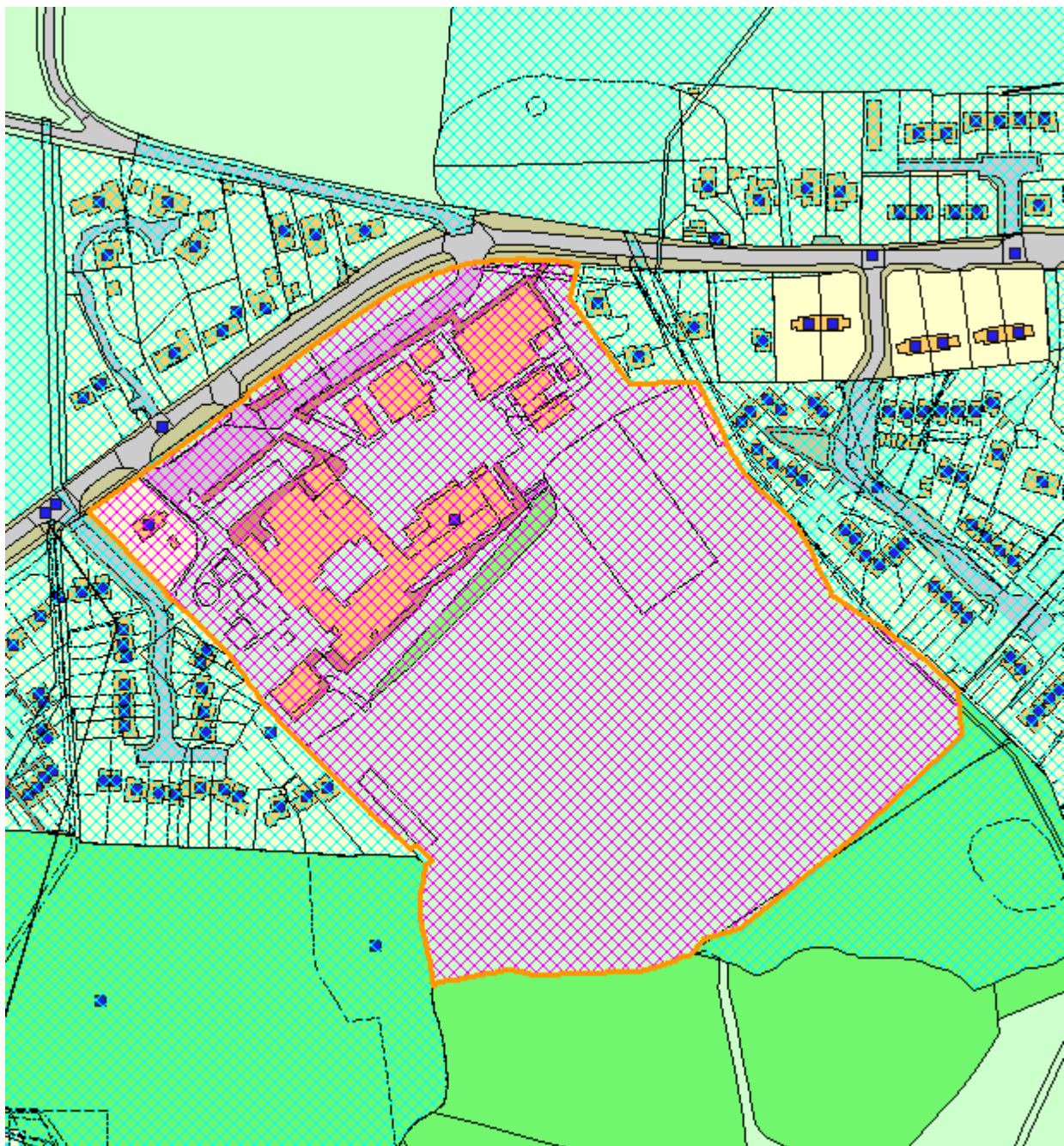


APPLICATION NUMBER:	LW/19/0084		
APPLICANTS NAME(S):	Bowmer & Kirkland	PARISH / WARD:	Chailey / Chailey & Wivelsfield
PROPOSAL:	Planning Application for Demolition of the existing EFAA, EFAF and EFAG buildings and development of a new part two and part three storey school building, Multi Use Games Area (MUGA), with associated parking, landscaping and external works as a temporary access point for construction purposes		
SITE ADDRESS:	Chailey School Mill Lane Chailey East Sussex BN8 4PU		
GRID REF:			



1. SITE DESCRIPTION / PROPOSAL

1.1 Chailey School is located on the southern side of Mill Lane in South Chailey. The site covers an area of approximately 5.1 hectares and is occupied by 7 school buildings on a third of the site at the north western end, whilst the remaining two thirds, located at the south eastern part is occupied by the playing field and a hard surfaced games area.

1.2 The site is bounded by residential development - Mill Brooks and Maplehurst along the north eastern boundary and the Martletts along the south western boundary. The site is not in a designated area.

1.3 The site is relatively level, although tiered with the school buildings located at the higher level and the playing field at the lower level approximately 2-3.5m lower than Mill Lane.

1.4 The existing school buildings, built mainly in the 1950's with other buildings built and extended at various dates from 1975 with the entrance built around 2000, are largely 2 storey brick buildings with clay tiled pitch roofs, with a number of flat roofed, both temporary and permanent newer buildings, located towards the front of the site along the access road.

1.5 The proposal is to demolish the main school buildings (EFAA/EFAP/EFAG) as these are deemed 'unfit for purpose due to possible presence of asbestos, poor condition of WC's , fractured brickwork and decaying external timber, all of which would have been prohibitively costly for the schools maintenance budget'. A new replacement school building, varying from 2 to 3 storeys with a flat roof will be built further to the north east and closer to the residential development at Maplehurst and located behind the flat roofed retained buildings to the front of the site.

2. RELEVANT POLICIES

LDLP: – CP11 – Built and Historic Environment & Design

LDLP: – CP7 – Infrastructure

LDLP: – ST03 – Design, Form and Setting of Development

3. PLANNING HISTORY

LW/91/1422 - Erection of ball stop fencing 29.2m long x 4m high comprising angle iron uprights with chain link mesh - **Object**

LW/06/0945 - Construction of new access and access road from Mill Lane to provide new pick up/drop off facility for school buses. Landscaping and associated works to provide visitor parking on existing bus parking area and provision of staff car parking west of school - **Approved**

LW/84/1073 - Bus Park and additional car parking. LDC No Objections 13/07/1984. ESCC Determined. Deemed Approved 03/08/1984. - **Approved**

E/60/0241 - Two proposed additional classrooms. Deemed Approved 19/07/1960. - **Approved**

E/60/0590 - Proposed swimming pool. - **Approved**

LW/82/0437 - Mobile classroom unit. - **Deemed Permission**

LW/80/2043 - Retention LW/75/1172CC of single mobile classroom. ESCC No Objection 26/01/1981. Temporary Permission Expires 30/09/1985. - **Deemed Permission**

LW/07/0037 - Replacement of former oil storage tanks and building with new single tank - **Approved**

E/53/0291 - Outline application to erect an agricultural cottage. - **Approved**

LW/78/1800 - Enclosing of swimming pool. LDC No Objection 21/11/1978. Amended Plan Approved 15/05/1979. - **Deemed Permission**

LW/07/0837 - Replacement of 12 windows and one glazed door on south west and south east elevations. Removal of brick steps and timber entrance door - **Approved**

LW/08/1091 - Continued use of two double mobile classrooms in the north east of the site - **Approved**

LW/09/0783 - Erection of a children's centre to the south western boundary - **Approved**

LW/11/0463 - Replace existing 3m high chainlink fence with 3m high weldmesh fencing to enclose hard play to the east of the school building - **Approved**

LW/13/0314 - Variation to Conditon One attached to Planning Approval LW/2735/CC, for the continued use of two double mobile classrooms located in the north east of the site, for a period of seven years (August 2010). - **Approved**

LW/18/0318 - Demolition of the existing EFAA, EFAF and EFAG buildings and development of a new part two and part three storey school building, Multi Use Games Area (MUGA), with associated parking, landscaping and external works as a temporary access point for construction purposes - **Refused**

LW/18/0476 - Installation of a temporary two storey modular building for temporary school accommodation - **Approved**

LW/19/0084 - Demolition of the existing EFAA, EFAF and EFAG buildings and development of a new part two and part three storey school building, Multi Use Games Area (MUGA), with associated parking, landscaping and external works as a temporary access point for construction purposes -

LW/85/1146 - Retention of mobile classroom. LDC no objection. Deemed Approved. - **Approved**

E/71/0230 - Proposed extension to existing boiling shed. - **Not Proceeded With**

E/63/1091 - Prefabricated classroom. - **No Decision**

E/73/0103 - Erection of games hall. - **Object**

E/72/1325 - Erection of a two storey RSLA teaching unit for one hundred and sixty children. ESCC determined. - **Approved**

E/72/1293 - Sports Hall. ESCC No Objection 11/01/1973. - **No Objection**

LW/75/1172 - One single mobile classroom. LDC no objection 17/09/1975. ESCC determined. Restrictive Planning Condition No.2. Temporary Permission Expires 30/09/1980. - **Approved**

LW/75/0670 - Extensions and adaptations to existing school to become a comprehensive school for five hundred and ninety pupils. - **No Objection**

LW/88/0978 - Removal of temporary planning permission LW/87/441CC for retention of mobile classroom. ESCC Approved 23/08/1988. - **No Objection**

LW/89/0957 - Renewal of temporary permission (LW/88/1323) for retention of mobile classroom. Approved by ESCC on 02.08.89 - **No Objection**

LW/89/0956 - Renewal of temporary permission (LW/88/0978) for retention of mobile classroom. Approved by ESCC 02.08.89. - **No Objection**

LW/87/0441 - Retention of mobile classroom unit. - **Approved**

LW/88/1323 - Retention of Mobile Classroom. ESCC Approved. - **No Objection**

LW/99/1020 - Installation of double temporary classroom unit (for five years). - **Approved**

LW/06/0291 - Demolition of existing entrance extension and the erection of two storey extension - **No Objection**

LW/05/1111 - Erection of a single storey extension to west elevation. Extension of existing hard court playground to south east of school building - **Approved**

LW/05/1385 - Reposition existing double temporary classroom and site new double temporary classroom to north west - **Approved**

LW/05/0824 - The complete refurbishment of the ROSLA block to include a new front extension to house the access stairs new timber cladding windows and doors and new steel fire escape stairs - **Approved**

LW/03/1259 - Installation of double mobile classroom onto grassed area adjacent to sports hall - **Approved**

LW/03/0441 - Single storey extension at first floor level providing teaching office accommodation - **Approved**

LW/02/0408 - Renewal of consent for new all weather pitch with flood lighting - **Approved**

LW/00/1907 - Erection of a two storey extension to school comprising three classrooms, I.T room, new boiler room and associated ancillary accommodation. - **Approved**

LW/00/0288 - Refurbishment of and extension to sports hall and first floor extension over flat roof for new multi-purpose hall - **Approved**

LW/98/0711 - Provision of a new single mobile classroom unit. - **Approved**

LW/97/1097 - Six Lane Artificial Bowls Rink with changing rooms. - **Approved**

LW/97/0038 - New All Weather Pitch with Floodlighting. - **Approved**

LW/93/1710 - Extension for science and food technology. - **Approved**

LW/92/1205 - Renewal of Temporary Permissions LW/89/957CC & LW/89/956CC for the retention of two single mobile classrooms. - **Approved**

4. REPRESENTATIONS FROM STANDARD CONSULTEES

ESCC Highways – This application is for redevelopment of the site to improve the existing facilities of the school without increasing the capacity of the pupils already permitted at the site of 810 pupils. The proposal includes a new temporary vehicular access to the site for all construction related vehicles which would then be removed upon completion of the works. A Road Safety Audit and Designers Response have been satisfactorily carried out on the proposed temporary access. I am satisfied that a suitable access can be provided during construction works.

I do not object to the application subject to highway conditions being included in any grant of consent

District Services – No comment to make.

ESCC SUDS – Following our previous response on this application, dated 13 February 2019, the applicant submitted additional information to ourselves on 18 February 2019. The additional information has addressed our concerns regarding expected flooding within catchment 4 and surface water drainage arrangements for the temporary internal access road.

We note that the applicant has proposed a betterment on the proposed discharge rate with the original planning application (LW/18/0318) for catchment 4. Additionally, the applicant has reviewed the drainage system for catchment 4 and the submitted hydraulic calculations do not show expecting flooding issues. However, since this is a full planning application, the applicant should support the surface water management proposals within the proposed catchments with detailed hydraulic calculations. These calculations should take into account the connectivity of the different drainage features including the existing pipes that are meant to be used. They should show a 'like for like' discharge rate between the existing and proposed scenarios during the 1 in 1, 1 in 30 and 1 in 100 (plus 40% climate change allowance) rainfall events.

It is our understanding, from the information submitted by the applicant, that the proposed grasscrete structure for the temporary access road is just for reinforcement to increase the bearing strength of the ground without any additional construction which changes the underlying soils (such as putting sub-bases for roads, internal roads or any impermeable area). Therefore, the temporary access road can be considered permeable (greenfield) and will not need surface water attenuation. Should the Local Planning Authority be minded to grant planning permission, we would ask that the proposed grasscrete structure is secured by condition.

The proposed Drainage Strategy relies on some of the existing drainage network; however there is no information on its condition that assures us that it is suitable to manage surface water runoff. Therefore, the applicant should carry out investigations which should include a CCTV survey to have a better understanding of the existing drainage features that are meant to be used.

If the Local Planning Authority is minded to grant planning permission, the LLFA requests the following comments act as a basis for conditions to ensure surface water runoff from the development is managed safely:

1. Surface water runoff from the proposed development should be limited to the existing runoff close to greenfield runoff rates for all rainfall events including those with a 1 in 100 (plus 40% climate change) annual probability of occurrence. Evidence of this in the form hydraulic calculations for all the proposed catchment should be submitted to the planning authority. The hydraulic calculations should take into account the connectivity of the different surface water drainage features.
2. The condition of the current drainage features that are proposed to be used should be investigated before any connection is made. Any required improvement to the condition of the current drainage should be carried out prior to any connection.
3. The detailed drainage design should include information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely.
4. A maintenance and management plan for the entire drainage system should be submitted to the planning authority before any construction commences on site to ensure the designed system takes into account design standards of those responsible for maintenance. The management plan should cover the following:
 - a) This plan should clearly state who will be responsible for managing all aspects of the surface water drainage system, including piped drains, and the appropriate authority should be satisfied with the submitted details.
 - b) Evidence that these responsibility arrangements will remain in place throughout the lifetime of the development should be provided to the Local Planning Authority.
5. The applicant should detail measures to manage flood risk, both on and off the site, during the construction phase. This may take the form of a standalone document or incorporated into the Construction Management Plan for the development.
6. Prior to occupation of the development, evidence (including photographs) should be submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.

Main Town Or Parish Council – At a meeting of the Planning & Environs Committee of Chailey Parish Council held on 19th February 2019, Councillors resolved TO SUPPORT this application, with two comments -

Although the movement of traffic generated by the contractor has been addressed in the paperwork submitted with the application, Councillors were keen to stress the need for the contractor at Chailey School to work with those on the adjacent sites at Greenacres and Gradwell End to mitigate, so far as is possible, the disruption in Mill Lane for all users of that road.

The proposed redevelopment of the School, when taken with the developments under way at Greenacres and Gradwell End, would increase the number of people (including schoolchildren) needing to cross the A275 at or near its junction with Mill Lane. Councillors considered that the need for a means of crossing the A275 in a safe manner at that point is compelling.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

Objects 7

Design lets the scheme down, looks like any other generic school / public building, predictable use of brick and splashes of colour. The external design lacks cohesion, and a forward, modern looking aesthetic. At worst it is boring in appearance. The use of large

glazing is good, however, most elements are very predictable and a 'safe' design, which lacks any modernity and progressive nature. As a very forward looking school this needs to be reflected in the design, with the use of more modern materials and a unique considered look. Moving the building 7m and a small reduction in height will make little if any difference to the overall ugly appearance of the construction, , building still over powering, lead to overlooking, result in considerable reduction in daylight and privacy, access will exacerbated the potential for accident and further congestion on an already overloaded country village lane, identical to the previous application with the absolute minimum of alteration and therefore does not represent a rethink of the original plan, still too close to the eastern boundary, object to work a the weekend, untrue consultation process, little engagement with residents, building should be moved into a more central location, impact on southerly views, detrimental to privacy, poor design, access road should be relocated, out of character with the area, scale and massing excessive, nothing like it in Chailey, not sustainable, proposed building will have higher CO2 emissions than the baseline Building Regulations so I wonder why a) it is being built and b) can't be designed better. It is a waste of our money constructing a sub-standard building instead of a top-specification one for our children's future, There is an existing array of solar panels on the current school buildings, owned by the community, and there is no mention of what will be done with these.

Support 43

Necessary for the school, will enhance the school, sympathetic design, welcome investment, improved sustainability, desperate need of investment, long overdue, in keeping with the area, need to invest in students, overcomes the previous concerns in terms of impact on neighbours and highways, good modern building, improve teaching environment.

6. PLANNING CONSIDERATIONS

Material Considerations

6.1 This application is a resubmission of a similar application submitted in 2018 (LW/18/0318), which was located significantly closer to the eastern boundary and thus the residential properties in Maplehurst. This applicatio was deemed unacceptable by the Planning Applications Committee who refused permission due to the potential detrimental impact on residential amenity. A secondary reason was with regard to the construction access, and the lack of information and a road safety audit.

6.2 The school currently has a gross external area of 8026sq.m. As a result of the development this will reduce to 7187sq.m, offering a more efficient use of land and with more being returned to open space. The school teaches 11 -16 year olds, with a current school pupil number at 732. This would rise to 810 should permission be approved.

6.3 Access and egress from the site will remain unchanged. A new temporary access is proposed at the north eastern edge of the site adjacent to Maplehurst to provide access for all construction traffic with a temporary works compound being located behind the residential properties in Mill Brooks, but located further to the west than previously proposed.

Background

6.4 Due to the generally poor state of the school estate nationally the previous Building Schools for the Future (BSF) programme was cancelled and a review undertaken to assess school procurement nationally but to reduce costs.

6.5 The James Review into School Procurement (2011) suggested that school building costs could be reduced by more than 30 percent by reducing floor areas and utilising cheaper specifications. The recommendation of that review formed the basis of the new government's Priority School Building Programme (PSBP) which was launched in 2012. Under the PSBP schools are procured by the government's Education and Skills Funding Agency (ESFA) and the school, as the end user, consulted through the Design User Group.

6.6 The ESFA have commissioned the partial rebuilding of Chailey School under the second phase of the Priority School Building Programme (PSBP2).

6.7 The programme as a whole is realising significant savings (40 percent) through efficiency of the process, as well as space reduction from non-core space, and specification reduction for most elements of the building such as structure, walls windows and internal systems (which are predetermined by these requirements).

6.8 In order to keep the school operational during the construction period (should permission be granted) it is necessary to provide temporary teaching accommodation. Permission has been granted under application LW/18/0476 for two storey modular buildings on land to the south of the main school building for a temporary period, to be removed once the new school is complete and operational.

Policy

6.9 The main school buildings are located within the defined settlement boundary, with the playing fields set outside of that boundary. The proposed new school building sits within that boundary.

6.10 Core Policy 7 (CP7) within the Core Strategy supports the improved accessibility of key community services and facilities, and seeks to provide new and upgrade infrastructure that is required to create and support sustainable communities.

6.11 Core Policy 11 seeks to enhance the high quality and character of our towns, villages and rural environment by ensuring that all forms of new development are designed to a high standard and maintain and enhance the local vernacular.

6.10 Core Policy 14 aims to ensure that developments reduce locally contributing causes of climate change by encouraging renewables and low carbon energy as well as requiring applications on strategic sites to be accompanied by an energy strategy.

6.13 ST3 from the Lewes District Local Plan (LDLP) seeks amongst other things to ensure development respects the amenity of neighbours and the wider area.

6.14 The principle of rebuilding the school, providing upgraded facilities which meet the requirements of current teaching methods and practises, as well as enhancing the environment for all its users, is welcomed and complies with the objectives and principles of adopted policy CP7. The other listed policies are considered later in the report.

Traffic

6.15 As the proposed development will leave the existing school access and egress arrangements unchanged, and with only a small increase in the number of car parking spaces, the development itself will not have an impact on traffic or general road safety once complete.

6.16 However, the development is proposing a temporary access along the north eastern boundary to provide a separate access for all construction and workers traffic, which will minimise any potential direct conflict with children or vehicles dropping them off. A comprehensive CEMP (submitted with the application) specifically restricts deliveries or access to the site between the school drop-off/pick up times.

6.17 Whilst not ideal, being located adjacent to residential dwellings, it has to be noted that the access will be temporary and only used during the construction period. The CEMP clearly sets out construction hours (Monday to Friday 8.00 -18.00 and Saturday 08.30-13.00 but Saturday working will only be on a specific need and local residents will be informed prior to this taking place). Deliveries will also be restricted to the hours of 08.00 - 09.00 and 15.00 - 16.00. The access will be removed and the land reinstated once the project is complete. The submitted scheme does show this area to be landscaped with new tree planting. Therefore, any impact on residential amenity specifically from the construction period will be relatively short term.

6.18 Whilst not normally consulted on applications where there is no change to the existing access arrangement, the Highway Authority has been consulted in this instance due to officer concerns over the location of the temporary access. The highway authority have commented that the new temporary vehicular access to the site for all construction related vehicles has been the subject of a Road Safety Audit and Designers Response have been satisfactorily carried out on the proposed temporary access. This access would be removed upon completion of the works and the verge reinstated. They are satisfied that a suitable access can be provided during construction works and have therefore raised no objection to the proposal.

Design

6.19 The new building will be arranged in a C shape, with the main entrance off the northwest corner adjacent to the car park. The majority of the new building will be two storey in height, except for the central and eastern wings, which utilise the level change and therefore has a third storey (lower level). The building will be located on the eastern part of the site and located behind the four retained buildings at the front of the site which includes the existing sports building.

6.20 The building will be flat roofed, which serves to minimise both the scale and overall mass of the building. It also allows deeper rooms to be created especially where natural light is not so important, thus further reducing the overall mass of the structure.

6.21 The new building will be set upon a solid brick plinth, and walls of brick utilising a local Chailey stock brick, which will be punctuated with a textured render with coloured panels set alongside the glazing to add interest whilst further reducing the perceived mass. The render will be acrylic or silicone based which helps to resist staining or fading. The windows will be metal framed, with larger expanses of glazing used to light the larger spaces behind.

6.22 The layout of the site and the slight embellishment of the main entrance to the building will clearly direct access from the access road and the west of the site. Being no higher than the retained buildings at the front of the site, the new building should be less prominent than the current building when viewed from Mill Lane.

6.23 A number of amendments have been made to the scheme in order to overcome the previous reasons for refusal. The building has been moved 7m to the west increasing the separation distance from the boundary with the Maplehurst dwellings, increasing the

distance from 14m to 21m. The building height has also been further reduced by 0.8m giving a maximum height of 11.575m and obscure glazing added to the stairwell and circulation space windows facing east. The proposed materials have also been changed from a mix of brick and render on the upper floors to an entirely brick clad elevation to the front using a Chailey red brick, and a limited use of rendered panels on the rear elevation. The elevations also incorporate a revised pattern of fenestration, giving a more vertical emphasis, deeper reveals and amended accent colours for cladding and render.

6.24 The building is well articulated, and with its variety in glazing and use of coloured panels adds interest to the facades. The flat roof will allow the building to not appear unduly prominent within its wider surroundings. The use of a local brick will help the building to sit and integrate into its surroundings.

Amenity

6.25 In terms of residential amenity the previous proposal was considered to have likely to have resulted in a direct impact on a limited number of residential properties - the three dwelling in Maplehurst. The eastern wing of the development would have been located to the south west and west of number 1 and 2 Maplehurst. It would have been located approximately 14.3m away from their western boundary and 16m from the actual closest dwelling, and sit between 1 and 1.1m higher than the ridges of numbers 1 and 2 Maplehurst.

6.26 Numbers 1 and 2 Maplehurst are orientated with their facades facing to the south west, and are punctuated with French doors and Juliette balconies, providing light to bedrooms and living rooms. Both gardens wrap around the south and west of the dwellings and accommodate a number of distinct amenity areas which are clearly used for sitting out. The houses currently have a relatively open aspect and despite the levels difference on the school site, do not currently experience overlooking, or overbearing structures.

6.27 The current proposal will locate the school building further away from the boundary with Maplehurst at 21.2m, and 23.9m from the closest dwelling. The eastern facade of the school building will have a length of 41m, and a height of 11.56m at its southern end and be 8m above finished ground level at its northern end, being part two and part three storey due to the change in land levels. This facade (east) will be heavily glazed, providing direct daylight to classrooms, although the two stairwells at either end of the facade will be obscure glazed. For the limited hours that the school will be in use (during the working day) and the separation distance from window to window in excess of 20m it is not considered that amenity of privacy would be prejudiced to a degree that would sustain a reason for refusal.

6.28 The applicants have submitted a Sunlight and Daylight Analysis. The findings of that report are accepted in relation to skylight and sunlight affecting windows of the affected dwelling (in accordance with BRE guidelines). In relation to overshadowing the report identifies that there will be no significant effect on natural light levels when assessed against BRE Guidelines. The school is now located a sufficient distance from the dwellings that it is unlikely to affect the access of those dwellings to skylight and sunlight currently enjoyed from the existing buildings. Some overshadowing will still occur to the gardens during the spring equinox and winter solstice but the effects of the proposed development on sunlight and daylight availability are negligible and would not result in continuous overshadowing. In conclusion it is not considered that the proposed location of the school would prejudice the enjoyment of either the residential gardens or dwellings to a degree that would justify a sustainable reason for refusal.

6.29 The applicant has stated that native and non-native species will be planted to increase biodiversity and that a number of extra heavy standard trees (oak, hornbeam and field maple) will be planted to the eastern and southern elevation of the new building to reduce impact. Appropriate planting to enhance the wider ecology of the site and to help break up the visual mass of the building is welcomed. The specific details of this landscaping have been made the subject of a condition to ensure that the details are both satisfactory and implemented.

6.30 It is therefore considered that whilst the amended proposed development would impact on the outlook to the west in as much as it would alter that view, the development would not have a detrimental impact on the amenities currently experienced by the occupiers of the adjacent dwellings to a degree that would justify a refusal.

Sustainability

6.31 An Energy Statement has been submitted with the application (which can be viewed on line), and which is summarised below.

6.32 In order to maximise energy efficiency and reduce the energy demands of the school the development will improve building fabric elements and openings over the current building Regulations minimum requirements, reduce air permeability, utilise efficient space and water heating services and energy efficient lighting.

6.33 By reducing primary energy demand with passive measures, the development will also incorporate 64sq.m of photovoltaic panels, which should generate in excess of 7,000kWh/year. An electric heat pump will provide the school with heating and domestic hot water. These measures will achieve a 2.2% improvement in CO2 emissions over current Building Regulations.

6.34 A new Travel Plan has been submitted which also seeks to lessen the reliance on private vehicles and encourage more sustainable travel including use of cycles. In addition the number of cycle parking spaces will be increased to 56 spaces and electric vehicle charging points will also be provided within the parking area.

6.35 Materials will be selected to have good thermal performance in order to achieve high levels of insulation, as well as being responsibly sourced (FSC sources), and sourced locally where possible (local bricks).

Conclusion

6.37 In developing this project there are a number of restrictions which have had a significant impact on design and layout of the proposed scheme. Firstly, the drive from central government to upgrade schools but to keep costs down. Secondly, the ability of the school to remain operational whilst the building works are carried out. Following the previous refusal the scheme has been amended, resulting in a development that addresses the issue of the buildings appearance and its impact on the amenities of the adjacent residential occupiers in Maplehurst. As such the location and design of the building is now considered acceptable and would overcome the previous reasons for refusal.

6.38 Highway Authority are now satisfied that a suitable site works access can be provided for all construction traffic and therefore have not raised an objection to the proposal.

7. RECOMMENDATION

That planning permission is granted subject to conditions.

The application is subject to the following conditions:

1. The development hereby approved shall be carried out in accordance with the submitted and approved CEMP.

Reason: In the interest of residential amenities of the neighbours and the amenity of the wider area having regard to Policy ST3 of the Lewes District Local Plan.

2. Construction work shall be restricted to the hours of 0800 to 1800 Monday to Fridays and 0830 to 1300 on Saturdays (with any Saturday morning work only being carried out once neighbours have been notified in advance) and works shall not be carried out at any time on Sundays or Bank/Statutory Holidays.

Reason: In the interest of residential amenities of the neighbours having regard to Policy ST3 of the Lewes District Local Plan.

3. All deliveries shall be restricted to the hours of 0900 to 15.00 and 16.00 to 18.00 Monday to Fridays and 09.00 to 1300 on Saturdays and no deliveries shall take place at any time on Sundays or Bank/Statutory Holidays.

Reason: In the interest of residential amenities of the neighbours and safety of children arriving and departing the school having regard to Policy ST3 of the Lewes District Local Plan.

4. The development hereby approved shall be carried out in accordance with the materials shown on External Materials sample board and 114594EFAI-JWA-ZZ-ZZ-PP-A-2901-P02.

Reason: To ensure a satisfactory development in keeping with the locality having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

5. The approved temporary access and site compound shall be removed and the land restored to its former condition or in accordance with a scheme of work and landscaping which has been submitted to and approved in writing by the Local Planning Authority, within 28 days of the completion of all demolition and construction work on site.

Reason: To ensure that the school can return to full operational capacity within a limited period of time having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

6. Before the development progresses beyond floor plate level full details of the soft landscape between the development and Maplehurst and to reinstate the land used for the access road and site compound shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason; To enhance the general appearance of the development having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

7. In the event of the death or destruction of any tree, shrub, hedge to which Condition 7 relates on the site within two years of the first use of the building due to felling, cutting down, uprooting, ill health or any other manner, then there shall be replanted in its place another tree,

shrub or hedge within 6 months and of a size and species approved in writing by the Local Planning Authority, and carried out in accordance with that approval.

Reason: To enhance the general appearance of the development having regard to Policy ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2018.

8. Surface water runoff from the proposed development should be limited to the existing runoff close to greenfield runoff rates for all rainfall events including those with a 1 in 100 (plus 40% climate change) annual probability of occurrence. Evidence of this (in the form hydraulic calculations) should be submitted to the planning authority. The hydraulic calculations should take into account the connectivity of the different surface water drainage features.

Reason: In the interest of securing a satisfactory development having regard to Policy ST3 of the Lewes District Local Plan.

9. The condition of the current drainage features that are meant to be used should be investigated before any connection is made. Any required improvement to the condition of the current drainage should be carried out prior to any connection.

Reason: In the interest of securing a satisfactory development having regard to Policy ST3 of the Lewes District Local Plan.

10. The detailed design should include information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely.

Reason: In the interest of securing a satisfactory development having regard to Policy ST3 of the Lewes District Local Plan.

11. 4. A maintenance and management plan for the entire drainage system should be submitted to the planning authority before any construction commences on site to ensure the designed system takes into account design standards of those responsible for maintenance. The management plan should cover the following:

a) This plan should clearly state who will be responsible for managing all aspects of the surface water drainage system, including piped drains, and the appropriate authority should be satisfied with the submitted details.

b) Evidence that these responsibility arrangements will remain in place throughout the lifetime of the development should be provided to the Local Planning Authority.

Reason: In the interest of securing a satisfactory development having regard to Policy ST3 of the Lewes District Local Plan.

12. The applicant should detail measures to manage flood risk, both on and off the site, during the construction phase. This may take the form of a standalone document or incorporated into the Construction Management Plan for the development.

Reason: In the interest of securing a satisfactory development having regard to Policy ST3 of the Lewes District Local Plan.

13. Prior to occupation of the development, evidence (including photographs) should be submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.

Reason: In the interest of securing a satisfactory development having regard to Policy ST3 of the Lewes District Local Plan.

14. No development shall commence until such time as temporary arrangements for access and turning for construction traffic has been provided in accordance with the plans and details submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason: To secure safe and satisfactory means of vehicular access to the site during construction.

15. No part of the development shall be occupied until the permanent school car parking has been constructed and 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 motor vehicles.

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

16. No part of the development shall be occupied until the school cycle parking spaces have been provided in accordance with the approved details. 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

17. No development shall take place, including demolition, on the site until an agreed pre commencement condition survey of the surrounding highway network has been submitted and approved in writing by the Local Planning Authority. Any damage caused to the highway as a direct consequence of the construction traffic shall be rectified at the applicant's expense.

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

18. No development shall commence until such time as revised plans and details [for the temporary access] incorporating the recommendations given in the Stage 1 Road Safety Audit and accepted in the Designers Response have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: In the interests of road safety.

19. No development shall take place, including demolition, on the site unless and until an effective vehicle wheel-cleaning facility has been installed in accordance with the details approved by the Local Planning Authority and such facility shall be retained in working order and utilised throughout the period of work on site to ensure the vehicles do not carry mud and earth on to the public highway, which may cause a hazard to other road users.

Reason: In the interests of road safety.

20. No part of the development shall be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport and/or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

INFORMATIVE(S)

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

2. The applicant is advised to enter into a Section 59 Agreement under the Highways Act, 1980 to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The applicant is advised to contact the Transport Development Control Team (01273 482254) in order to commence this process

3. The applicant will be required to enter into a Section 171 Licence with East Sussex County Council, as Highway Authority, for the temporary vehicular access works. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the licence being in place.

4. The applicant is advised of the requirement to enter into discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway. The applicant should contact the Transport Development Control Team (01273 482254).

5. The applicant is advised that the erection of temporary directional signage should be agreed with Transport Development Control Team prior to any signage being installed. The applicant should be aware that a Section 171, Highways Act 1980 licence will be required

6. The applicant will be required to obtain a permit for any highway works [including the temporary construction access] in accordance with the requirements of the Traffic Management Act, 2004. The applicant should contact East Sussex Highways (0345 60 80 193) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the permit being in place.

7. The applicant is advised to contact the Transport Development Control Team (01273 482254) to commence the process associated with the proposed Traffic Regulation Order. The applicant would be responsible for meeting all costs associated with this process which is a minimum of ?5000. The applicant should note that the outcome of this process cannot be guaranteed as it is open to public objection.

This decision is based on the following submitted plans/documents:

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Flood Risk Assessment	30 January 2019	2915/045/r05
Planning Statement/Brief	30 January 2019	Public Communication

Landscaping	30 January 2019	DR-L-0001
Illustration	30 January 2019	DR-L-0002
Landscaping	30 January 2019	DR-L-003
Existing Section(s)	30 January 2019	DR-L-004
Proposed Section(s)	30 January 2019	DR-L-004
Illustration	30 January 2019	DR-L-005
Transport Assessment	30 January 2019	DR-L-007
Existing Section(s)	30 January 2019	DR-L-008
Proposed Section(s)	30 January 2019	DR-L-008
Tree Statement/Survey	30 January 2019	DR-L-009
Tree Statement/Survey	30 January 2019	Arboricultural Survey
Biodiversity Checklist	30 January 2019	Ecological Appraisal Appendices
Biodiversity Checklist	30 January 2019	Ecological Appraisal 2
Noise Detail	30 January 2019	03187-170101
Transport Assessment	30 January 2019	DR-C-0-0105
Other Plan(s)	30 January 2019	DR-C-0500
Other Plan(s)	30 January 2019	DR-C-0501
Other Plan(s)	30 January 2019	DR-C-0502
Other Plan(s)	30 January 2019	DR-C-0503
Sustainability Checklist/Energy Stmt	30 January 2019	Sustainable Drainage Report
Other Plan(s)	25 February 2019	DR-C-0110
Additional Documents	25 February 2019	RSA supplemental note
Additional Documents	30 January 2019	Bat Survey
Planning Statement/Brief	30 January 2019	
Sustainability Checklist/Energy Stmt	30 January 2019	Sustainability Summary
Other Plan(s)	30 January 2019	CEMP
Additional Documents	30 January 2019	Asbestos Survey

Transport Assessment	30 January 2019	TPNO66480/TS
Travel Plan	30 January 2019	TPNO66480/TS
Design & Access Statement	30 January 2019	
Additional Documents	30 January 2019	256361-BRE-001
Proposed Floor Plan(s)	30 January 2019	DR-A-1002
Proposed Floor Plan(s)	30 January 2019	DR-A-1003
Proposed Floor Plan(s)	30 January 2019	DR-A-1001
Proposed Roof Plan	30 January 2019	DR-A-1004
Proposed Layout Plan	30 January 2019	DR-A-0001
Existing Layout Plan	30 January 2019	DR-A-0002
Proposed Layout Plan	30 January 2019	DR-A-0102
Existing Section(s)	30 January 2019	DR-A-0201
Proposed Section(s)	30 January 2019	DR-A-0301
Other Plan(s)	30 January 2019	DR-A-0401
Proposed Elevation(s)	30 January 2019	DR-A-3001
Proposed Elevation(s)	30 January 2019	DR-A-3002
Proposed Elevation(s)	30 January 2019	DR-A-3003
Proposed Elevation(s)	30 January 2019	DR-A-3201
Illustration	30 January 2019	DR-A-3202
Illustration	30 January 2019	DR-A-3203
Proposed Section(s)	30 January 2019	DR-A-4001
Photographs	30 January 2019	PP-A-2901-S2
Lighting Detail	30 January 2019	DR-E-6311
Additional Documents	30 January 2019	RP-N-0011
Sustainability Checklist/Energy Stmt	30 January 2019	RP-N-0012
Technical Report	30 January 2019	RP-N-0013

Travel Plan	30 January 2019	RP-C-0002_RSA
Technical Report	30 January 2019	Geotechnical Site Investigation