

Committee: **Regulatory  
Planning Committee**

Date: **18 November 2020**

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

Proposal: **Partial demolition of the existing Craft Block and construction of a new 3-storey multi subject teaching block to support the expansion of the college, as well as alterations to the remaining craft block. Associated internal works to the existing school buildings and external works including construction of a new Flood Lit All Weather Sports pitch, 46 space Car Park, Pedestrian access point onto the Cuckoo Trail and alterations to the existing Northern entrance onto Battle Road.**

Site Address: **Hailsham Community College, Battle Road, Hailsham, BN27 1DT**

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

Application No. **WD/3423/CC**

Key Issues: **I. Need  
II. Siting, design & impact on amenity of neighbouring properties  
III. Landscape & ecological matters  
IV. Highway Matters  
V. Flood Risk & Drainage  
VI. Loss of playing field  
VII. Construction waste minimisation**

Contact Officer: **Miss Kiran Sajjan**

Local Member: **Councillor Bob Bowdler**

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## **SUMMARY OF RECOMMENDATIONS**

**1. To grant planning permission subject to conditions as indicated in paragraph 8.1 of this report.**

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

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

1.1 Hailsham Community College caters for 11 to 18 year olds. It is located in a predominantly residential area to the north of the town centre. To the south of the college site is London Road and to the east is Battle Road. Adjoining the western boundary is the Cuckoo Trail a disused railway line now used by cyclists and walkers. The Hailsham Conservation Area adjoins the site to the south.

1.2 The College comprises a variety of flat and pitched roof buildings of varying styles and ages. The main buildings and hard play areas occupy the southern part of the site with playing fields, on slightly lower ground, to the north. The most recent building on the site is a community sports centre erected approximately 17 years ago. This is at the north end of the cluster of College buildings with a floodlit, all weather pitch close by at the southern end of the playing fields.

1.3 Vehicular and pedestrian access to the site is from Battle Road with separate entrances for the College and the Sports Centre.

## **2. The Proposal**

2.1 The proposal is for an expansion to the College, increasing the number of pupils on roll by 370, 70 of which would be in post-16 education. The total increase would be from 1200 to 1500 pupils in years 7 to 11 and an increase from 230 pupils to 300 pupils in sixth form. Staff numbers would increase correspondingly from 157 currently to 174 ultimately. There are two key elements of the proposed works, the first of which is the demolition of part of an existing single storey craft block building and the construction of a new 3 storey building in its place. The building would be approximately 2900sqm gross floor area and would include general teaching accommodation and subject specific teaching space e.g. science labs and art classrooms and ancillary facilities. The building would be flat roofed and finished in brick and cladding. The works also include internal reconfiguration and refurbishment works to the existing College buildings. Proposals for temporary accommodation to assist with the proposed works have been considered separately (planning permission ref. WD/3425/CC).

2.2 The second key element of the proposal is the construction of an all-weather pitch on the east of the existing playing field. It would be smaller in size than the existing all-weather pitch, measuring 5508sqm (102m x 54m). It is proposed that the all-weather pitch would be predominantly used for football and like the existing pitch would be flood lit for evening use by school and community groups using the same timing restrictions as the existing pitch.

2.3 A new 46 space car park is proposed to the east of the existing all-weather pitch on an area which is currently a grassed bank. The total number of parking spaces would increase from 76 (formal and informal spaces) to 117 spaces. 5 existing spaces would be lost to accommodate the new building. Other alterations to the grounds comprise reconfiguration of the northern

access, construction of a daily mile circuit around the College site for wellbeing purposes and a new pedestrian access formed of a 2 metres high weldmesh gate from the Cuckoo Trail to the west of the College grounds.

2.4 Removal of scattered trees, some scrub and hedgerow would be required to accommodate the proposals. New planting of native trees, shrub and hedgerow as well as wildflower grassland in the north-east of the site is proposed. Further planting in the north-west corner of the site comprises of a small orchard and hedgerow.

### **3. Site History**

3.1 The College has benefitted from several planning permissions. These include extensions to the teaching accommodation and improvements to the sports facilities comprising the installation of an all-weather pitch (ref. WD/2004/CC) granted in 2001 and the provision of the new sports hall granted in 2003 (ref. WD/2179/CC).

3.2 The permission of most relevance to this proposal is ref. WD/37/CC granted in 1974 for the construction of a single storey craft block.

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

4.1 Wealden District Council – Raises no objections as the proposal would not raise any significant issues in terms of visual impact on the surrounding area, including the setting of Hailsham Conservation Area. The Council states that the County Council, as the determining authority, should be satisfied that effects of the development, particularly noise and light would not result in demonstrable harm to the neighbouring residential amenity.

4.2 Wealden District Council Community and Regeneration Team – Supports the proposal from a health and wellbeing perspective and notes there is a need for additional sports facilities throughout the district. It states the Wealden Playing Pitch and Outdoor Sports Needs Assessment highlights the need for more artificial surfaces for both training and, match play and that future planned housing growth will mean that demand for facilities will increase further.

4.3 Hailsham Town Council – Supports the proposal.

4.4 County Archaeologist – Does not consider that any significant archaeological remains are likely to be affected by the proposal.

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 Highway Authority – The Highway Authority raises concerns that the proposed extension of the school would increase parking pressures and congestion issues on the highway network at the start and end of the School day. The Authority is satisfied that the provision of a travel plan and improvements to the pedestrian access would be effective in encouraging pupils to walk, cycle and scoot to school and thus reduce the percentage of children being driven. The provision of additional on-site parking spaces for staff would also reduce on-street parking pressures in the area and further mitigate the impact of the proposed extension. It therefore does not wish to object subject to imposition of conditions and subject to the receipt of a satisfactory travel plan and the provision of the reconstructed access.

4.7 Rights of Way – No comments received.

4.8 Sport England – Does not raise any objections to the proposals as there is a clear identified need for the sports facility in the district, subject to the imposition of conditions relating to standards of the all-weather pitch, a community use agreement and a maintenance and management plan for the facility. Without the inclusion of these conditions, Sport England would object to the proposal.

4.9 Local Representations – A total of 10 representations have been received. Many support the need for additional school capacity in the area however the following concerns are raised:

- i. Parking during drop-off and pick-up.
- ii. Undue noise from the all-weather pitch and from the increase in the number of pupils in general.
- iii. Light pollution as a result of the proposed floodlit all-weather pitch.
- iv. Overlooking from the new building.
- v. Several concerns have been raised from residents of The Cedars and The Cedars Residents Association on behalf of 69 members about the proposed pedestrian access onto the Cuckoo Trail, part of which runs through The Cedars Estate. Concerns relate to increased parking by parents and sixth form students on the private road, increased footfall through the estate and the danger posed by the potential increase in cyclists using the cuckoo trail through the estate.

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

5.1 Wealden District (incorporating part of the South Downs National Park), Core Strategy – Adopted February 2013 (as amended following the Court of Appeal judgement): WCS12 (Biodiversity)

The Wealden District (incorporating part of the South Downs National Park) Core Strategy Local Plan was adopted on 19 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. The Core Strategy Local Plan only replaces parts of the Wealden Local Plan 1998. Some policies from this earlier plan are still “saved” where they remain of relevance,

consistent with national policy and until they are superseded by further Development Plan documents.

5.2 Wealden Local Plan 1998: Saved Policies EN14 (Landscaping with developments); EN27 (layout and design of development), EN28 (Design of development for people with disabilities), TR3 (Traffic impact of New Development); EN29 (external lighting); TR16 (parking standards); LR1 (outdoor playing space); LR4 (Artificial Turf Pitches) and CS2 (drainage).

Saved development management policies contained in the Wealden Local Plan remain part of the Development Plan for the area. Wealden District Council has not formally determined whether its Saved Policies in the Wealden Local Plan are in general conformity with the NPPF. However the County Planning Authority has assessed the Saved Policies as being in general conformity with the overarching principles of the NPPF.

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

5.4 The National Planning Policy Framework, 2019 (NPPF)

The NPPF does not change the status of the Development Plan as the starting point for decision making. At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 94 of Part 8 (Promoting healthy and safe communities) advises Local Planning Authorities to give great weight to the need to alter and expand Schools and support healthy lifestyles through sports facilities and encouraging walking and cycling. Paragraph 97 seeks to resist building on open space, sports and recreational buildings and land. Furthermore, Part 9 (Promoting sustainable transport), Part 12 (Achieving well-designed places) and Part 15 (Conserving and enhancing the natural environment) are of relevance to this proposal.

5.5 Policy Statement on Planning for Schools Development (2011)

The policy statement states that the planning system, when dealing with planning applications for state-funded Schools should operate positively and there should be a presumption in favour of the development of state-funded Schools. The policy statement encourages a collaborative approach to applications, in particular encouraging pre-application discussions and the use of planning obligations to help mitigate the adverse impact of developments. The policy statement indicates that the Secretary of State will be minded to consider refusal of any application for state-funded Schools to be unreasonable conduct, unless it is supported by clear and cogent evidence.

## **6. Considerations**

### **Need**

6.1 Owing to the substantial amount of new housing planned to be constructed in Hailsham and the surrounding area, there will be a resulting increase in pupil numbers over the coming years. The East Sussex School

Organisational Plan 2019-2023 identifies there would be an estimated shortfall of 1 form-entry in 2021/22. There is a clear need for permanent School places to support the growing population.

### **Siting, design & impact on amenity of neighbouring properties**

6.2 Saved Policy EN27 of the Wealden Local Plan sets out a range of general design criteria which proposals for development must meet. These include ensuring that the scale, siting, design and use of materials take account of the character of the development site and surroundings, and that the amenities of occupiers of adjoining properties are not adversely affected. Saved Policy EN28 of the Wealden Local Plan also requires that proposals for development on land used for educational purposes should provide safe and convenient access for people with limited mobility, where it is reasonable and practicable.

6.3 The site is located within Hailsham and is surrounded by residential development comprising single storey and 2-storey dwellings under pitched roofs. Whilst the existing College is predominantly two-storeys with some single storey buildings such as the craft block, the three-storey proposal is not out of character as it would be situated to the west of the sports hall building which is three-storeys in height. Moreover, due to the topography of the site the existing buildings are arranged on terraces resulting in the science block, situated to the south of the craft block, being in an elevated position; therefore, the new building would not be obtrusive in its setting.

6.4 The applicant has stated that the existing College has a lack of outdoor space including hardstanding playgrounds and therefore careful consideration has been given to the design to ensure valuable external areas are not lost. In order to accommodate the new building, part of the existing craft block would be demolished, and the new building constructed in its place. Whilst the new building would be significantly taller than the existing craft block, it would remain within the built-up area of the site. Its form is typical of many new school buildings built in the recent past, i.e. a single mass under a flat roof.

6.5 Roof styles on site vary, consisting of a mix of flat and pitched styles. The flat roof of the extension will minimise its bulk and it will be sufficiently set-back from the site boundary to avoid being overly prominent. There are views into the site from the surrounding residential properties and the Cuckoo Trail. The immediate surroundings of the site are characterised by a mix of medium and high-density housing of varying styles and large-scale development with the neighbouring care facility, known as Bowes House, situated on Battle Road. The new building would be located approximately 200 metres south from residential properties in Milland Road; 50 metres to the east of properties in The Cedars and 78 metres to the west of properties in Battle Road. Views of the building from Battle Road would be largely hidden by the Sports Hall. Although the building would be visible from the Cuckoo Trail and from some residential properties, it would be seen in the setting of the retained trees and hedgerow along the northern, eastern and western boundaries which would partially soften its appearance. The proposals benefit

from additional planting, including a hedgerow to the north of the new building which would further help soften its appearance from public and residential viewpoints.

6.6 Concerns have been raised in representations about possible overlooking into properties situated in The Cedars from the western elevation of the proposed building. The western elevation has been purposely designed to be respectful to nearby properties with fewer and smaller windows on this elevation. The largest window which is also the closest to properties on this elevation would be to the stairwell and therefore overlooking would be minimal and in passing only. Given this, and alongside the separating distance between the proposed three storey building and The Cedars and a level of screening provided by the trees and shrubs on the site boundary/Cuckoo Trail, it is considered that there would not be an unacceptable impact from overlooking.

6.7 Most of the existing College buildings are brick faced with a mixture of tile hanging, cladding panels to the halls and some timber cladding. The external appearance of the building would consist mainly of brickwork with non-combustible cladding on the end walls at the eastern and western elevations. The east elevation would have projecting corner classrooms. This architectural feature breaks the solid volume and marks the building entrance. The cladding would add interest and help with integrating the building into its surroundings. A muted colour scheme is proposed which would be consistent with existing buildings on site.

6.8 In terms of the physical layout, there would be a central corridor running east/west with classrooms on both sides and windows looking north and south. Stairwells would be located at either end of the building with a lift at the western end in the main lobby. All floors would have accessible W/C facilities. The applicant completed the DfES Risk Assessment Tool for Sprinklers in Schools for the new building, the results from which gave an Average Risk Level for which the installation of sprinklers is not mandatory, therefore in this case, sprinklers are not proposed.

6.9 Saved Policy LR4 of the Wealden Local Plan states proposals for the provision of artificial turf pitches may be permitted where there is no unacceptably adverse impact on the amenities of adjoining occupiers or the character of the locality.

6.10 Despite its close proximity to the College's boundary the proposed all-weather pitch (AWP) in the north east corner of the site would not adversely affect residential neighbours in terms of its physical structure. The area would be levelled to accommodate the pitch. It would be secured by 3 metres high fencing and planting is proposed to the north and east to mitigate any impact on visual amenity of neighbouring properties. The pitch would not create a new noise source as the playing field already accommodates two football pitches and a rugby pitch, however a community use is proposed and therefore the use of the pitch would be extended to outside of school hours. A noise modelling assessment based on a worst case hour has been carried out

of the AWP. In terms of assessment standards, both BS8233:2014 and WHO:1999 Guidelines for Community Noise provide data for external areas which use 50dB LAeq, 16 hour as the standard for the onset of moderate annoyance. The highest value measured in a neighbouring garden was 52dB LAeq, 1 hour. It is considered that a 2dB increase is unlikely to be noticeable. The AWP would not be used continuously and mitigation measures are proposed to control and appropriately manage the facility, these measures include the use of netting rather than goal boards to prevent impulsive noises and vibrations, continual resident engagement and implementation of a site management plan to include access arrangements. The precise details of the operational management of the pitch are reserved for future agreement by proposed Condition 14. Although the community use of the AWP would increase noise levels out of School hours, a balance has to be struck, and with appropriate management it is not considered there would be an unacceptable impact upon the amenities of neighbouring properties.

6.11 In addition, the applicant has not indicated a clear need for the community use hours of the proposed pitch to coincide with the hours of use of the existing pitch (8am-9pm Mon-Fri, 9am-8.30pm Saturdays and 9am-5pm Sundays, Bank and Public Holidays) and given that the proposed pitch would be located closer to residential properties it is considered appropriate for the hours of use to be restricted to 9am to 7pm on Mondays to Saturdays and 9am to 4pm on Sundays, Bank and Public Holidays.

6.12 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.

6.13 Lighting calculations have been submitted in support of the application. There would be ten floodlights mounted on 12m high columns. The proposals indicate that the luminaires would direct light onto the pitch however there is some potential of light spill. As such, a requirement for low glare baffles to the floodlighting is to be secured by a proposed condition attached to any permission in order to satisfy the provisions of Saved Policy EN29 of the Wealden Local Plan.

## **Landscape & Ecological Matters**

6.14 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. 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.



6.15 The site is not designated for its nature conservation interest. Tile Hurst ancient woodland lies 613m west. Given the nature, scale and location of the proposed development, there are unlikely to be any impacts on any sites designated for their nature conservation interest or ancient woodland.

6.16 The site currently has vegetated boundaries comprising native mixed species vegetation dominated by Oak, Field Maple, Hawthorn and occasional Cypress to the north, east and west of the sports fields although it is heavily fragmented by residential garden fencing. A section of well-maintained hedging is present to the College frontage and provides screening from Battle Road. Edging the south-western site boundary is a mixed species mature tree line with understory vegetation of bramble and young scattered trees which provides definition between the site and the adjacent Cuckoo Trail.

6.17 A total of 5 no. low quality trees are proposed to be removed to accommodate the development proposals. The proposed new parking area would require removal of some trees which are not of a high quality. A mature oak to the east of the existing all-weather pitch is to be removed. However, this tree has previously undergone extensive tree surgery which has compromised the tree's natural shape and form and therefore its loss is not considered to be significantly detrimental. Other trees to be removed are immature although their loss would be regrettable. The trees are of limited public amenity value and all located centrally within the college grounds. Some tree pruning, canopy reduction and lifting would be required to retained trees, including a large mature oak in the centre of the playing fields which is considered to be the finest specimen on the site. The Tree Retention and Protection Plan submitted in support of the application includes suitable measures to ensure the protection of this tree and its roots. Mitigatory planting comprising of native trees, shrubs and hedgerow would be provided, predominantly in the north-east and north-west of the site.

6.18 The building proposed for partial demolition has been confirmed as supporting roosting bats and is likely a low conservation status roost. As such, works will require a European Protected Species Licence. Mitigation measures, including the provision of bat boxes, are proposed to ensure the building is free of bats prior to any demolition works taking place.

6.19 Evidence of mammal holes in the hedgerow to the north of the site (likely rabbits/foxes) have been identified and although no evidence of badgers was found during surveys, they may use the site for foraging and commuting. The Ecological Impact Assessment submitted in support of the application proposes appropriate measures to protect badgers during the construction phase such as covering trenches or providing escape ramps. Commuting corridors around the perimeter of the site would be retained.

6.20 On balance, although the proposal would result in the loss of scattered trees and small sections of hedgerow, compensatory planting and biodiversity enhancements are proposed including nesting boxes for birds, bat boxes, areas of wildflower grassland, tussock grassland and mixed native species shrub. 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.

## **Highway Matters**

6.21 Saved Policy TR3 of the Wealden Local Plan seeks to ensure that 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 TR16 requires on-site provision of vehicle parking and servicing in accordance with the County Council's standards.

6.22 The College has two existing accesses, both off Battle Road on the eastern boundary of the site. The main entrance is located to the south-east of the site, at a point where Battle Road and footpaths narrow. In order to improve access and safety for pupils it is proposed the main access point would be relocated to the existing sports hall entrance. The southern access would not be changed physically, other than signage, but would serve visitors and taxis only with all pupils arriving on foot or cycle being directed to the northernmost access.

6.23 The northern access layout is to be modified with new pedestrian gates installed and the footway into the College widened to increase pedestrian capacity. The vehicular access would be narrowed slightly but the 6.5m width retained would be wide enough to accommodate two-way traffic.

6.24 A pedestrian/cycle access from the Cuckoo Trail would be installed allowing pupils residing to the west of the site to use this path. Although the main access would remain from Battle Road, the additional access would alleviate some of the foot traffic on Battle Road. The Cuckoo Trail access would be marshalled at drop-off and pick-up times and it would remain closed during school hours. Any localised disruption would be minimal and restricted to the short drop-off and pick-up period.

6.25 The site is well served by public transport, with direct access to bus services immediately outside the College on Battle Road. There is adequate accessibility by cycling, particularly with the Cuckoo Trail in the immediate vicinity. The existing cycle store which currently accommodates 48 cycles would need to be relocated for the new building and this would be placed near the west of the site close to the new pedestrian/cycle access to the Cuckoo Trail. A further cycle store would be provided near the front of the site close to the northern (main) access. This would result in an overall provision of 96 cycle spaces in the immediate future with further to be provided if the results of ongoing surveys show greater demand.

6.26 There are approximately 76 car parking spaces currently provided within the site. An additional 46 parking spaces are proposed as part of the expansion. There would also be other changes to existing spaces resulting in a total provision on site of 117 spaces including 2 disabled bays.

6.27 At present there are 157 staff members and 76 parking spaces and therefore the parking space per member of staff ratio is 0.48. After the expansion the number of staff would rise to 174 and the parking provision increase to 117 spaces. This represents a ratio of 0.67 parking spaces per member of staff. As a result, the expansion is likely to result in a significant decrease in staff parking on the surrounding roads.

6.28 In compliance with paragraph 110 of the NPPF which requires that developments are designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations, 2 new electric vehicle charging points are proposed in the new car park.

6.29 As with most education establishments, parking and congestion can be a concern, particularly at the start and finish of the school day. The catchment area for Hailsham Community College is fairly localised; it serves the whole of Hailsham as well as areas to the north such as Hellingly. The catchment area also extends to Herstmonceux, Amberstone and Dicker. Given the good footway connections to the College it is considered that a large proportion of pupils can walk to School. The applicant has carried out a travel survey to better understand existing pupil travel patterns. The results conclude that 82% of pupils walk, cycle, scoot or use the bus and 18% travel by car. This is reflective of the residential nature of the surrounding area. In terms of existing staff travel patterns, 75% travel by car/car share. Based on this survey data, with an increase in pupil numbers of 370, it is estimated that an additional 67 pupils would travel by car. This would equate to an additional 268 total trips (134 two-way movements in the AM drop-off and 134 in the PM collection time) assuming travel patterns remained the same. This being said, some pupils may car share or be dropped off with siblings and trips may coincide with pass-by drop-off/pick-ups e.g. parents dropping pupils on their way to work therefore it is anticipated the number of additional vehicle trips associated with the development would be considerably less than 268 trips.

6.30 A mechanism for addressing and managing travel patterns is the Travel Plan. Part 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. A key tool to facilitate sustainable transport modes will be a Travel Plan. In accordance with this, the application is supported by a Framework Travel Plan which is intended to be periodically reviewed. The Travel Plan is a key tool for 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*

6.31 A contractor delivery plan including a construction traffic management plan has been submitted in support of the application. The plan includes measures to reduce the impact on the highway as much as possible. Some proposed measures include pre-scheduled deliveries and a gateman would be appointed to manage access into the site. Vehicles would access the site via the A295, either from the A22 or A271 avoiding Hellingly Village. Wheel washing facilities would be provided as well as regular use of a mechanical road sweeper. 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.

### **Flood Risk & Drainage**

6.32 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.

6.33 The site is entirely located in Flood Zone 1 (low risk of fluvial and/or tidal flooding), but is in an area that is susceptible to surface water flooding, particularly at the site's boundary with Bowes House care facility. Two attenuation tanks would be installed to store and manage flow of surface water run-off from the new building and the car park. Surface water run-off from the AWP would drain to a sub-base of permeable stone. The applicant proposes to discharge surface water run-off at controlled rates to an existing surface water sewer beneath the site which is understood to be a culverted watercourse. The sewer runs under Battle Road to the east before discharging into a ditch adjacent to Reef Way.

6.34 The Lead Local Flood Authority together with the Pevensey and Cuckmere Water Level Management Board are satisfied that the proposed drainage strategy can manage surface water runoff without increasing flood risk elsewhere. It considers the surface water management strategy set out in the 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.

## **Loss of playing field**

6.35 Saved Policy LR1 of the Wealden Local Plan aims to ensure adequate outdoor playing space is provided, *inter alia*, through the provision of artificial turf pitches on appropriate sites.

6.36 Sport England comment that the proposed All-Weather Pitch (AWP) would be acceptable as an exception to its policy to protect grass playing fields from development if there is an identified strategic need for an outdoor sports facility. The Wealden Playing Pitch and Outdoor Needs Assessment 2016-2018 identifies that additional full sized (100m x 64m) 3G AWP's are required in the District to meet existing and future demand. The proposed pitch would not meet full size requirements due to site constraints such as the presence of the oak tree, nevertheless it would provide an additional all-weather facility for use by the School and the community, albeit smaller in size. The principle of community use of educational premises is a good one for many reasons, particularly in terms of accessibility. The proposal therefore complies with the requirements of Saved Policy LR1 of the Wealden Local Plan and is supported by the provisions of part 8 of the NPPF.

6.37 The proposed car parking area would be situated on a grassed area which can be included as part of the playing field, however, the area is incapable of forming part of a playing pitch and therefore its loss is negligible.

## **Construction Waste Minimisation**

6.38 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.

6.39 Given that waste is likely to arise from the demolition works proposed and as no information has been provided on this aspect, a Site Waste Management Plan (SWMP) should be submitted and agreed before works commence on 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 for the partial demolition of an existing College building and the construction of a new 3-storey multi-purpose teaching building. The proposal also comprises the construction of a new all-weather pitch for use by the College and community and 46 space car park. The development would allow for the capacity of the College to be increased by 370 across all years. It is considered that the positioning and design of the building would be sympathetic to its surroundings and would have a limited

impact on visual amenity. The all-weather pitch would improve the usability of the playing field and the availability of community sports facilities in the District and with appropriate management would not have an adverse impact on neighbouring properties. Overall, it is considered the proposal complies with Saved Policies EN14 (Landscaping with developments); EN27 (layout and design of development), EN28 (Design of development for people with disabilities), TR3 (Traffic impact of New Development); EN29 (external lighting); TR16 (parking standards); ); LR1 (outdoor playing space); LR4 (Artificial Turf Pitches) and CS2 (drainage) of the Wealden Local Plan 1998; Policy WMP3D (Minimising and Managing Waste during Construction, Demolition and Excavation) of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013. 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 expansion.

7.3 In considering this planning application, the County Council has worked with the agent in a positive and proactive manner. The Council has also sought views from consultees and neighbours and has considered these 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 To recommend the Planning Committee to grant planning permission subject to the following conditions:-

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.

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

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

Construction Programme

3. 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 0730 and 1730 on Mondays to Fridays and between 0800 and 1300 on Saturdays and not at any time on 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.

4. Unless otherwise agreed in writing by the Director of Communities, Economy and Transport, prior to any demolition works a Site Waste Management Plan (SWMP), securing and demonstrating that the amount of demolition and construction waste resulting from the development has been reduced to the smallest amount possible, shall be 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 demolition and construction works 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.

#### Design

5. Development shall not commence above ground level until details of the materials and colours to be used in the construction of the external surfaces of the building and the all-weather pitch 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.

#### Flood Risk & Drainage

6. Prior to any groundworks, details of measures to manage flood risk, both on and off the site, during the construction phase shall be submitted to the Director of Communities, Economy and Transport for approval in writing.

Reason: To ensure the appropriate management of flood risk during the construction phase in accordance with Saved Policy CS2 of the Wealden Local Plan 1998.

7. Prior to the commencement of development, a detailed surface water drainage scheme shall be submitted to the Director of Communities, Economy and Transport for approval in writing. The scheme shall include the following:

- a. Detailed drawings and hydraulic calculations. The hydraulic calculations shall take into account the connectivity of the different surface water drainage features. The calculations shall demonstrate that surface water flows can be limited to the rates stated in the drainage strategy (Hailsham Academy Drainage Strategy 136859-RP-C-001, June 2020) for all rainfall events, including those with a 1 in 100 (plus climate change) annual probability of occurrence.

- b. The details of the outfall of the proposed drainage system and how it connects into the sewer shall be submitted as part of a detailed design including cross sections and invert levels.

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

- d. The detailed design of the surface water drainage features (underground tank) shall be informed by findings of groundwater monitoring between autumn and spring at the location of the proposed tank. The design should leave at least 1m unsaturated zone between the base of the drainage structures and the highest recorded groundwater level. If this cannot be achieved, details of measures which will be taken to manage the impacts of high groundwater on the hydraulic capacity and structural integrity of the drainage system shall be submitted.

The scheme shall be implemented in accordance with the approved details.

Reason: To provide for an appropriate surface water drainage system and to reduce the risk of flooding in accordance with Saved Policy CS2 of the Wealden Local Plan 1998.

8. Prior to the commencement of the development, a maintenance and management plan for the entire drainage system at the site shall be submitted to the Director of Communities, Economy and Transport for approval in writing, ensuring that the designed system takes into account the design standards of those responsible for maintenance. The plan shall include the following:

- (i) A statement clearly setting out who will be responsible for managing all aspects of the surface water drainage system, including piped drains; and

- (ii) Evidence of how these responsibility arrangements will remain in place throughout the life time of the development.

The plan shall be implemented in accordance with the approved details.



Reason: To ensure the drainage system is properly maintained to minimise the risk of flooding in accordance with Saved Policy CS2 of the Wealden Local Plan 1998.

#### All Weather Pitch

9. Prior to the first use of the All-Weather Pitch hereby approved, evidence of certification that the new pitch has met FIFA Quality Concept for Football Turf – FIFA Quality or equivalent International Artificial Turf Standard (IMS); and written confirmation that the facility has been registered on the Football Association’s Register of Football Turf Pitches shall be submitted to the Director of Communities, Economy and Transport for approval in writing.

Reason: To ensure the development is fit for purpose and sustainable, provides sporting benefits and to accord with Saved Policy LR1 of the Wealden Local Plan 1998.

10. The All-Weather Pitch (AWP) hereby permitted shall not be brought into use until a community use agreement prepared in consultation with Sport England has been submitted to the Director of Communities, Economy and Transport for approval in writing. The agreement shall apply to the AWP and include details of pricing policy, hours of use, access by non-School users, management responsibilities and a mechanism for review. The agreement shall be implemented in accordance with the approved details.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Saved Policy LR1 of the Wealden Local Plan 1998.

11. Prior to the All-Weather Pitch being brought into use, a Management and Maintenance Scheme for the facility including management responsibilities, a maintenance schedule, a lighting control strategy, a mechanism for review and measures to ensure the appropriate replacement of the surface within a specified period shall be submitted to the Director of Communities, Economy and Transport for approval in writing. The Plan shall be implemented in accordance with the approved details.

Reason: To ensure that a new facility is capable of being managed and maintained to deliver a facility which is fit for purpose, sustainable and to ensure sufficient benefit of the development to sport and to accord with Saved Policy LR1 of the Wealden Local Plan 1998.

12. The All-Weather Pitch (AWP) and floodlighting shall not be used or in operation at any time other than between 0900 hours and 1900 hours on Mondays to Saturdays and 0900 hours and 1600 hours on Sundays, Bank and Public Holidays, unless otherwise agreed for a temporary

period by the prior written approval of the Director of Communities, Economy and Transport. The AWP and floodlights shall not be used outside of these times except for works of essential maintenance which are to be carried out in accordance with a schedule first submitted to and approved in writing by the Director of Communities, Economy and Transport.

Reason: To safeguard the amenities of the occupiers of residential properties in the vicinity of the site and to minimise the impact on bat habitats in accordance Saved Policy EN27 of the Wealden Local Plan 1998.

13. The floodlights hereby permitted shall be fitted with Ultra Low Glare Internal baffles prior to the first use of the floodlights. The lights and baffles shall be permanently maintained as such thereafter. In the event of the baffles becoming displaced or damaged, any such issue shall be rectified within 3 working days of the issue transpiring.

Reason: To protect residential amenity of the area and to comply with Saved Policies EN27 and LR4 of the Wealden Local Plan 1998.

14. The use of the All-Weather Pitch hereby permitted shall not commence until an Operational Management Policy has been submitted to and approved in writing by the Director of Communities, Economy and Transport. Thereafter, the development shall be operated in accordance with the Operational Management Policy.

Reason; To help minimise any impact from the use of the AWP on the amenity of neighbouring properties in accordance with Saved Policies EN27 and LR4 of the Wealden Local Plan 1998.

#### Landscape & Ecology

15. Prior to the occupation of the development, a lighting design strategy for biodiversity shall be submitted for approval in writing by the Director of Communities, Economy and Transport. The strategy shall demonstrate that areas to be lit will not disturb or prevent bats using their territory or having access to their breeding sites and resting places. The strategy shall be implemented in accordance with the approved details.

Reason: To ensure appropriate measures are adopted to prevent disturbance to bats.

16. 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.

17. Any tree or shrub that is planted and thereafter dies, becomes diseased, is uprooted or damaged within five years from the date of planting shall, during the next available planting season, be replaced with a tree or shrub of a similar size and species, unless otherwise agreed in writing with the Director of Communities, Economy and Transport.

Reason: In the interests of securing an acceptable landscaping scheme for the site in accordance with Saved Policy EN14 of the Wealden Local Plan 1998.

#### Noise

18. The operational noise rating level of all mechanical services associated with the new development will be no more than 44 dB(A) at all times during the day and no more than 37 dB(A) at all times at night when determined at the façade of the nearest noise sensitive receptor and in accordance with BS 4142:2014+A1:2019.

Reason: In the interests of safeguarding amenity of surrounding properties in accordance with Saved Policy EN27 of the Wealden Local Plan 1998.

19. All mitigation measures as set out in section 6.6 in the 'Acoustics Associates Sussex Ltd Noise Assessment Issue 2 10/08/2020' shall be fully implemented and kept in place at all time for the lifetime of the development.

Reason: In the interests of the amenities of neighbouring properties in accordance with Saved Policy EN27 of the Wealden Local Plan 1998.

#### Highways

20. The new building shall not be occupied until a full and updated Travel Plan has been submitted to and approved in writing by the Director of Communities, Economy and Transport. The Plan shall stipulate the undertaking of an annual review and a named post as the co-ordinator for the Travel Plan. The Plan shall be completed in accordance with the latest guidance from the Department of Transport and after approval shall be implemented in full.

Reason: To promote more sustainable modes of transport in accordance with Saved Policy TR3 of the Wealden Local Plan 1998 and Part 9 of the NPPF 2019.

21. No part of the development shall be occupied until details of the proposed cycle parking areas have been submitted to and approved in writing by the Director of Communities, Economy and Transport and the areas shall thereafter be retained for that use and shall not be used for any other purpose other than for the parking of cycles.

Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development in accordance with Saved Policy TR3 of the Wealden Local Plan 1998 and the provisions of the National Planning Policy Framework 2019.

22. Electric vehicle charging infrastructure shall be installed for the future installation of single phase 16Amp, 3.6kW EV charging units, complete with appropriate demand control technology. Space for the necessary switchgear and control equipment shall be identified and allocated for the future installation of this equipment. Infrastructure to facilitate the future installation of a TT earthing system will be identified and provided only.

Reason: To secure the ability for additional electric vehicle charging units to be installed in the future, in accordance with the provisions of Part 9 of the National Planning Policy Framework 2019.

#### INFORMATIVES

1. The Applicant's attention is drawn to the need to meet the minimum dimensions for all parking spaces.

2. The Applicant's attention is drawn to the provisions of: The Wildlife and Countryside Act 1981, as amended, particularly in relation to breeding birds and bats.
3. Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications/> For artificial grass pitches it is recommended that the applicant seeks guidance from the Football Association.

### Schedule of Approved Plans

1000a - Site Location Plan, 1007a - New Carpark Existing Site Plan, 1013b - Proposed Site Layout, 1014a - New Building Site Plan, 1015a - New Carpark Proposed Plan, 1017a - Cuckoo Trail Access Gate, 1018a - Northern Entrance Works Proposed Plan, 1020d - New Building Ground Floor Ga Plan, 1021d - New Building First Floor Ga Plan, 1022d - New Building Second Floor Ga Plan, 1052a - New Music Classroom Proposed Plan, 1056b - Library Proposed Plans, 1062a - Hygiene Room Plan, LLD2040-LAN-DWG-201 - Soft Landscape Plan, LLD2040-LAN-DWG-202 - Detailed Planting Plans, LLD2040-LAN-DWG-200 - Soft Landscape Layout, LLD2040-LAN-DWG-101 - Landscape General Layout, LLD2040-LAN-DWG-100 - Landscape General Arrangement, LLD2040-LAN-DWG-300 - Soft Landscape Details, LLD2040-LAN-SCH-001 - Detailed Plant Schedule and Specification, LLD2040-LAN-SPE-001 - NBS Soft Landscape Specification, 1066d - Craft Block Proposed Plan, 1071a - Sixth Form Building Proposed Plans, 2006a - Craft Block Proposed Elevations (1 of 2), 2007a - Craft Block Proposed Elevations (2 of 2), 2100a - New Building Elevations 1, 2101a - New Building Elevations 2, 3006a - New Carpark Proposed Site Sections, 3008b - New All Weather Pitch Proposed Sections, 3100a - New Building Sections Planning, 5101 - New Carpark External Lighting Layout, 5102 - New All Weather Pitch External Lighting Layout, Flood Risk Assessment Planning App, Drainage Strategy, Drainage Strategy Sheet 1 Of 2, Drainage Strategy Sheet 2 Of 2, Geotechnical Desk Top Study, Planning Statement, Transport Statement 28th Sept 2020, Design And Access Statement, 20014 - Pitch Lighting Calculations, LLD2040-ARB-DWG-001 01 - Tree Constraints Plan, LLD2040-ARB-DWG-002 01 - Tree Constraints Plan, LLD2040-ARB-DWG-003 00 - Tree Retention and Protection Plan, LLD2040-ARB-DWG-004 00 - Tree Retention and Protection Plan, LLD2040-ARB-REP-001 00 - Arboricultural Impact Assessment, LLD2040-ARB-SCH-001 01 - Existing Tree Schedule, LLD2040-ECO-REP-002-00-ECIA - Ecological Impact Assessment, Noise Assessment 10/08/2020, S000061/S/1 93-092-6 - HCCAT Expansion Route Of ESCC SW Sewer

RUPERT CLUBB  
Director of Communities, Economy and Transport  
9 November 2020

### **BACKGROUND DOCUMENTS**

Application file WD/3423/CC

Planning permission WD/3425/CC  
The Development Plan