- 3.2 It is therefore recommended for the reasons set out in this report, that the Planning Committee does not uphold the objections, and to recommend to the Director of Communities, Economy, and Transport that the draft Order be made as advertised.

RUPERT CLUBB
Director of Communities, Economy and Transport

BACKGROUND DOCUMENTS

None