

Report to **Planning Committee**
Date **10 January 2018**
By **Director of Planning**
Local Authority **Lewes District Council**
Application Number **SDNP/17/00071/FUL**
Applicant **Mr D Lewis**
Application **Demolition and partial demolition of 4 existing buildings and provision of additional car parking spaces**
Address **Sussex Police Headquarters
Church Lane
South Malling
Lewes
BN7 2DZ**

Recommendation: That the application be **Approved for the reasons and subject to the conditions set out in paragraph 10 of this report and subject to the completion of a S106 agreement with obligations relating to:**

- 1. A bus shelter to be provided at the bus stop on southern side of Church Lane in conjunction with the Lewes Town Council.**
- 2. A Travel plan in accordance with ESCC guidelines.**

This is to ensure that other non-car modes of transport are provided for users of the site in accordance with the objectives of Policy CPI3 of the Joint Core Strategy and the NPPF.

Executive Summary

Following the re-organisation of Sussex Police's occupation of this site and the introduction of staff from East Sussex Fire and Rescue, staff numbers at the site have increased staff by approximately 250. In order to try and address known parking issues on and around the site, this application seeks planning permission for the demolition and part demolition of four existing buildings and the provision of additional 204 parking spaces.

Whilst the proposals will result in the reduction/removal of a small number of trees and areas of soft landscaping and will also introduce a number of parking spaces to the rear of residential properties in Queens Road, the limited negative impact in terms of visual amenity and on the living conditions of the neighbouring occupiers are considered to be significantly outweighed by the provision of additional on-site parking that will help alleviate the parking issues that are currently being experienced on surrounding residential streets.

No significant harm will be caused to the setting of the listed buildings and in fact a small improvement will be brought about through the removal of the modern addition to "The Club".

Whilst the longer term benefits sought by ESCC to encourage staff to use alternative means of transport would be welcomed, on the basis that staff numbers at the site have already increased and will remain as

such regardless of the outcome of this application, it is considered that securing the additional on-site parking, with some improvements to alternative means of transport can be accepted as proposed.

The application is therefore considered to be acceptable and accords with Policies ST3 and H2 of the Local Plan and Policies CPI 1 and CPI 3 of the Joint Core Strategy.

I Site Description

- 1.1 Sussex Police Headquarters are located to the north east of Lewes town centre, to the north of Church Lane. In total the site extends to some 10 hectares, and consists of a number of offices and operational buildings, along with existing areas of parking and soft landscaping.
- 1.2 There is a single point of access to the site off Church Lane, where there is a barrier controlling entry/exit to the site.
- 1.3 There are a number of trees protected by Tree Preservation Orders on the site, the majority of which are located around Malling House at the southern end of the site. There are also three group orders protecting the woodland along the northern boundary of the site, a band of trees running through the centre of the site and an area at the south east corner of the site.
- 1.4 Malling House sits within the site at its southern end. This is a Grade I listed building. Adjacent this is a Grade II listed building and the boundary wall surrounding Malling House is also listed in its own right (Grade II).
- 1.5 The site has been used as a police headquarters for many years, the initial use of the site in this manner pre-dating the 1947 Town and Country Planning Act.
- 1.6 In terms of planning policy the site falls within, but at the very edge of the planning boundary of Lewes as defined by the Lewes District Local Plan. It also falls within the South Downs National Park.

2 Proposal

- 2.1 Planning permission is sought for the demolition and part demolition of four existing buildings and the provision of additional parking spaces.
- 2.2 The application has been submitted following the re-organisation of Sussex Police's occupation of the site and the introduction of staff from East Sussex Fire and Rescue, increasing staff numbers by approximately 250. This has been carried out without the provision of any additional floorspace and has not resulted in any change of use at the site; it has simply been achieved through better use of the existing floorspace.
- 2.3 Nonetheless this has resulted in higher parking demand at the site which is already known to be at capacity and spills out onto the neighbouring and nearby residential streets.
- 2.4 At present parking facilities on the site are spread across the site and include a three storey multi storey car park. A total of 599 spaces are currently provided, comprised of 589 standard spaces and 10 disabled/accessible bays.
- 2.5 In order to increase parking on site this application seeks the demolition of three buildings, "H" Block, Firearms and the Old Squash Court, and the partial demolition of The Club (this is the Grade II listed building). Removal of these buildings, along with the re-organisation of existing parking across the site, allows the increase of parking on the site by some 252 spaces.
- 2.6 Part of the provision of new parking originally involved the creation of a new area of parking to the immediate south of Malling House. However following objections from the Council's Design and Conservation Officer, this area has been removed from the proposals.

2.7 The application therefore proposes a total of 204 new parking spaces.

3 Relevant Planning History

3.1 The application site has an extensive planning history the full details of which can be viewed on file. Of most relevance to the determination of this application are the following:

SDNP/17/00051/FUL - Alterations to the existing single storey 'gatehouse' building, creation of 8 visitors parking bays (including 1 disabled parking bay), and new area of paving to provide both pedestrian access and cycle parking for 4 bicycles - Approved

SDNP/15/04937/FUL - Proposal for new and additional to existing car parking spaces, a new access point, and the demolition of 'H' Block/Firearms, Driving School and Old Squash Court - Application withdrawn

LW/04/2115 - Provision of 35 temporary car parking spaces on re-inforced turf - Refused

LW/04/1132 - Extension of car park to provide 20 additional spaces - Approved

LW/02/1911 - Renew wire mesh fence in two locations, 'B' Dog Field, 'C' Communications Building. Fence to be 2.4m high and provision of road ramps and electric gates with CCTV camera control at entrance (gates to match existing balustrade fence) - Approved

LW/96/0111 - Formation of grasscrete surfacing for vehicle storage facilities on former allotment - Approved

LW/79/0966 - Erection of communications and photographic complex including radio mast (60 metres) and 107 car spaces - Approved

N/55/0874/3364 - Planning and Building Regulation Application for ten garages and parking area. - Approved

N/54/0787/3202 - Planning and Building Regulations Application for workshop and garages - Approved

4 Consultations

4.1 LE - Design and Conservation Officer

4.2 Concern is raised over aspects of the proposed works. The parking area shown as 'V' on the submitted Proposed Siteplan drawing no. 7590-301-01, revision A is of specific concern. The works are considered to compromise the setting of Malling House, a grade I listed building, and the wall surrounding Malling House and garden wall to west of Malling House, which are a grade II listed, harming their special interest.

4.3 The wider setting of the listed building has already been significantly compromised by modern buildings and parking areas, the lawn to the south of Malling House, where parking area 'V' is located, is one of the few undeveloped areas on the site. Section 6.16 of the Archaeological Report confirms this, stating 'Malling House was originally built in a country setting, within formally landscaped grounds. Although the main outlook of the house was to the east, where its driveway approached the front of the house, the south and west sides of the house were also clearly important as they contained its gardens, and the presence of the niche and gazebo in the walls in the southwest corner of the garden confirm this importance. The west part of the gardens have already been built on, leaving just the gardens to the south of the building, and the approach from the east, as its remaining formalised setting.'

4.4 It also notes within section 6.17 'The construction of Car Park V will have a significant impact on the setting of Malling House, as it will remove a considerable part of the large terraced lawn, leaving intact just the lawn enclosed by the driveway and the wooded garden to the

southwest. Although the proposed car park will have no direct physical impact on the potentially Listed wall that bounds the west side of the lawn, nor on its end niche and the Listed gazebo to its west, it will effectively remove the garden setting in which they were designed to play a prominent part. The setting of a manor house in a landscaped garden is to a great extent still retained today when viewed from the entrance to the east of the house and from within the grounds. To some extent this also applies from the south, although the view is partly obscured as the gardens are at a higher level than the adjacent road. Although the car park is proposed to be set back from the road, right up against the modern patio beside the house, both the cars and people in the proposed car park may still be seen from the road, thus impacting on the setting from this direction.'

4.5 Section 6.18 of the Archaeological Report notes, 'As far as the view out from the building is concerned, there are multiple windows in the south wall of the house, which were clearly designed to take in both the longer views across the river valley, and also the immediate views into the adjacent landscaped gardens. The construction of this car park will have a significant impact on the setting of house and garden when looking out from this side of the house.'

4.6 Section 7.4 states, 'It is clear that the construction of Car Park V will have a significant negative impact on the setting of the Listed Building of Malling House and the structural features surrounding the garden, including the listed gazebo, and the retaining walls with its niche. The house, garden and associated features were designed to be seen as a single cohesive setting, which the placing of this car park will impair. It will also significantly damage the inward and outward looking views of the house. It is, therefore, recommended that Car Park V should not be built.'

4.7 It is clear that advice within the applicant's Archaeological Report has not been taken. The statements made within this report are agreed with. No further argument has been put forward to justify this element of the proposed works. It is considered this lawn makes a significant contribution to the garden setting of the listed buildings and needs to be retained. While it is noted there are parking issues within the site and immediate surrounding residential area this is not considered to justify the proposed works. It is not considered the public benefits of the proposal outweigh the harm to the listed buildings and their setting. This aspect of the application needs to be amended to address this concern or refused.

4.8 There is a modern extension to the rear of Building 13, a former mid-late 17th century stables. It should be noted as this addition is attached listed building consent will be required for these works. The works are considered an enhancement to the setting of the listed building, which will remove the visual clutter of built forms and create open space around it. While this will be replaced by parking area 'C', this is an improvement to the existing setting.

4.9 The Archaeological Report makes reference to the Old Squash Court, shown as Building 15 within the submitted plans, its interest is described as is its current poor condition. This building is not considered to be of significant heritage interest and its demolition is considered acceptable. The proposed works are not objected to.

4.10 ESCC - County Archaeologist

4.11 A detailed desk - based assessment submitted with the application concludes that groundworks associated with the proposed development have the potential to expose / disturb below ground archaeological features of Roman, medieval and post-medieval date. Furthermore this report suggests that a former squash court will require standing building recording prior to demolition.

4.12 In the light of the potential for impacts to heritage assets with archaeological interest resulting from the proposed development, the area affected by the proposals should be the subject of a programme of archaeological works. This will enable any archaeological deposits and features that would be disturbed by the proposed works, to be either preserved in situ or, where this cannot be achieved, adequately recorded in advance of their loss. These recommendations are in line with the requirements given in the NPPF (the Government's planning policies for England).

4.13 LE - Tree & Landscape Officer

4.14 The tree report appears to be incomplete and does not provide an arboricultural impact assessment in relation to the layout of the new car parking spaces relating to areas Q, S, L and J. The report also does not appear to specifically mention the presence of protected trees subject to a tree preservation order, and it appears to have missed out at least one protected tree (T1 of the Order - an Ash) - this may be to do with changes in the proposed layout since the report was compiled in Feb 2016.

4.15 The tree report does not make clear which trees are to be removed as part of the development proposals and there is no tree impact assessment and tree protection plan or method statements to consider.

4.16 Overall, however, subject to the proviso that additional information is submitted as required (see suggested planning conditions), I have no substantive objections to raise about the proposal.

4.17 Southern Gas Networks - Standard guidance

4.18 ESCC - Highways

4.19 This HT401 is issued in response to the original application which includes a Transport Statement dated March 2017, travel plan and parking surveys.

4.20 I have no objection to the proposed development and recommend highway conditions being attached to any planning permission.

4.21 South East Water - comments awaited.

4.22 Parish Council Consultee

4.23 Members note that there are fewer parking spaces in this application than in an application that was submitted and then withdrawn in 2015. However, members welcomed the general improvement and increased parking.

4.24 Historic England - South East Region

4.25 Malling House is a grade I listed mansion, thought to date possibly to the mid seventeenth century, with an eighteenth century refronting. It has been significantly extended to the west, and its setting compromised by development associated with its current use as the Sussex Police Headquarters.

4.26 Historic England has not had the opportunity to visit the site to assess the scheme, and we are therefore relying on the Desk Based Assessment provided with the application, along with the photographs provided. The buildings proposed for demolition do not appear to be significant historically and we do not therefore wish to object to their loss. We do however have some concerns with the proposed car park 'V' to be sited to the south of the grade I listed building. The setting of the mansion has already been compromised by later additions, however something like its historic setting has been maintained by keeping the areas south and east of the listed building free from visual clutter associated with the current use, and surrounded by green landscaped terraces or lawns.

4.27 Where harm would arise from development within the setting of a designated heritage asset, it should be clearly and convincingly justified (NPPF para 132). We can see no such justification for the harmful effects associated with this element of the proposal and think that car park 'V' should be omitted. We would encourage the applicant to think about the development needs at this site and ways in which the setting of the listed buildings on the site could be enhanced over the medium to long term, a policy aspiration of the NPPF (paragraph 137).

4.28 Recommendation

4.29 Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 132, 137 of the NPPF.

4.30 In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.

4.31 Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice.

5 Representations

5.1 One letter of objection from 110 Queens Road:

"The area behind and beside the current car park area located on the northwest side of the gravel area, currently fenced and next to a row of garages is now undeveloped and fenced. If developed, it violates the reasons for planning permission within the park. There are many mature healthy trees which would be destroyed, small animals - hedgehogs, mice, toads and their food sources would be gone. Their habitat would be destroyed, the protection for the River Ouse bank gone. The lighting required would be disruptive to the existing adjacent homes. The traffic at all times would subject the adjacent homes to loss of privacy, light pollution and change the course of rain run off distribution. The area is now a sanctuary for foxes, pheasants and nanny types of nesting birds. The habitats that are to be protected by the South Downs National Park are disappearing at a alarming rate and once gone are gone forever for the future generations"

6 Planning Policy Context

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 Council - The Core Strategy (Local Plan Part 1) 2014** and the following additional plan(s):

- Lewes District Local Plan (2003)
- SDNPA Partnership Management Plan 2014

Other plans considered:

- None

The relevant policies to this application are set out in section 7, below.

National Park Purposes

The two statutory purposes of the SDNP designation are:

- To conserve and enhance the natural beauty, wildlife and cultural heritage,
- 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.

7 Planning Policy

Relevant Government Planning Policy and Guidance

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.

National Planning Policy Framework (NPPF)

The following National Planning Policy Framework documents have been considered in the assessment of this application:

- NPPF07 - Requiring good design

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

The following policies of the **Lewes District Council - The Core Strategy (Local Plan Part 1) 2014** are relevant to this application:

- CPI3 - Sustainable Travel
- CPI1 - Built and Historic Environment and Design

The following policies of the **Lewes District Local Plan (2003)** are relevant to this application:

- ST3 - Design, Form and Setting of Development
- H2 - Listed Buildings

The following policies of the **SDNPA Partnership Management Plan 2014** are relevant to this application:

- General Policy 9
- Transport Sector Policy 39

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:

- General Policy 9
- Transport Sector Policy 39

The Draft South Downs National Park Local Plan

The South Downs Local Plan: Pre-Submission Local Plan was published under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for public consultation between 26th September to 21st November 2017. After this period, the next stage in the plan preparation will be the submission of the Local Plan for independent examination and thereafter adoption. Until this time, the Pre-Submission Local Plan is a material consideration in the assessment of this planning application in accordance with paragraph 216 of the NPPF, which

confirms that weight may be given to policies in emerging plans following publication unless other material considerations indicate otherwise. Based on the current stage of preparation, along with the fact that the policies are compliant with the NPPF, the policies within the Pre-Submission Local Plan referenced are currently afforded some weight.

8 Planning Assessment

Visual impact

- 8.1 The majority of the works proposed by this application are internal to the site and will not therefore be widely seen in the general street scene.
- 8.2 The most prominent/public alterations are to the front of the site at the entrance where 8 new parking spaces are proposed next to the gate house. These space have however already been approved by virtue of the approval of application SNDP/17/00051/FUL.
- 8.3 To the immediate east of the gate house a further 7 parking spaces are proposed which will require the removal of a small area of grassed lawn. This frontage is the main public vantage point of the site and the loss of more of this grassed lawn is regrettable. However a good sized area of soft landscape will still be maintained. Whilst this will bring the visibility of parked cars slightly closer to the public domain, on the basis that the existing car park is already visible at this point it is not considered that this element of the proposals will result in significant visual harm to the wider street scene.
- 8.4 Furthermore on the basis that the proposed parking area will be seen against the back drop of the existing site and wider built up area, it is not considered that any notable harm will be caused to natural beauty of the wider national park.

Neighbour amenity

- 8.5 The application site falls within a residential area, and is surrounded by residential dwellings on its eastern, western and southern sides.
- 8.6 Only one letter of objection has been received in relation to this application from the occupiers of 110 Queens Road. Queens Road lies to the north east of the application site and provides emergency access to the application site.
- 8.7 The largest single car park currently serving the site runs along the eastern side of the site sitting at 90 degrees to the Queens Road. As part of this proposal the existing car park will be reconfigured to increase the number of parking space available, and in addition it will be extended to the north with a small number of spaces introduced to the rear of 106 -112 Queens Road. At the moment whilst the applicants own this land, it is gated to prevent access and consequently is overgrown and slightly naturalised.
- 8.8 The occupier of 110 Queens Road is concerned that the introduction of parking in this area will be disruptive to the adjacent dwellings by virtue of noise, activity and lighting.
- 8.9 12 spaces are proposed in this area. The concerns of the neighbour are noted and understandable especially bearing in mind the 24 hour nature of the application site.
- 8.10 This is a relatively small number of additional spaces in very close proximity to a much larger car park where existing movements throughout the day will already occur. Whilst it is accepted that these new parking spaces will be directly to the rear of residential properties and will have some impact on the living conditions of the occupiers, the disturbance to the neighbouring residents needs to be balanced against the benefit of securing more onsite parking which in turn should relieve known on street parking issues in the surrounding streets.

Impact on the listed buildings

- 8.11 As noted above there are two listed buildings on the application site, one is Grade I and the other is Grade II.
- 8.12 Part of the application proposals seek the demolition of part of the Grade II building in order to make way for new parking spaces. The element of the building that it is sought to remove is a modern addition to the building and its removal is considered an enhancement to the setting of the listed building due to the removal of the visual clutter of built forms and the creation of open space around it. Separate listed building consent will also need to be sought for these works, however no objection is raised to this element of the proposals.
- 8.13 As set out above, as originally submitted, the proposals sought the creation of a large area of parking to the front (south) of Malling House, the Grade I listed building. This was considered to cause significant harm to the setting of this listed building and was in conflict with the applicant's own Archaeological Report. Following an objection from the Council's Design and Conservation Officer this element of the proposals was removed from the application. With its removal the Design and Conservation Officer has no further concerns with the proposals. Its removal is also in line with the recommendations of Historic England.

Loss of trees/landscaping

- 8.14 The proposed extension of the car park towards the rear (north) of the site will result in the loss of a small number of trees (including a small number to the rear of 110 Queens Road).
- 8.15 As set out above the woodland to the north of the application site is protected by a woodland preservation order (TPO (No. 22) 1997) and a band of trees running north-south through the site are also protected by another group order (TPO (No. 49) 1998). The proposals would introduce new hard surfacing within close proximity of some of the trees protected by this order. However the proposed spaces all appear to fall outside of the root protection areas of the protected trees, with the exception of one and therefore on this basis no significant harm should be caused to the majority of specimens.
- 8.16 The Council's Tree and Landscape Officer was asked to comment on the application proposals and whilst he has noted that the submitted information does not make any specific mention of the protected trees, nor does it provide any tree impact assessment or tree protection or method statements, on the basis that this information can be secured by means of appropriately worded conditions, no substantive issues are raised in relation to the proposals.
- 8.17 With regard to the loss of the trees to the rear of 110 Queens Road, it is noted that these trees are all poor quality trees and therefore no objection is raised to their removal. The large band of protected trees beyond the application site should not be affected.
- 8.18 Whilst the loss of a small number of trees will clearly result in some loss of habitat for animals and birds, with the large band of more healthy and mature trees retained and protected by the TPO it is considered that this loss is insignificant.

Highways implications

- 8.19 The proposed submissions have been considered by ESCC Highways Authority who have raised no objections to the proposal subject to a number of conditions and a Section 106 Legal Agreement securing improvements towards infrastructure in order to make the site accessible by alternative modes of transport. This consists of the provision of two new bus stops on Church Lane.
- 8.20 Whilst the increase to the level of parking on the site would still mean that the site, in terms of parking spaces per total number of staff employed would fall short of the recommended standard, the shift pattern of staff needs to be taken into consideration i.e. whilst the total number of staff employed at this site may be approximately 1300, they won't all be at the site at the same time. Notwithstanding this, owing to the known parking issues on surrounding streets it is important to try and encourage alternative means of accessing the site in order to relieve parking pressure at

the site, hence the County Council's request for the Section 106 Agreement to secure improved bus stops in the vicinity of the site and a Travel Plan.

- 8.21 The reduction in the proposed number of parking spaces, brought about by the removal of one of the areas of parking as set out above, also makes these particularly important elements to secure and are also considered to fall in line with the provisions of Core Policy 13 of the Joint Core Strategy which seeks to encourage sustainable means of transport.
- 8.22 Whilst the applicants initially indicated that they were happy to sign the Section 106 Agreement securing the provision of the two bus stops, subsequent correspondence has been received querying the necessity for the provision of the two bus stops. They have suggested that such improvements could be funded by the Community Infrastructure Levy (CIL) and that therefore to require them to provide them via a Section 106 would be unnecessary, unreasonable, and not in compliance with CIL Regulation 122. In their opinion:
- "It is unlikely that significantly more members of staff will be using the bus service, and certainly not enough to justify both these infrastructure improvements as requested by ESCC Highways. This bus service is not predominately for the use of police staff and has wider public benefits for the residents of the surrounding area which in our view should be supported by other funding sources and not solely from developer contributions."*
- 8.23 Additionally they have also subsequently confirmed that they have commenced a shuttle bus service from the site which is a free service for staff operating between the site and the train station to coincide with the train services.
- 8.24 In response ESCC has confirmed that whilst the CIL 123 list includes general bus stop improvements the Highway Authority can require individual requirements such as bus stop works, footways etc. provided they are directly related to a site. On the basis that the increase to parking at this site is required due to a considerable increase in staff relocating to this site, and that it will help to alleviate the parking issues by staff on the surrounding roads they still consider the Police should be encouraging staff to use alternative means of transport such as by bus, train etc. To encourage staff to use the public transport it is considered that the request for the bus stop improvements is justified under CIL 122 as it is directly related to this site.
- 8.25 However, in light of the commencement of the shuttle bus service they have confirmed that they would accept the shuttle bus service in lieu of one of the new bus stops, provided that the shuttle bus is secured in perpetuity through the Travel Plan and separately within the s106 agreement together with a new bus shelter opposite the main access.
- 8.26 Whilst the applicants have confirmed their appreciation for the reduction in the number of bus shelter improvements, and agree to this being secured in a S106 Agreement, on the basis that Sussex Police only contribute financially towards the shuttle bus service (which is funded jointed with East Sussex Fire and Rescue) they are unable to continue this service in perpetuity as part of a legal agreement as circumstances are likely to change in the future. What they have offered however is to agree to invest in the shuttle service for a period of 12 months and if successful to review annually.
- 8.27 East Sussex Highways Authority are not content with this proposal and have stated that they would only agree to the second bus stop being omitted if a shuttle bus is secured through the S106 and Travel Plan.
- 8.28 The intentions of ESCC Officers is understood and it clearly would be preferable to secure the shuttle bus in perpetuity, however the reality of the situation also needs to be taken into consideration i.e. the increase in staffing numbers at the site has already occurred and if this application were to be refused on the grounds that the applicants are not willing to agree to the provisions sought by ESCC there will be no improvement to on-site parking and the issue of parking on surrounding streets is not addressed at all. For this reason, whilst it would be preferable for longer term benefits to be secured through the S106 it is considered that the applicants offer to agree to fund just one bus stop on the southern side of Church Lane and a Travel Plan in accordance with ESCC guidance is acceptable.

9 Conclusion

- 9.1 Whilst the proposals will result in the reduction/removal of a small number of trees and areas of soft landscaping and will also introduce a number of parking spaces to the rear of residential properties in Queens Road, the limited negative impact in terms of visual amenity and on the living conditions of the neighbouring occupiers are considered to be significantly outweighed by the provision of additional on-site parking that will help alleviate the parking issues that are currently being experienced on surrounding residential streets. No significant harm will be caused to the setting of the listed buildings and in fact a small improvement will be brought about through the removal of the modern addition to "The Club". Whilst the longer term benefits sought by ESCC to encourage staff to use alternative means of transport would be welcomed, on the basis that staff numbers at the site have already increased and will remain as such regardless of the outcome of this application, it is considered that securing the additional on-site parking and with some improvements to alternative means of transport can be accepted as proposed.
- 9.2 The application is therefore considered to be acceptable and accords with Policies ST3 and H2 of the Local Plan and Policies CPI1 and CPI3 of the Joint Core Strategy.

10 Reason for Recommendation and Conditions

It is recommended that the application be Approved for the reasons and subject to the conditions set out below and subject to the completion of a S106 agreement with obligations relating to:

1. A bus shelter to be provided at the bus stop on southern side of Church Lane in conjunction with the Lewes Town Council.
2. A Travel plan in accordance with ESCC guidelines.

This is to ensure that other non-car modes of transport are provided for users of the site in accordance with the objectives of Policy CPI3 of the Joint Core Strategy and the NPPF.

1. 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)./ To comply with Section 51 of the Planning and Compulsory Purchase Act 2004

2. Approved Plans

The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Plans Referred to in Consideration of this Application".

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

3. No development shall take place until the developer has secured the implementation of a programme of archaeological work, in accordance with a Written Scheme of Archaeological Investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with the National Planning Policy Framework

4. The development hereby permitted shall not be brought into use until the archaeological site investigation and post investigation assessment (including provision for analysis, publication and dissemination of results and archive deposition) has been completed in accordance with the

programme set out in the Written Scheme of Investigation approved under condition 3 to the satisfaction of the Local Planning Authority, in consultation with the County Planning Authority.

Reason: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with the National Planning Policy Framework

5. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and egress and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

6. The car parking areas hereby approved shall be constructed and provided in accordance with the approved plans and thereafter shall be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To provide car-parking space for the development.

7. Within three months of the date of this decision details of covered and secure cycle parking spaces shall be submitted to the Local Planning Authority for approval. These details shall include a timetable for the delivery of the cycle parking spaces which shall be provided in accordance with the approved plans. The area(s) shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies

8. No development related works (including demolition) shall take place on site until a tree impact assessment and site specific tree protection method statements, in accordance with the current British Standard 5837 detailing how unacceptable damage to both above and below ground parts of retained and protected trees will be avoided, shall be submitted to and approved in writing by the LPA.

The statements to include details of trees to be removed, those to be retained and new planting spaces, tree protective fencing, foundations and permeable hard surfaces within tree root protection areas including existing and finished levels, details of any service runs likely to affect tree roots and pruning works, as well as details of a scheme of supervision by a qualified tree specialist instructed by the applicant and approved by the LPA.

a) The approved method statements submitted in support of the application shall be adhered to in full in accordance with the approved plans and may only be modified subject to written agreement from the LPA.

b) This tree condition may only be fully discharged on completion of the development subject to satisfactory written evidence of contemporaneous monitoring and compliance by the pre-appointed tree specialist during construction.

c) No retained tree shall be cut down, uprooted, destroyed, pruned, cut or damaged in any manner [during the development process and up until completion and full occupation of the buildings for their permitted use, other than in accordance with the approved plans and particulars, without the prior written approval of the local planning authority.

Reason: To preserve trees on the site and in the interest of visual amenity and environment having regard to policy ST3 of the Lewes District Local Plan.

11. Crime and Disorder Implications

11.1 It is considered that the proposal does not raise any crime and disorder implications.

12. Human Rights Implications

12.1 This planning application has been considered in 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. Equality Act 2010

13.1 Due regard has been taken of the South Downs National Park Authority's equality duty as contained within the Equality Act 2010.

14. Proactive Working

14.1 The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Tim Slaney
Director of Planning
South Downs National Park Authority

Contact Officer: Sarah Sheath
Tel: 01273 471600
email: sarah.sheath@lewes.gov.uk

Appendices Appendix 1 - Site Location Map
Appendix 2 – Plans Referred to in Consideration of this Application

SDNPA Consultees

Background Documents

Appendix I

Site Location Map



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Appendix 2 – Plans Referred to in Consideration of this Application

The application has been assessed and recommendation is made on the basis of the following plans and documents submitted:

Plan Type	Reference	Version	Date on Plan	Status
Application Documents -	Archaeological Statement		16.03.2017	Approved
Plans - Proposed site plan	7590-301-02 B		13.06.2017	Approved
Plans - Existing site plan	7490-301-01 A		06.01.2017	Approved
Plans - Site Plan	7555-R-306-01 A		06.01.2017	Approved
Plans - Proposed site plan	7590-301-01 A		06.01.2017	Superseded
Plans - Tree Constraints Plan	L492TCP		06.01.2017	Approved
Application Documents -	BS5837 TREE REPORT		06.01.2017	Approved
Application Documents -	TRANSPORT STATEMENT		16.03.2017	Approved
Application Documents -	WORKPLACE TRAVEL PLAN		06.01.2017	Approved

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