

Committee: **Regulatory  
Planning Committee**

Date: **14 August 2019**

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

Proposal: **Full planning application for construction of a part 2-storey, part 3-storey new 80 place co-educational SEMH (Social, Emotion, Mental Health) Special School including provision of hard and soft landscaping, perimeter fencing, car parking and other associated works including slope regrading, a new electric sub-station and a new access from Reef Way.**

Site Address: **Known as Land East of Battle Road, Reef Way, Hailsham, BN27 1FB**

Applicant: **Director of Children's Services**

Application No. **WD/3400/CC**

Key Issues: **1. Need  
2. Siting, design and impact on the amenities of the area  
3. Landscape & Ecology  
4. Flood Risk & Drainage  
5. Highways  
6. Archaeology  
7. Construction Waste Minimisation**

Contact Officer: **Miss Kiran Sajjan Tel. 01273 481595**

Local Member: **Councillor Bob Bowdler**

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## **SUMMARY OF RECOMMENDATIONS**

- 1. The Committee is recommended that the application be approved subject to the completion of the following procedure:-**
  - i. The completion of a Legal Agreement or Unilateral Undertaking requiring provision of dropped kerbs to provide a pedestrian crossing on Reef Way; road markings including single yellow line (time limited) and 'School Keep Clear' markings on Reef Way subject to the making of an application for Traffic Regulation Order and payment of the associated fee of £5,000; and**

- ii. **To authorise the Director of Communities, Economy and Transport to grant planning permission upon completion of the Legal Agreement or Undertaking subject to conditions along the lines as indicated in Paragraph 8.2 of this report.**
- 2. To authorise the Director of Communities, Economy and Transport to refer the application back to this Committee if the Legal Agreement/Undertaking is not secured within 6 months of the date hereof.**

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## **CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.**

### **1. The Site and Surroundings**

1.1 The application site is an approximately square site some 2 hectares in area which tapers in the south-west, within a residential area just to the north of Hailsham town centre. Site levels fall significantly from the south-west to the north-east. Residential properties bound the site to the north-east and south-west with an application currently under consideration by Wealden District Council for further residential properties on the field adjacent to the north-west of the site. The south-west boundary of the site is shared with the gardens of surrounding housing on St Wilfred's Green and Battle Crescent. A three-storey care facility is located to the south-east of the site.

1.2 The site is accessed from Reef Way off Battle Road via a signalised T-junction, 180 metres to the north of the application site. Reef Way itself is currently a private road which is subject to a Section 38 agreement currently undergoing the highway adoption process. The road is therefore under the ownership of the landowner, Persimmon Homes. The application site is set above Reef Way to which it has a frontage of approximately 145 metres, the boundary being marked by a high hedge and some mature trees which largely hide views into the site.

### **2. The Proposal**

2.1 The application is to construct a Social, Emotional and Mental Health Special School. Car parking for 57 staff and visitors including 3 spaces for drivers with disabilities are proposed together with 4 minibus parking spaces, 2 secure motorcycle spaces and 8 secure and covered bicycle spaces. It is proposed to provide a pick-up and drop-off arrangement along the access path up to the entrance of the School. This area is anticipated to provide 22 drop-off and pick-up spaces and includes a number of deeper set spaces to accommodate minibus drop-off.

2.2 The proposal also includes a fenced hard surfaced multi-use games area (MUGA) and 3 informal play areas. The main access to the site would adjoin Reef Way at the northern corner of the site. This access would be shared by vehicles and pedestrians.

2.3 The capacity of the School is proposed to be 80 pupils aged from 4 to 16 years (reception and key stages 1-4). It is anticipated that there would be approximately 65 staff full time equivalent (FTE) comprising 48 FTE teaching staff and 17 FTE non-teaching staff. The School would be run as a Lower and Upper School, each having a separate entrance into the main School building.

2.4 The proposed School building would be positioned towards the south-east corner of the site due to constraints relating to the site levels. The site slopes steeply and therefore the western part of the site is considered unusable for buildings. The car park and drop-off/pick-up areas are located in the north of the site in a banked circular arrangement forming a one-way system. Further parking spaces are proposed to the north-west of the circulation area. A service yard would be located to the east of the proposed School building.

2.5 The building itself is in a linear floor plan and comprises part 2 storey and part 3-storey with gross internal floorspace of 2210 square metres. The lower ground floor forms part of the 3-storey section of the building and would accommodate the main PE hall and dining room along with ancillary facilities. In order to minimise the building footprint, and therefore, earth works, the upper ground floor comprises the main entrance level for both lower and upper school pupils. The teaching space on the upper ground floor level would be designated for the lower school to provide level access into external play areas. The classrooms would be arranged in a linear fashion, accessed off a central corridor. Finally, the upper school teaching space would be located on the first floor in a similar linear arrangement to the upper ground floor. Specialist teaching rooms would be spread across the upper ground floor and first floor. Rooftop plant would be installed over the PE hall which would be accessed from the first floor. Several canopies are proposed around the exterior School building; one at the entrance, and one in both the south-western play area and north-western play area. An external staircase with a mesh surround is proposed at the western end of the building.

2.6 Due to changes in site levels, four retaining walls would be required to accommodate the development; a 0-1.5 metres wall along the boundary with Reef Way and another in the centre of the vehicle route; a 1.5m – 3.0 metres wall to the north-eastern end of the building; and a 3.0m – 4.5 metres wall to the north of the car park at the northernmost end of the site. The site would be secured by weldmesh fencing of varying heights. The north-western, western and southern boundaries would be secured by 2.4 metres high black weldmesh fencing; the eastern boundary including the main entrance would be secured by a 2 metres high black weldmesh fence with matching gates. The MUGA would have 2 metres high black weldmesh fencing with 2 metres of ballstop netting; the southern playground would have 2.4 metres high black weldmesh fencing surrounding it. The playgrounds at the western end of the building would be secured by 1.5 metres high black roll top weldmesh fencing with some parts in 2.4 metres high black weldmesh with timber inserts. A 1.1 metres high timber balustrade to safeguard pupils around a proposed decked area to the pond is also proposed – it is anticipated that the pond area would

be used for education purposes. Finally a 2 metres high timber hit and miss fence around the proposed service yard in the south- eastern corner of the site is proposed.

### **3. Site History**

3.1 The application site was identified for use as an educational facility within the masterplan for the Reef Way development granted outline planning permission by Wealden District Council (WD/2009/2705/MEA). The wider area is known as the Burfield Valley Estate.

### **4. Consultations and Representations**

4.1 Wealden District Council: The Council raises no objection and considers that the proposal does not raise any significant issues in terms of visual impact on the surrounding area. The Council also comments that the County Council as the determining planning authority should be satisfied that the effects of the development, in particular the noise environment, would not cause demonstrable harm to neighbouring residential amenity. It further states that the County Council should as the competent authority satisfy itself that the proposed development would not have a likely significant effect upon the Ashdown Forest Special Area of Conservation (SAC).

4.2 Hailsham Town Council: The Town Council agrees with the need for the new School provision however considers the access to be unsuitable in this location. The following concerns are raised i) The Council refers to the original outline planning permission and says that the development of Reef Way has not been carried out in accordance the indicative plans approved under WD/2009/2705/MEA; ii) The predicted 32 movements in the AM and 48 movements in PM would not be sufficiently accommodated within the drop-off/pick-up area leading to double-parking on Reef Way; iii) The submitted Travel Plan is lacking information regarding improvements measures.

4.3 Highway Authority: The Highway Authority recognises that there are concerns over the impact of the proposal on the surrounding highway network and have requested that staggered timings are operated during drop-up and pick-up times. With the implementation of a car park management plan it is considered the impact on the surrounding highway network can be minimised. Off site works, including dropped kerbs to provide a crossing point from the northern side of Reef Way to the south side and road markings, will be required if permission is granted. The location and configuration of the site access is considered to be acceptable.

4.4 County Archaeologist: The information provided is satisfactory and identifies that there is a risk that archaeological remains will be damaged. Nonetheless it is acceptable that the risk of damage to archaeology is mitigated by the imposition of planning conditions relating to a site investigation and post-investigation assessment.

4.5 Lead Local Flood Authority: The Lead Local Flood Authority considers that flood risk both on and off site can be mitigated to an acceptable level through the imposition of planning conditions relating to detailed drainage drawings, measures to manage flood risk and a maintenance and management plan for the entire drainage system.

4.6 Local Representations: 10 representations have been received objecting to the proposal on a variety of grounds. The main grounds for objection can be summarised as follows;

- the impact of vehicular traffic on Reef Way and potentially causing danger to local residents
- impact of construction traffic
- impact on wildlife and biodiversity including some protected species such as badgers
- dust during construction
- light pollution
- there would be a loss of informal recreational space, as the site is currently informally used for this purpose by local residents
- insufficient capacity of surface water and foul drainage systems
- noise generated from plant to be located on the roof of the building

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

5.1 The Wealden District Council (incorporating part of the South Downs National Park) Core Strategy Local Plan: WCS14 (Presumption in favour of sustainable development).

The Wealden District (incorporating part of the South Downs National Park) Core Strategy Local Plan was adopted on 19<sup>th</sup> February 2013. The Core Strategy Local Plan is the key policy document setting out a strategic vision, objectives and spatial strategy for the area up to 2027. It only replaces parts of the Wealden Local Plan 1998. Some policies from the 1998 Plan were “saved” in 2007 and remain part of the development plan until superseded by further development plan documents.

5.2 The Wealden Local Plan 1998: Saved Policies EN14 (Landscaping with developments); EN27 (layout and design of development); EN28 (Access for people with disabilities); EN29 (external lighting); TR3 (traffic impact of new development); TR13 (pedestrian links); TR16 (parking standards) and CS2 (drainage).

5.3 Wealden Local Plan Submission Version January 2019:

The submission version of the Wealden Local Plan January 2019 has been published and is currently at examination. Until this plan is adopted, policies from The Wealden District (Incorporating part of the South Downs National Park) Core Strategy Local Plan 2013 remain relevant and many policies from the earlier Wealden Local Plan 1998 are still “saved” where they remain of

relevance and consistent with the NPPF, and until they are superseded. The relevant policies within the Submission Wealden Local Plan January 2019 are Policies BED1 (Design); BED2 (Transport and Site Design); NE1 (Noise pollution); NE3 (Light Pollution); NE4 (Flood Risk) and WE1 (Waste), although these should only be given minimal weight in determining this application at this point in time.

5.4 East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013: Policy WMP3D (Minimising and Managing Waste during Construction, Demolition and Excavation).

5.5 Policy Statement on Planning for Schools Development 2011

This states that the planning system when dealing with planning applications for state-funded schools should operate positively and there should be a presumption in favour of the development of such schools. The policy statement encourages a collaborative approach to applications, encouraging pre-application discussions and use of planning obligations to help mitigate adverse effects of developments. Where it is necessary to impose conditions, they should be necessary in order to make development acceptable and be clearly justified, thereby demonstrably meeting the tests set out in Planning Practice Guidance, 'Use of Planning Conditions'. The policy statement goes on to indicate that the Secretary of State will be minded to consider refusal of any application for state-funded schools to be unreasonable conduct, unless it is supported by clear and cogent evidence.

5.6 The National Planning Policy Framework (NPPF) 2019

The NPPF does not change the status of the Development Plan as the starting point for decision making and constitutes guidance as a material consideration in determining planning applications. Under Part 8, paragraph 94 advises Local Planning Authorities to give great weight to the need to create, alter and expand Schools.

## **6. Considerations**

### **Need**

6.1 Policy WCS14 in the Core Strategy echoes the NPPF in its presumption in favour of sustainable development and aim to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with policies in the Local Plan will be approved unless material considerations indicate otherwise.

6.2 In 2009 Wealden District Council granted outline planning permission for a mixed use development, comprising up to 170 dwellings, 55 extra care units, an education establishment, up to 4000 sq.m. of office space, health centre and either a library or alternative provision for another community or recreational use such as a skate park, and open space with associated highways and landscaping (WD/2009/2705/MEA). As part of this approved

masterplan the application site was identified for educational use however no further details were secured regarding the education level, type or detailed layout of the site. The area of land identified for an education establishment has subsequently been acquired by East Sussex County Council as Education Authority.

6.3 East Sussex County Council's Children's Services has a strategy for meeting the needs of children with Special Educational Needs and Disabilities (SEND) who may not be able to attend their local mainstream school. A review of school provision was undertaken by the Local Authority and need for additional places for pupils with Social, Emotion and Mental Health and associated Autistic Spectrum Disorders has been identified. The applicant has indicated that the School would open as a Free School and the Department for Education has appointed The Beckmead Trust, a trust that runs existing schools of similar specifications, who would run the proposed new School.

### **Siting, design and impact on the amenities of the area**

6.4 Saved Policy EN27 in the Wealden Local Plan 1998 states that development should respect the character of adjoining development and not create an unacceptable adverse impact on the privacy and amenities of adjoining developments by reason of scale, design, height, form, noise or traffic movements. Saved Policy EN28 in the Wealden Local Plan 1998 requires educational proposals to provide suitable access and facilities for people with disabilities.

6.5 The position of the building within the site is dictated by the site levels. In order to minimise the groundworks and volume of materials required to be excavated, the footprint of the School would be arranged predominantly over two-storeys with a small section at the eastern end of the building which would be three-storeys where the site falls away. The building is accentuated by a double height PE hall at its eastern end. Nevertheless, the building would have a continuous roof line. The main School building would stand at approximately 12 metres in height above ground level at its tallest point at the eastern end of the building, which is significantly lower than the adjacent care facility. As the building would be built into the slope, the western end of the building would stand at approximately 8 metres above ground level.

6.6 The informal play areas are located to the southern end of the building; these consist of three separate areas which form a wraparound arrangement. The MUGA would be situated within the centre of the site which creates a greater sense of openness within the site as the mass of the building would be situated within the south-east corner. This also retains openness to neighbouring residents on St Wilfrid's Green and Battle Crescent whose rear gardens back onto the site.

6.7 The development is proposed predominantly in the eastern and central parts of the site, with the western part of the site, closest to the properties in St Wilfred's Green, retained as mown grass. It is considered that there would be limited change to the upper part of the site in the west and therefore the

openness and views of the properties in St Wilfred's Green and Battle Crescent would be retained.

6.8 The immediate surroundings of the site to the south and east are characterised by a mix of medium density housing of varying styles and large scale development with the neighbouring care facility. The size, scale and height of nearby development is therefore diverse varying from small domestic to large institutional. Within that context it is considered the scale of the proposal, including the 2 and 3 storey elements which would be seen from outside the site, will not be out of character with neighbouring development. Although the building would be visible from Reef Way, it would be seen in the setting of the retained trees and hedgerow along the frontage which would partially soften its appearance in the streetscene, similar to the setting of the care facility, notwithstanding this a detailed planting scheme is to be secured by a proposed condition included in any permission.

6.9 The School building would share a boundary with the adjacent care facility, known as Bentley Grange, which lies on lower ground and would have a separation distance of approximately 11.5 metres. The separating distance and window arrangements on the School are considered to be sufficient to maximise lighting within the School building and avoid any adverse overlooking and loss of privacy to residents of the care facility, particularly as the proposed building would be lower in height than the care facility. Furthermore, the planting along this boundary is considered to be sufficiently robust and dense to screen views into the proposed play areas from the care facility.

6.10 The appearance of the proposed building does not try to mimic that of surrounding residential development. Its form is typical of many new schools built in the recent past, i.e. a single mass under a flat roof. The design makes use of softer colours which are considered better suited in special schools to avoid over-stimulation of the pupils. Whilst development within the immediate vicinity of the site is of varying scale, it is also of varying styles. The proposed brick slip cladding system and light grey/brown brick would add variety and interest to the existing combination of styles.

6.11 There are no public rights of way within, or in close proximity to the site, although an informal dog-walking path has been created around the perimeter of the site. Although concerns have been raised regarding the loss of green and recreational space, the site is not formally open to the public and therefore there would be no loss of public recreational space.

6.12 Paragraph 180 in the NPPF addresses noise and aims to mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.

6.13 Arguably one of the biggest changes arising from this development would be introduction of a noise source as the site has historically been used for grazing and more recently for unauthorised recreational purposes e.g. dog



walkers and was therefore probably quiet. There are three outdoor playgrounds and a MUGA being proposed. The Noise Assessment accompanying the application identifies that the main noise impacts are likely to arise from use of outdoor play areas and pitches. The Noise Assessment considers that the separating distances between the nearest noise receptors to the noise sources are sufficient to avoid any adverse noise impact arising from the use of the proposed play spaces. In this case, the County Council's Environmental Advice Team considers that additional acoustic noise barriers would not be required; however it is recommended that the use of the School is restricted to operational use only and community use, which would often take place in evenings and at weekends, excluded. Community use is not being sought as part of this proposal.

6.14 The Noise Assessment also considers potential noise impact from plant, both rooftop and internal. A background noise level of 38 decibels (dB) was measured at the nearest sensitive receptor which would be approximately 40 metres away from the proposed location of the plant. Proposed plant would be contained in a room between two store rooms on the lower ground floor and roof mounted plant above the PE hall at the eastern end of the building. The Noise Assessment suggests that the background noise level during operational hours of the plant would not be higher than the existing background noise level. A 4 metres high parapet wall would enclose the rooftop plant and would conceal any view of the plant and also help reduce any adverse noise impact. With such controls and measures in place it is considered the proposal would satisfy the aims of Saved Policy EN27 in the Wealden Local Plan 1998 and paragraph 180 of the NPPF.

6.15 Where proposals include external lighting, Saved Policy EN29 in the Wealden Local Plan 1998 requires that spillage is minimised and the minimum intensity of light necessary to be compatible with safety and security objectives is used.

6.16 The proposal includes three types of lighting; column mounted with one LED light per column – two variations of this are proposed with varying wattages all of which would be mounted upon 4 metres high poles and wall-mounted flood luminaires. The column units would light car parking and drop-off/pick-up areas as well as provide lit walkways within the site. The development is required to be well lit in order to provide security and maintain safety for the pupils. CCTV camera units would also be installed across the site for security and safety purposes. Such an arrangement is considered appropriate in balancing impacts on neighbours whilst at the same time providing for safety and security. It is considered the proposed LED column external lighting is in compliance with Saved Policy EN29 Wealden Local Plan 1998. The wall-mounted flood luminaires are proposed along the northern elevation of the School building and could cause some overspill, potentially causing some adverse impacts to residents of Reef Way – it is therefore considered that final details of lighting should be agreed by the inclusion of an appropriate planning condition.

6.17 The site and building has been developed with all potential users in mind. Four fully accessible WCs for people with disabilities are included; one on the ground floor; two on the upper ground floor (one in the main entrance reception area) and one on the first floor. Level thresholds are proposed at all entrances to the building and also level paths and dropped kerbs throughout the site. The proposed pedestrian route within the site, which follows the perimeter of the vehicle access, would have a gradient of no more than 1:20 to facilitate wheelchair access. Three parking spaces will be marked for drivers for disabilities. It is proposed there would be one lift in the building. The overall approach to accessibility is considered to satisfy the aims of Saved Policy EN28 in the Wealden Local Plan 1998.

## **Landscape and Ecology**

6.18 Saved Policy EN14 in the Wealden Local Plan 1998 requires landscaping schemes be carried out as part of development proposals. Schemes should seek to retain trees, significant hedgerows and other valuable site features and normally propose planting of primarily native species. They should also have regard to associated nature conservation benefits and be implemented at the earliest practicable opportunity and thereafter be satisfactorily maintained during the early years. Paragraph 170 in the NPPF states when determining planning applications Local Planning Authorities should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils. It further states that planning decisions should minimise impacts on and provide net gains for biodiversity. Section 40 of the Natural Environment and Rural Communities (NERC) Act 2006 requires every public authority, in exercising its functions, to have regard, so far as is consistent with the proper exercise of those functions, to the purposes of conserving biodiversity.

6.19 The site does not have any formal nature conservation designations, nor any preserved trees. Nevertheless, the site currently comprises an area of rough, formerly grazed grassland, with areas of dense and continuous scrub dominated by blackthorn and bramble, scrubby woodland and intact species rich hedgerows with mature trees, marshy grassland and a pond in the eastern corner of the site. The northern and eastern boundaries contain a small number of large, mature oak and ash trees, Semi-mature trees are interspersed throughout the boundary vegetation, including species such as lime and sycamore. A number of trees along the site boundary have been assessed as being moderate and high value. Within the site, away from the perimeter vegetation, there are small patches of bramble scrub and young oak tree saplings.

6.20 The proposal seeks to retain all moderate and high value trees, although a section of hedgerow in the north of the site would be required to be removed to accommodate the proposed highway access. A similar sized section of hedgerow would also need to be removed from the south-east boundary to form a temporary construction access. Further cutting back and removal would be required to the boundary scrub to provide a clear site

boundary for the secure fence line and to enable construction. An area of moderate-value trees and scrub surrounding the pond in the eastern corner of the site would be required to be cleared of overhanging scrub and poor-quality trees in order to improve the overall quality of the pond area. The pond is proposed to be enhanced through de-silting and reduction of shading. These enhancements would improve the pond as a habitat for amphibians and a wider range of invertebrates and birds.

6.21 Whilst the scrub, including Blackthorn and Bramble, has little intrinsic attraction it does provide habitat for birds and insects etc. as well as being a buffer on the site boundary. On balance, it is considered acceptable for sections of hedgerow and scrub to be cleared in order to allow for the site layout as the majority of this vegetation would be retained as shown on the Tree Retention and Protection Plan.

6.22 Three trees on site offer moderate potential for roosting bats and overall the site offers relatively low commuting and foraging potential. No evidence of roosts has been found and bat activity is relatively low. There would be minimal disturbance to any bats as a result of this proposal as those trees with bat roost potential are proposed to be retained.

6.23 A dormouse population was recorded on land to the north in 2007. There is currently a bridge connecting that land to hedgerows surrounding the application site. The bridge currently offers poor connectivity and, in 2015, monitoring surveys concluded that there were no dormice on adjacent land. It is recommended that a precautionary approach is taken to the removal of the sections of hedgerows and a method statement would be secured by a proposed condition. As the existing dormouse crossing provides poor connectivity, it is proposed to repair and reinforce the bridge and to create a new dormouse crossing over the new proposed access. Low populations of reptiles including slow worms and common lizards recorded on site would also be translocated to the adjacent 'eco-park'.

6.24 Great crested newts (GCN) have been confirmed on site in the pond and in an adjacent ditch. It is likely that the series of ditches and verges around the site are being used for commuting around the landscape. As previously mentioned, the pond is proposed to be retained and enhanced for newts, although it is proposed that the GCN currently on site would be translocated to a pond within the adjacent 'eco-park' before construction. Ecological enhancements would support GCN populations following completion of the development.

6.25 Whilst there is no evidence of badgers on site, in the ecology surveys carried out areas of dense scrub could not be assessed. Given that there is a sett approximately 80 metres to the north-west, it is possible that the site provides badger foraging and commuting habitats. The applicant has indicated that small gaps would be left at the base of fences to allow mammals to continue commuting through the site.

6.26 Although the hedges, marginal habitats and the pond may provide habitat for protected species of dormice, bats and great crested newts which rely on connectivity between sites, given that several enhancements are recommended within the Preliminary Ecological Appraisal report, the proposal is considered to be acceptable on balance. Prior to the commencement of construction an ecological design strategy addressing mitigation for the loss of habitat and enhancement should be secured by a proposed condition attached to any permission. Furthermore, the Planting Strategy supporting the proposal aims to plant native species which will not only enhance the landscape value of the site but its ecological value as well. In this way the development would satisfy the aims of Saved Policy EN14 in the Wealden Local Plan 1998 and paragraph 170 in the NPPF in maintaining and enhancing local biodiversity as well as the aims of the NERC Act 2006.

### *Ashdown Forest*

6.27 The Ashdown Forest is designated as a Special Protection Area (SPA), Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI), thereby affording it the highest protection in nature conservation terms. It is important that levels of nitrogen deposition in the Forest are not increased to a level that adversely impacts the heathland that benefits from the SAC designation. One of the causes of nitrogen deposition is from vehicle emissions. Proposals should therefore consider the potential for issues relating to air quality and or emissions, which may affect the heathland habitat. It should be noted the site is located at some distance from the Ashdown Forest, approximately 17 miles to the north-west of the site.

6.28 It is anticipated that the Schools catchment area would be countywide, dependent on the child's needs. Currently, the nearest SEN Schools to those living in (and beyond) the Ashdown Forest are located on the south coast and therefore the applicant considers that the proposed Special School is likely to reduce trips by at least 10-29km. In light of this, pupils residing in villages surrounding the Ashdown Forest, and who may use the road network through the Forest to travel to the proposed development, are likely to already be making these trips, and may even be travelling further distances to attend School at present. Overall, it is considered that the proposal would not increase vehicle trips on routes through the Ashdown Forest and would not materially affect nitrogen levels on the Ashdown Forest. It is therefore considered to be in accordance with Policy WCS12 of the Wealden District Council's Core Strategy Local Plan.

### **Flood Risk and Drainage**

6.29 Saved Policy CS2 in the Wealden Local Plan 1998 permits planning applications only where adequate provisions is made for surface and foul water drainage to meet Local Authority standards, taking into consideration the adequacy or otherwise of existing systems it will feed, to avoid increasing risk of flooding by surcharging mains or increasing surface water run-off or watercourses.

6.30 There is a foul water sewer in Reef Way which is likely to be adopted by Southern Water in due course. Whilst a number of neighbour representations raise drainage as an issue, Southern Water has confirmed there is currently (as of March 2019) adequate capacity in the local sewerage network to accommodate a foul flow. It should be noted that the sewers are currently under an adoption process but remain under the responsibility of Persimmon Homes until this adoption takes place.

6.31 The application is supported by a Flood Risk Assessment which identifies the site is within Flood Zone 1, i.e. at the lowest risk of tidal or river flooding. There are a number of ditches at the eastern and western boundaries of the site which provide an important land drainage function. An existing pond at the eastern corner of the site is fed by one of these ditches.

6.32 The site is located approximately 1km upstream of the Pevensey Levels Site of Special Scientific Interest and Special Area of Conservation which has objectives relating to water quality and levels. It is proposed that surface water run-off will be discharged into a surface water sewer in Reef Way at an attenuated rate (11.2 l/s). This sewer is currently undergoing adoption by Southern Water. The surface water intercepted by this sewer will be discharged into a series of linked retention ponds to the east of the site to provide additional treatment, before the surface water is ultimately discharged into the Whelpley Sewer. Due to the site proximity to the Pevensey Levels SSSI, the additional treatment is considered to be beneficial to the water quality of the local environment.

6.33 The Lead Local Flood Authority together with the Pevensey and Cuckmere Water Level Management Board consider the surface water management strategy set out in the Flood Risk Assessment and Drainage Strategy Report to be acceptable in principle and its design, implementation and maintenance regime should be secured by a proposed condition. Taken together, the proposed drainage scheme satisfies Policy CS2 in the Wealden Local Plan 1998.

## **Highways**

6.34 Saved Policy TR3 in the Wealden Local Plan 1998 permits planning applications for new development where the proposed development does not create or perpetuate unacceptable traffic conditions; provides a satisfactory means of access and, where appropriate, provides suitable public transport facilities. Further, Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Saved Policy TR13 seeks provision of safe and convenient pedestrian routes in new developments which should link to the existing footpath network where appropriate. Saved Policy TR16 requires on-site provision of vehicle parking and servicing in accordance with the County Council's standards.

6.35 The School is proposed to provide capacity for 80 pupils, aged 4-16 years. There would be an estimated 65 (full time equivalent) staff comprising 48 teaching staff and 17 support/non-teaching staff.

6.36 A 57 space staff car park including 2 spaces for visitors together with 4 minibus spaces, 2 motorcycle spaces and dedicated facilities to park 8 bicycles are also proposed. These quantities are in accordance with Saved Policy TR16 in the Wealden Local Plan 1998 and also with Guidance for Parking at Non-Residential Developments as set out by the Highway Authority. The proposed vehicle and pedestrian access point would be from Reef Way at the northernmost corner of the site. The access road would be 10.5 metres wide as it enters the car park with 2 metres wide footways within the site. There is a footway to the north-side of Reef Way but no footway on the south side. A pedestrian crossing point would be provided at the access. The site access would be gated and controlled remotely with the gates kept closed and locked to coincide with the start and end times of the School day to ensure the site is secure at all times.

6.37 The car park and drop-off/pick-up area would be located to the north of the School building. Due to the School being a SEND facility, it is anticipated that many pupils would be escorted either in minibuses or in taxis. Given this, a dedicated drop-off/pick-up area is proposed which would be arranged in a one-way loop system. This will avoid cars reversing within the site by providing one-way circulation with 22 drop-off spaces. The aisle width within the car park is approximately 6 metres which would allow sufficient space for cars to double park during peak times adjacent to the drop-off/pick-up bays whilst still allowing enough space for cars to circulate around the loop-system. The central section of the loop system would accommodate 34 parking spaces with a further 20 space car park located to the north of the MUGA. 3 parking spaces for people with disabilities would be provided opposite the main entrance to the building. It is considered the loop system would aid traffic flow through the site.

6.38 In order to avoid overspill of vehicles onto Reef Way, the School would initially operate staggered timings for drop-off and pick-up times, arranged as follows:

- During drop-off; 50% of pupils would arrive at 8.00am and 50% at 8.30am with a 15 minutes dwell time.
- During pick-up; 50% of vehicles would arrive at 2.15pm and 50% at 2.45pm with a 15 minute dwell time.

6.39 The applicant has submitted an Outline Car Park Management Plan which states that during drop-off and pick-up times there would be staff waiting to collect children and escort them straight to their classrooms and vice versa. It is considered that this would reduce vehicle/taxi waiting times. The Management Plan is based on 80 pupils arriving in individual vehicles, however it is anticipated that many pupils would car share or be transported in minibuses. It therefore may be the case that staggered timings may not be required to accommodate all cars within the site during drop-off and pick-up

times once the School is operational. The School would be required to review the Car Park Management Plan once pupil admissions have been confirmed.

6.40 Reef Way has a design speed of 20 mph and as such the driver visibility requirement at the proposed access is expected to be 25m in each direction from a setback point of 2.4m. Sightlines are proposed to be in accordance with a 30 mph design speed. Due to buildout features and horizontal alignment already existing along Reef Way, vehicles speeds are influenced by the need for caution and as such this results in slower vehicle speeds. The Highway Authority considers the position of the proposed vehicular access to be acceptable in terms of achieving visibility.

6.41 A mechanism for addressing and managing travel patterns is the Travel Plan. Section 9 of the NPPF seeks to promote sustainable transport with the first step being submission of a Transport Statement to accompany a development proposal. Decisions on such proposals should take account of whether opportunities for sustainable transport modes have been taken up depending on the nature and location of the site and whether safe and suitable access to the site can be achieved for all people. The NPPF states that improvements can be undertaken in the transport network that cost effectively limit the significant impacts of development which should only be refused on transport grounds where the residual cumulative impacts are severe. A key tool to facilitate sustainable transport modes will be a Travel Plan. In accordance with this, the application is supported by an outline Travel Plan Framework which is intended to be periodically reviewed. A baseline travel survey of the modal split for students and method of travel for staff is proposed to be undertaken within 6 months after the first School intake. The Travel Plan is a key tool in integrating the new school into its surroundings in terms of managing any potential traffic and highway impacts. For this reason the Framework and its development should be secured by proposed condition attached to any permission in order to satisfy the sustainable transport aims in the NPPF and the requirements of Saved Policy TR3 in the Wealden Local Plan 1998.

#### *Construction Traffic*

6.42 A separate construction access would be created at the south-eastern corner of the site. Construction vehicles would utilise this construction access to enter into the site and would leave the site via the permanent access point. A construction management plan including a traffic management plan has been submitted in support of the application. The plan includes measures to reduce impact on the highway as much as possible. Some proposed measures include pre-scheduled deliveries and a gateman would be appointed to ensure construction vehicles do not obstruct the surrounding road network or pavements. It is anticipated that the majority of vehicles would use the A295 through Hailsham town centre. Although some disruption during the construction phase is likely, a balance has to be struck and considering the need for the development and the temporary nature of the construction period, the disruption from construction traffic is considered to be acceptable.

## **Archaeology**

6.43 Paragraph 199 in the NPPF advises local planning authorities on heritage assets, including sites of archaeological interest. The site is of archaeological interest due to its location within a landscape that has been used from at least the Roman period through to the modern day. Roman and medieval finds have been previously recorded immediately adjacent to the site. In light of the potential impacts to heritage assets with archaeological interest, the application is supported by a written scheme of investigation. In order to fulfil the NPPF requirements, it is recommended that an appropriate condition is attached to any planning permission to secure a programme of archaeological works of the investigative works that are proposed.

## **Construction Waste Minimisation**

6.44 Policy WMP3D of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan requires development proposals to minimise waste arising from construction including demolition and excavation and move its management as far up the waste hierarchy as practicable.

6.45 There is potential for waste in groundworks to prepare the site for the building and for the proposed layout. The site slopes significantly and although the development is only proposed in the eastern and central parts of the site, excavation is required to prepare the site for the building, parking areas and MUGA. As there is no detail about this aspect of the proposal, a Site Waste Management Plan (SWMP) should be submitted and agreed before works commence on site.

6.46 Stated hours of construction are between 0800 and 1700 Monday – Friday with no working proposed at weekends, Bank or Public Holidays. These hours are considered appropriate in view of the proximity of residential properties around the site.

## **7. Conclusion and reasons for approval**

7.1 In accordance with Section 38 of the Planning and Compulsory Purchase Act 2004 the decision on this application should be taken in accordance with the Development Plan unless material considerations indicate otherwise.

7.2 Planning permission is sought to construct a Social, Emotional and Mental Health Special School. There is a presumption in favour of development of state funded schools set out in the Government's 2011 'Policy Statement on Planning for Schools Development' reinforced by the NPPF which affords great weight to their creation. The principle of educational development is supported by the development plan and by outline planning permission. The proposed development is considered acceptable in its siting, layout and design and impact on its surroundings in terms of residential amenity, drainage, biodiversity and the surrounding highway network. It is



therefore considered to comply with Saved Policies EN14 (Landscaping with developments); EN27 (layout and design of development); EN28 (Access for people with disabilities); EN29 (external lighting); TR3 (traffic impact of new development); TR13 (pedestrian links); TR16 (parking standards) and CS2 (drainage). As the proposal accords with Saved Policies in the Wealden Local Plan 1998 it is supported by Policy WCS14 in the Wealden District Local Plan Core Strategy which sets out a presumption in favour of sustainable development. The proposal also complies with Policies BED1 (Design); BED2 (Transport and Site Design); NE1 (Noise pollution); NE3 (Light Pollution); NE4 (Flood Risk) and WE1 (Waste) of the Wealden Local Plan Submission Version 2019.

7.3 In determining this planning application, the County Council has worked with the applicant and agent in a positive and proactive manner. The Council has also sought views from consultees and neighbours and has considered responses in preparing the recommendation. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, and as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

7.4 There are no other material considerations and the decision should be taken in accordance with the Development Plan.

## **8. Recommendation**

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

- i. To authorise the Director of Communities, Economy and Transport to secure, a Legal Agreement or Undertaking requiring provision of dropped kerbs to provide a pedestrian crossing on Reef Way; road markings including single yellow line (time limited) and 'School Keep Clear' markings on Reef Way subject to the making of an application for Traffic Regulation Order and payment of the associated fee of £5,000; and
- ii. To authorise the Director of Communities, Economy and Transport to grant planning permission upon completion of the Legal Agreement or Undertaking subject to conditions along the lines as indicated in Paragraph 8.2 of this report.
- iii. To authorise the Director of Communities, Economy and Transport to refer the application back to this Committee if the Legal Agreement/Undertaking is not secured within 6 months of the date hereof.

8.2 The grant of planning permission should be subject to the following conditions:-

#### Time Limit

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

#### General Operations

2. The development hereby permitted shall be carried out in accordance with the plans listed in the Schedule of Approved Plans.

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

3. The site shall be used for formal educational purposes and directly related activities such as School concerts or inter school sports and for no other purposes including unrelated community uses.

Reason: To protect the amenities of the area in accordance with Saved Policy EN27 in the Wealden Local Plan 1998.

4. The areas indicated on the approved drawings for the parking and circulation of vehicles shall not be used for any other purpose and shall be retained for this purpose at all times.

Reason: To ensure provision of the parking and circulation facilities in relation to the authorised use of the development in accordance with Saved Policy TR16 in the Wealden Local Plan 1998.

5. The School drop-off and pick-up times shall operate in accordance with the staggered timings as specified within the approved 'Outline Car Park Management Plan' dated 19 July 2019 (or as updated), unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

Reason: To ensure acceptable traffic conditions on Reef Way are maintained in accordance with Saved Policy TR3 of the Wealden Local Plan 1998.

6. The pond located in the east of the site shall be fenced off at all times (both during and post construction), unless otherwise agreed in writing by the Director of Communities, Economy and Transport.

Reason: In order to prevent contamination of the pond.

## Construction Programme

7. Prior to the commencement of development, a revised Construction Management Plan (CMP) shall be submitted and approved by the Director of Communities, Economy and Transport. Details shall include:
  - i) Details of the methods of protection of trees and other vegetation during construction
  - ii) Details of the location of the contractors parking
  - iii) Details of wheel wash surface drainage outflows.

The CMP shall be implemented in accordance with the approved details, unless otherwise agreed in writing, and maintained for the duration of construction works.

Reason: In order to protect the amenity of the locality in accordance with Saved Policy EN27 of the Wealden Local Plan 1998 and the protection of trees and vegetation in accordance with Saved Policy EN14 of the Wealden Local Plan 1998.

8. Unless otherwise agreed in writing by the Director of Communities, Economy and Transport, no demolition or construction works shall take place in connection with the development hereby approved at any time other than between 0800 and 1700 on Mondays to Fridays and not at any time on Saturdays, Sundays, Bank and Public Holidays.

Reason: In the interests of the amenities of the locality in general and adjacent residential properties in particular and to accord with Saved Policy EN27 of the Wealden Local Plan 1998.

9. Unless otherwise agreed in writing by the Director of Communities, Economy and Transport, prior to any excavation works a Site Waste Management Plan (SWMP) securing and demonstrating that the amount of excavation and construction waste resulting from the development has been reduced to the smallest amount possible has been submitted to and approved in writing by the Director of Communities, Economy and Transport. The SWMP shall include details of the extent to which waste materials arising from excavation will be reused on site and demonstrate that maximum use is being made of these materials. If such reuse on site is not practicable, then details shall be given of the extent to which the waste material will be disposed of for reuse, recycling, composting or other method. All construction waste materials associated with the development shall be reused, recycled and dealt with in accordance with the approved SWMP.

Reason: To minimise the amount of construction waste to be removed from site for final disposal in accordance with Policy WMP3d of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013.

10. The Construction Haulage Road hereby approved shall operate as a one-way system, with vehicles entering via the south-east temporary construction access and departing via the northern main access.

Reason: To ensure safety of users of the haulage road and to provide satisfactory means of access in accordance with Saved Policy TR3 of the Wealden Local Plan 1998.

11. The approved details of wheel washing facilities shall be implemented in full before the commencement of development and the facilities shall be maintained in working order during the construction period and shall be used by any vehicle carrying mud, dust or other debris on its wheels before leaving the site.

Reason: In the interests of highway safety and the amenity of the locality in accordance with Saved Policy TR3 of the Wealden Local Plan 1998.

#### Ecology & Landscape

12. No development shall take place (including any demolition, ground works, site clearance) until method statements for the protection of breeding birds, dormice, great crested newts and reptiles has been submitted to and approved in writing by the Director of Communities, Economy and Transport. The content of the method statement shall include the:

- a) purpose and objectives for the proposed works;
  - b) detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);
  - c) extent and location of proposed works shown on appropriate scale maps and plans;
  - d) timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction;
  - e) persons responsible for implementing the works;
  - f) initial aftercare and long-term maintenance (where relevant);
- The works shall be carried out in accordance with the approved details and shall be retained in that manner thereafter.

Reason: To protect habitats and species identified in the ecological surveys from adverse impacts during construction in accordance with provision in the NPPF.

13. No development shall take place until an ecological design strategy (EDS) addressing mitigation for the loss of habitat and enhancement of the site for biodiversity has been submitted to and approved in writing by the Director of Communities, Economy and Transport. The EDS shall include the following:
  - a) purpose and conservation objectives for the proposed works;
  - b) review of site potential and constraints;

- c) detailed design(s) and/or working method(s) to achieve stated objectives;
- d) extent and location /area of proposed works on appropriate scale maps and plans;
- e) type and source of materials to be used where appropriate, e.g. native species of local provenance;
- f) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- g) persons responsible for implementing the works;
- h) details of initial aftercare and long-term maintenance;
- i) details for monitoring and remedial measures;

The EDS shall thereafter be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: To ensure that any adverse environmental impacts of development activities can be mitigated, compensated and restored and that the proposed design, specification and implementation can demonstrate this.

14. A landscape and ecological management plan (LEMP) shall be submitted to, and approved in writing by, the Director of Communities, Economy and Transport prior to the occupation of the development. The content of the LEMP shall include the following:
  - a) description and evaluation of features to be managed;
  - b) ecological trends and constraints on site that might influence management;
  - c) aims and objectives of management;
  - d) appropriate management options for achieving aims and objectives;
  - e) prescriptions for management actions, together with a plan of management compartments;
  - f) preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
  - g) details of the body or organisation responsible for implementation of the LEMP;
  - h) ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The LEMP shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved LEMP will be implemented in accordance with the approved details.

Reason: To ensure the conservation value of ecological and landscape features is conserved in accordance with the requirements of the NPPF and in accordance with Policy EN14 of the Wealden Local Plan 1998.

15. Prior to any groundworks, detailed planting plans based on the approved outline planting strategy shall be submitted to and approved in writing by the Director of Communities, Economy and Transport. The details shall also include:

- i) details of the construction method
- ii) details of materials proposed for reinforced embankments
- iii) details of type of rock to be used for gabions

The works shall thereafter be carried out in accordance with the approved details.

Reason: In order to conserve the landscape character in accordance with Saved Policy EN14 of the Wealden Local Plan 1998.

#### Flood Risk & Drainage

16. Prior to any groundworks taking place, details of measures to manage flood risk, both on and off site during the construction phase shall be submitted and approved in writing by the Director of Communities, Economy and Transport, and thereafter implemented in accordance with the approved details.

Reason: To ensure appropriate management of the risk of flooding.

17. Surface water discharge rates shall be limited to 11.2 l/s for all rainfall events, including those with 1 in 100 (+40% for climate change) annual probability of occurrence as specified in the approved Flood Risk Assessment & Drainage Strategy Report (ref. C1806-LON-ZZ-00-RE-0001). Prior to the occupation of the development hereby approved, evidence of this (in the form hydraulic calculations) including detailed drainage drawings shall be submitted to and approved in writing by the Director of Communities, Economy and Transport. The hydraulic calculations should take into account the connectivity of the different surface water drainage features.

Reason: In the interests of providing adequate provision of surface water drainage in accordance with Policy CS2 of the Wealden Local Plan 1998.

18. Prior to occupation of the development, a maintenance and management plan for the drainage system associated with the development hereby permitted, shall be submitted to and approved in writing by the Director of Communities, Economy and Transport. This approved plan shall thereafter be implemented in full.

Reason: To ensure appropriate management of the drainage system in accordance with Policy CS2 of the Wealden Local Plan 1998.

#### Highways

19. No part of the development shall be occupied until such time as the vehicular access has been constructed in accordance with plans and technical details relating to the vehicle restraint/pedestrian barrier, fence protection for culvert, surface, footway, internal crossing section and drainage, which shall be submitted to and approved in writing by the Director of Communities, Economy and Transport.

Once approved, the works shall be carried out in accordance with the approved details and shall remain in place for the lifetime of the development.

Reason: In the interests of road safety, in accordance with Saved Policy TR3 of the Wealden Local Plan 1998.

20. No part of the development shall be occupied until provision has been made within the site in accordance with plans and details to be submitted to and approved by the Director of Communities, Economy and Transport, to prevent surface water draining onto the publicly accessible road way.

Reason: In the interests of road safety in accordance with Saved Policy TR3 of the Wealden Local Plan 1998.

21. Within 3 months of occupation, the draft parking management plan shall be reviewed and updated. The final management plan shall be submitted to and approved in writing by the Director of Communities, Economy and Transport and thereafter remain in place for the lifetime of the development.

Reason: To ensure highways safety and to prevent overspill of vehicles onto Reef Way in accordance with Policy TR3 of the Wealden Local Plan 1998.

22. The approved Travel Plan shall be implemented and thereafter reviewed in accordance with the approved details.

Reason: To increase awareness and use of alternative modes of transport for school journeys in accordance with Saved Policy TR3 of the Wealden Local Plan 1998.

23. The visibility splays shall be provided in accordance with the approved plans and shall thereafter be maintained and kept free of all obstructions over a height of 600mm.

Reason: In the interests of road safety in accordance with Saved Policy TR3 of the Wealden Local Plan 1998.

#### Design

24. Development shall not commence above ground level until samples of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the Director of Communities, Economy and Transport. Development shall be carried out in accordance with the approved details.

Reason: To ensure the appropriate appearance of the development in the area in accordance with Saved Policy EN27 in the Wealden Local Plan 1998.

#### Lighting

25. Before the development is occupied details of external lighting shall be submitted to and approved in writing by the Director of Communities, Economy and Transport and installed lighting shall be implemented in accordance with the approved details.

Reason: In the interests of safety, security and the amenities of the area and to accord with Saved Policy EN29 in the Wealden Local Plan 1998.

#### Archaeology

26. Unless otherwise agreed in writing, within 3 months of occupation of the development, an archaeological site investigation and post - investigation assessment (including provision for analysis, publication and dissemination of results and archive deposition) shall be submitted to and approved in writing by the Director of Communities, Economy and Transport. The archaeological site investigation and post - investigation assessment shall be undertaken in accordance with the programme set out in the written scheme of investigation submitted with the application (Wessex Archaeology 212511.0)

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

#### Noise

27. The combined noise rating level from all site plant shall be less than 38 dB at the nearest noise sensitive receptors at all times, as determined in accordance with BS 4142: 2014, and no plant shall be operated outside of school hours.



Reasons: to comply with the requirements of paragraphs 170 & 180 of the NPPF and to mitigate and reduce 'noticeable and intrusive' noise to a minimum, as recommended by the NPPG.

## INFORMATIVES

1. The applicant should note that no removal of hedgerows, trees or habitats shall take place between 01 March and 31 August inclusive
2. All reasonable steps shall be taken to ensure that any vehicles associated with the development leaving the site are in such condition as to not emit dust or deposit mud, or other debris on the highway.
3. The applicant's archaeological consultant will need to notify the County Archaeologist of the start of the trial trenching and provide 10 days' notice for a site meeting to view the findings and agree further archaeological work.

## Schedule of Approved Plans

Dwg Nos 1 & 2 - 4 Utility Mapping and Topographical Survey Plans, Dwg Nos 1,2 & 3 - 5 Utility Mapping and Topographical Survey Plans, 30/P9 - Proposed Lower Ground Floor Plan, 31/P12 - Proposed Upper Ground Floor Plan, 32/P12 - Proposed First Floor Plan, 33/P7 - Proposed Roof Plan, 37/P4 - Sections A-A,& B-B , 38/P4 – Sections C-C & D-D, 39/P1 - Proposed Site Sections, 2047/TF/V1/00/DR/L/1001 - Landscape Proposals, 2047/TF/V1/00/DR/L/5001 - Landscape sections/elevations, 2047/TF/V1/00/DR/L/1003 - Boundary Plan, 2047/TF/V1/00/DR/L/3001 - Planting Strategy, Design and Access Statement, Flood Risk Assessment & Drainage Strategy Report March 19, Flood Risk Assessment Appendix A Site Plans and Exploratory Hole Logs, Flood Risk Assessment Appendix B Field Sampling and In-Situ Test Methods and Results, Flood Risk Assessment Appendix C Geotechnical Laboratory Test Methods and Results, Flood Risk Assessment Appendix D Geotechnical Figures and Tables, Flood Risk Assessment Appendix E Contamination Laboratory Test Methods and Results, Flood Risk Assessment Appendix F Monitoring Data, Noise Assessment, Planning Statement, LLD1560-ARB-DWG-001 Rev 01 - Tree Constraints Plan, Existing Tree Schedule, Project Environmental Plan, Technical Note - Impact on Ashdown Forest, Framework School Travel Plan, Preliminary Ecological Appraisal Report and Impact Assessment, Transport Statement, Preliminary Culvert and Access Details , Arboricultural Impact Assessment & Method Statement April 2019, Tree Retention and Protection Plan , Landscape Sections , 34/P6 - Proposed Elevations Sheet 1 (South East & South West), 35/P6 - Proposed Elevations Sheet 2 ((East & North), 51/P1 - Proposed Elevations Sheet 3 (South West & South East coloured), 52/P1 - Proposed Elevations Sheet 4 (North & East coloured), 2047 TF V1 00 DR L 2001 - Hard Landscape Plan (Sheet 1 of 2), 2047-TF-V1-00-DR-L-2002 - Hard Landscape Plan (Sheet 2 of 2), 2047-TF-V1-00-DR-L-1007 - Landscape Strategy (detail), 001

Rev P3 - Site Location Plan , Technical Note - Outline Car Parking Management Plan, Construction Management Plan, Written Scheme of Investigation for Archaeological Mitigation Revised 28 June 2019, 2047-SK-20190718-01 - Parking Entrance sketch, TP-0011 Rev PO1 - Large Refuse Vehicle - Swept Path Analysis, TP-0010 Rev PO2 - Site Access - Mini bus and taxi Swept Path Analysis, TP-0009 Rev PO4 - Site Access - Visibility Splays, TP-0006 Rev PO4 Haulage Road Swept Path Analysis - Large Tipper, Construction Management Plan - 1st August 2019

RUPERT CLUBB

Director of Communities, Economy and Transport

6 August 2019

**BACKGROUND DOCUMENTS**

Application File WD/3400/CC

The Development Plan