



TO: Planning Committee North
BY: Head of Development and Building Control
DATE: 7th September 2021

DEVELOPMENT: Proposed two-storey extension to the existing sports centre to provide two new swimming pools, spa facilities, two class studios, a fitness suite and cafe. Construction of a six-lane, all-weather running track with eight-lane sprint track and ancillary athletic facilities and floodlighting. Construction of a 3G artificial grass pitch with floodlighting. Relocation of spoil on land to the east. Creation of an unlit outdoor adventure area with 15 stations east of the new track. Associated car parking for 272 cars, and a new permanent access to Christ Hospital Road, closure of the existing Infirmary Drive access with conversion of disused section of drive to a sprint track. Erection of associated equipment store, fencing and lighting.

SITE: Christs Hospital School The Avenue Christs Hospital Horsham West Sussex RH13 0LJ

WARD: Southwater North

APPLICATION: DC/21/1524

APPLICANT: **Name:** Mr Francis Pulvermacher **Address:** Christs Hospital School, The Avenue Christs Hospital RH13 0LJ

REASON FOR INCLUSION ON THE AGENDA: More than eight persons in different households have made written representations within the consultation period raising material planning considerations that are inconsistent with the recommendation of the Head of Development and Building Control.

RECOMMENDATION: To approve planning permission subject to appropriate conditions

1. THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

1.2 This application is a re-submission of application DC/19/1149 which was refused by the Planning Committee (North) on the 5th September 2019 and is subsequently subject to an appeal (Public Inquiry) to be heard on the 29th November 2021 (having been postponed in May 2021 by the Planning Inspectorate for administrative reasons).

- 1.3 The previous application (DC/19/1149) was refused solely on landscape grounds for the reason below:
- (1) *The proposal results in significant landscape harm in a countryside location which is not outweighed by the benefits of the development. The scheme is therefore contrary to Policies 25 and 26 of the Horsham District Planning Framework (2015).*
- 1.4 Subsequent to the refusal of planning permission the applicants commissioned a further Landscape and Visual Appraisal (LVA) which was submitted with their appeal documents. This study was assessed by independent landscape consultants on behalf of the Council who advised that it provided sufficient evidence to address the landscape concerns raised such that a defence of the appeal on landscape ground would be very difficult to sustain. At the 2nd March 2021 Planning Committee North, Members resolved to advise the Planning Inspectorate that the Council would no longer be defending the refusal reason, and that should permission be granted on appeal that the recommended conditions contained in the officers report relating to the appeal application be put forward with amendments to Conditions 4 (Construction Management Plan) and Condition 13 (Traffic Management Plan. There were no other reasons for refusal or matters of contention between the Council and the Appellants.
- 1.5 Owing to delays in the determination of the appeal, the applicants have re-submitted their proposals in full in order to seek a quicker route to obtaining planning permission and avoid the unnecessary costs of the appeal public inquiry for both sides which would otherwise need to continue to its conclusion.
- 1.6 This current application reflects the appeal scheme in its entirety with the exception of additional tree planting and electric vehicle (EV) charging points. The application again seeks full planning permission for various additional sports and recreation facilities, additional car parking and landscaping to be located in the vicinity of the existing Bluecoats Sports Centre in conjunction with Christ's Hospital school. In summary, the application proposes the following:
- 2-storey extension to the Bluecoats Sports Centre, containing a new 25m x 4 lane leisure pool and 10m x 3m teaching pool with first floor viewing gallery, associated spa facilities and changing rooms; 2 x new fitness studios; a fitness suite, new WC's, and enlarged café with external viewing balcony;
 - Six lane all-weather running track (and 8-lane sprint track) with floodlighting and ancillary athletics facilities;
 - Athletics equipment store;
 - Outdoor exercise area ('Adventure Trail') with 15 'activity stations'
 - Downgrading and closure of part of the existing Infirmary Drive to sprint track;
 - 3G artificial grass pitch for rugby and football, with floodlighting;
 - Car parking for 272 cars (236 formal spaces and 36 overflow);
 - New permanent access road from Christ Hospital Road;
 - Use of land to the east to relocate spoil;
 - Associated landscaping, planting, fencing and lighting/flood lighting
 - 216sqm plant room at second floor level.
- 1.7 The **key differences** between the current application (DC/21/1524) and the previously refused application (DC/19/1149) are as follows:
- The car parking layout has been amended to show 47 electric vehicle charging points as shown on the Proposed Site Layout Plan (LK2 (08) 004 Rev A25). These have been quantified based on section 4.7 of the West Sussex County Council Parking Guide (Sept 2020), which require parking spaces to be provided at a minimum ratio of 20% of all parking spaces. The guide also requests that ducting is installed to all parking spaces to allow for all the remaining spaces to be upgraded to electric in the future.

- Additional tree planting (7 Oaks and 5 Hornbeams) along the Christ Hospital Road frontage as shown on the Soft Landscape Layout RCo 226/01 Rev 11) and Detailed Planting Plan (5 of 5) (RCo 226/08 Rev 02) in line with the recommendations of the Landscape Visual Assessment prepared as part of the appeal in order to reinforce the parkland landscape character of the site.
- The applicant's Ecology Assessment report dated June 2021 and is supplemented by an Addendum Report (August 2021) along with new survey work (in respect of bats, reptiles and amphibians) as undertaken in July and August 2021.

1.8 The application is supported by the following updated documents:

- Ecology Assessment (June 2021) and Addendum (August 2021)
- Landscape Visual Appraisal (June 2021)
- Noise Statement (June 2021)
- Transport Assessment (June 2021)
- Lighting (Max Fordham)

1.9 In addition, the applicant previously agreed to fund a Traffic Regulation Order (TRO) to reduce the current speed limit on Tower Hill and Christ's Hospital Roads (60mph) down to 30mph, as well as traffic calming measures on roads to the west of the site. It is advised by WSCC that the 30mph speed limit is now in force.

Detailed Description of the Proposals

1.10 As previously proposed, the extension to the sport centre would be located to the west of the existing building, over part of the existing car park, with the existing parking provision relocated. The extension would provide an active frontage to the centre, and would create around 4,000m² of additional floorspace over 2 floors. The extension would have flat roofs of various heights ranging from 8.7m to 11.5m, and would consist of a mix of external materials including limestone wall cladding, dark grey and red brick cladding, dark grey curtain wall cladding, fascia's, canopies and soffits; blue aluminium window panels, sand coloured render, glass balustrade, and dark grey window and door frames. A new curved timber-clad feature is proposed at the front elevation to screen an outdoor plant and storage area, and to be used to mount new sport centre signage. The existing main entrance would be relocated to relate to the new parking area to the north, and an area of hardstanding is proposed around the perimeter of the sports centre extension to enable pedestrian access from various locations. The maximum height to the new extension does not exceed the maximum ridge height of the existing centre, the eaves heights are similar to those of the existing centre.

1.11 As previously proposed, the all-weather running track with ancillary athletics facilities would be located on land to the north of the existing Bluecoats Sports Centre. The track would be a full-sized six-lane, 400m facility, with eight 100m sprint lanes fronting a (scaled down) stepped seating area for spectators. Due to level changes and the requirement for the track to be flat, the track would be set into the ground by approximately 2m at the southern end, which requires retaining walls, ramps and banked grass mounds (also to be used for informal spectator seating). The scheme proposes to lower the whole track 0.5m further into the ground than the previous scheme as refused in 2018. Ancillary athletics facilities would include a long/triple jump track, pole vault track, and areas for high jump and shotput. The grassed centre of the track would provide areas for other field events such as discus, hammer and javelin; as well as doubling-up as a rugby training pitch in the winter season. 10 x 17m high floodlighting columns (reduced from 18m as originally proposed) would be positioned around the athletics track, utilising a programmable LED control system, with a reduction in luminaires from 56 as originally proposed to 41. A 1.2m black welded mesh spectator's fence would create an enclosure around the perimeter of the track.

- 1.12 As previously proposed, the 150sqm athletics equipment store would be located to the north of the track, and would be fronted by a 3.5m wide area of hardstanding which links the store to the school's main entrance road (Main Drive) to provide vehicular access. The store would be a single storey sloping roof structure, with a green roof, measuring 22.3m in length, and 4.6m maximum height. It would contain 4 sets of double doors on the main elevation for access and storage of athletic and sports equipment, and 4 small high-level window openings at the rear elevation. The end elevations would each contain additional door openings. The building would be clad with horizontal red cedar wood cladding, with aluminium louvres, fascia's, soffits and door rails, and a green roof (an amendment from the original scheme which has resulted from pupil input). A 14.8sqm single storey flat roof, timber panelled umpire hut, would also be located adjacent to the 100/110m finish line.
- 1.13 As previously proposed, the outdoor 'Adventure Trail' area would be located to the north east of the track and to the south of Infirmary Drive (an amendment from the original scheme refused in 2018). The Adventure Trail would be unlit, and would consist of 15 exercise stations linked by a porous polymeric track. The stations would provide various climbing and jumping challenges to test strength, balance, fitness and agility, on stations made from natural materials including stone and timber, built into the existing topography around Infirmary Drive. As part of the Adventure Trail area, a portion of the current Infirmary Drive access road is proposed to be downgraded, and converted to a 100m inclined sprint track, which would involve the closure of the existing Infirmary Drive access onto Christ's Hospital Road. It is advised that 53 new trees around the activity sub stations are proposed along with extensive natural under storey shrub planting, as well as 12 new trees along the Christs Hospital Road frontage (identified as areas 33 and 34 on the revised Soft Landscaping Plan). The majority of trees including the well-established avenue trees within the adventure trails will be retained as set out within the Tree Report D2487.REV3.0.TS.AiA.AMS.
- 1.14 As previously proposed, the 3G artificial grass pitch located to the south western playing field (further away from Christs Hospital Road and Bluecoat Pond residential area to the north) would be used for football and rugby. This pitch would formalise an existing grass pitch in the same location (to the west of the proposed athletics track and main entrance drive). The 3G pitch would be fully fenced with 3m black mesh perimeter fencing would include spectator seating and 8 x 16m floodlighting columns, including a reduction in luminaires from 28 to 24 for this application. An area of hardstanding would surround the southern end of the pitch to enable pedestrian access.
- 1.15 As previously proposed, in order to avoid the need to transport excavated material to landfill, the land to the east of the main site (the 'Eastern Fields') bounded by Christ's Hospital Road to the North and Infirmary Drive to the West, is proposed to be used as a site to accommodate around 24,000m³ of excess spoil excavated from the proposed development. The spoil is proposed to raise the land by an average of 0.5m, across the 4.5Ha site, replicating the existing topography. The topsoil of the spoil mounds will be re-seeded with grass.
- 1.16 As previously proposed, the car parking on site would be reconfigured, due to the extension to the sports centre which would result in the loss of the 114 existing spaces. Two new car parking areas are proposed to the north and east of the sports centre containing a total of 236 parking bays, including 47 electric vehicle charging bays in accordance with WSCC Parking Guidance 2020. An additional 36 spaces are also proposed in a separate overflow area. The new car parking area will be served by a new access road linked directly from Christ's Hospital Road thereby separating vehicular access arrangements for users of the sports facilities and the school. The new access road is a formalisation of the already permitted temporary access road permitted under DC/17/2635.
- 1.17 Following the refusal of the previous applications, a Landscape and Visual Assessment by Michelle Bolger Landscape Consultant (dated June 2021) has been submitted as part of the current planning application.

- 1.18 As previously proposed a full scheme of soft landscaping and planting is proposed. To facilitate the development, 18 individual trees across the site are proposed for removal (in addition to one hedgerow, and several groups of trees which amounts to a total of 157 trees for removal). The individual trees proposed for removal include 5x A Grade (high quality), 4x B Grade (moderate quality), and 6x C Grade (low quality), and 3x U Grade trees. Compensatory tree planting includes an additional 12 trees (7 Oaks and 5 Hornbeams) now proposed as part of the current application. Total new/replacement tree planting is as follows:
- 12 x Heavy standard English Oak trees (12-14cm girth / 3.5-4.25m height);
 - 5 x Heavy Standard Hornbeam trees
 - 101x Native trees standard size (10-12cm girth / 3-3.5m height);
 - 48x Ornamental tree species (10-12cm girth / 3-3.5m height);
 - 50x Native understorey tree species (1.5-1.75m, feathered);
 - 5,700x understorey, native and ornamental shrubs (20cm – 1.2m height).
 - Net increase of 8 metres of new hedgerow.

DESCRIPTION OF THE SITE

- 1.19 Christ's Hospital School is located approximately 3km to the south-west of Horsham, and approximately 1.5km to the south-west of the small settlement of Tower Hill. The settlement of Christ's Hospital largely comprises the school campus, and a small cluster of housing to the north and west (adjacent to the railway line). The housing cluster is contained within a defined built-up area boundary (BUAB), but the school campus lies outside this boundary, therefore classified as located within the countryside. The specific application site is within the school campus, but is not within the BUAB. Access to Christ's Hospital from the east is gained from the B2237 (Worthing Road, Horsham) via Tower Hill / Christ's Hospital Road; from the south via the Bax Castle and Two Mile Ash Road; or from Itchingfield to the west via Christ's Hospital Road. Access can also be gained from Christ's Hospital train station which is located approximately 700m to the north-west of the school campus.
- 1.20 Christ's Hospital School is an independent day and boarding school originally founded in London in 1552. The school moved to its current location in 1902. The school's founding charter established it as a charitable school meaning that bursaries are awarded to most students to enable pupils from all backgrounds to attend and receive a private education.
- 1.21 The Bluecoats Sports Centre opened in its current location in 1990, and has been operated by the Bluecoats Sports charity since 2002. The current centre is used by both the school and members of the public, and has a 25-metre pool, a fitness suite, squash courts and a sports hall. Existing outdoor sports facilities include 15no. tennis courts, 24no. grass football and rugby pitches, 10no. cricket squares (to the south of the main campus), and 2no. all-weather pitches. A 400m grassed athletics track is marked out in the summer season on an area to the north-west of the sports centre. The existing facilities are used both by the school and local clubs and organizations. Bluecoats Sports has a fluctuating external membership, which averages at about 3,000 people.
- 1.22 The application site is located on grounds to the north of the existing school campus and Bluecoats Sports Centre. The site largely consists of managed grassland (which is artificially flat as a result from the laying of spoil from previous development), with some of the land used for informally marked sports pitches (athletics, cricket and rounders) in the summer months. The application site contains a number of mature trees, particularly lining the Main Drive, and within the proposed location for the new athletics track. The 'Eastern Fields' are defined by open and gently undulating grassland, interspersed with occasional mature trees, and divided by The Avenue which is heavily tree lined. A small portion (approximately 0.2Hh) of Ancient Woodland is located within the Eastern Fields, directly to the south of Christ's Hospital Road. The northern boundary of the site is defined by Christ's Hospital Road, beyond which is woodland which largely restricts views and awareness of the A24 dual carriageway further to the north.

- 1.23 The Christ's Hospital School complex contains two groups of Grade II* Listed Buildings. The first group of buildings were listed in 1959, and include the main quadrangle, the chapel, the Big School, the water tower and dining hall as well as the main boarding houses which extend as wings. The water tower is partially visible from the application site but the other buildings mentioned are screened to a large extent by the sports centre, existing trees and landscaping, and other buildings fronting the school. The second group of buildings were listed in 2000, comprise the arts centre and music school which date from 1972-4. These buildings are located to the south of the main school campus and are not visible or appreciable from the application site.
- 1.24 To the north of the application site is a Grade II listed former barn building, now converted to 2no. residential units as part of wider re-development plans in the mid-2000's. This building can be seen from Main Drive, but views from the application site are largely obscured by the presence of mature trees. To the north-east of the application site is a Grade II listed residential buildings known as The Old Lodge, and East Lodge and Gateway listed in 1980, which are visible from the Eastern Fields. Another Grade II listed residential building known as Field End Cottage (previously known as Sluetts and listed in 1980) is located approximately 350m to the east of the main application site, and fronts the Eastern Fields.
- 1.25 In addition to a number of residential houses and flats located on the school campus occupied by staff and students; there are several other residential properties in the vicinity of the application site. Approximately 100m to the north-west of the site is Bluecoat Ponds and Barnes Wallis Avenue which comprise of around 142 residential properties. Of these properties, numbers 41-52 Bluecoats Ponds are in closest proximity (approx. 40m) to the application site. Properties in King Edward Close are located further from the application site to the east, and several other properties on Two Mile Ash Road are located within sight of the Eastern Fields.

2. INTRODUCTION

STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

RELEVANT PLANNING POLICIES

The following Policies are considered to be relevant to the assessment of this application:

National Planning Policy Framework

Horsham District Planning Framework (HDPF 2015)

Policy 1 - Strategic Policy: Sustainable Development

Policy 3 - Strategic Policy: Development Hierarchy

Policy 25 - Strategic Policy: The Natural Environment and Landscape Character

Policy 26 - Strategic Policy: Countryside Protection

Policy 31 - Green Infrastructure and Biodiversity

Policy 32 - Strategic Policy: The Quality of New Development

Policy 33 - Development Principles

Policy 34 - Cultural and Heritage Assets

Policy 35 - Strategic Policy: Climate Change

Policy 39 - Strategic Policy: Infrastructure Provision

Policy 40 - Sustainable Transport

Policy 41 - Parking

Policy 43 - Community Facilities, Leisure and Recreation

Supplementary Planning Guidance:

Community Infrastructure Levy (CIL) Charging Schedule (2017)

RELEVANT NEIGHBOURHOOD PLAN

Southwater Parish Neighbourhood Plan 2017-2031

Policy SNP 1 Core Principles
Policy SNP 4 Keeping our Roads Moving
Policy SNP5 Local Green Spaces
Policy SNP 7 Formal / Informal Sports Areas
Policy SNP 13 Enhancing our Non motorised Transport Network
Policy SNP 15 Driving in the 21 Century
Policy SNP 16 Design
Policy SNP 17 Site levels
Policy SNP 18 A Treed Landscape
Policy SNP 19 Parish Heritage Assets

The Policies maps within the Neighbourhood Plan identify the area covered by the application as formal and informal sports areas and as being covered by the provisions of Policy SNP7.1

PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/19/1149	Proposed two storey extension to the existing sports centre to provide two new swimming pool, spa facilities, two class studios, a fitness suite and cafe. Construction of a six-lane, all-weather running track with eight-lane sprint track and ancillary athletic facilities and floodlighting. Construction of a 3G artificial grass pitch with floodlighting. Relocation of spoil on land to the east. Creation of an unlit outdoor adventure area with 15 stations east of the new track. Associated car parking for 272 cars, and a new permanent access to Christ Hospital Road, closure of the existing Infirmary Drive access with conversion of disused section of drive to a sprint track. Erection of associated equipment store, fencing and lighting	Application Refused on 05.09.2019 Appeal Lodged- Public Inquiry 29 November 2021
DC/18/1268	Proposed two storey extension to the existing sports centre to provide a new swimming pool, spa facilities, two class studios and a fitness suite. Construction of a new all-weather running track with ancillary athletic facilities and an outdoor exercise area. Construction of a 3G artificial grass pitch. Use of land to the east of Infirmary Drive to relocate spoil and create an unlit running trail. Creation of car parking for 272 cars, and a new permanent access to Christ Hospital Road. Closure of the existing Infirmary Drive access, and conversion of the existing Infirmary Drive to form a sprint track. Erection of associated equipment store, fencing and lighting.	Application Refused on 10.01.2019
DC/17/2635	Erection of temporary road for construction traffic for the duration of the development of previously permitted catering facilities (DC/17/1216).	Application Permitted on 29.01.2018
DC/17/1216	Proposed demolition of existing catering building and erection of replacement catering building, including office, classrooms, associated soft and hard landscaping and new sub-station area. (Full planning)	Application Permitted on 04.09.2017
DC/16/0789	New all-weather pitch to replace existing with associated fencing and floodlights	Application Permitted on 05.07.2016

3. OUTCOME OF CONSULTATIONS

- 3.1 Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at www.horsham.gov.uk

INTERNAL CONSULTATIONS

HDC Landscape Architect: No Objection

(Summary) The proposals and supporting information are almost identical to what has been considered by the independent landscape consultant and received during the proceedings of the DC/19/1149 appeal. There are very minor changes to the LVA report namely the assessment of landscape value which has been updated to follow most recent guidance, however this does not change the overall conclusions of the report but highlights that the overall value of the landscape in which the site is located is medium although the associations with Christ's hospital put it at the higher end of medium (see para 5.8.4 and 5.8.5 of the LVA). The masterplan has been revised to include the additional trees suggested as part of the mitigation measures to enhance parkland characteristics.

The previous comments of the HCUK group advice note by Claire Browne and conclusions are still applicable and agreed with:

HDC Leisure Department: No Objection previously recorded (DC/19/1149)

(Previous comments regarding DC/19/1149 noted)

'I support this application from a strategic leisure perspective. There is a deficit in swimming provision in the district and this pool extension will go some way to addressing this. Additionally the new all-weather running track/athletics facility will both service the school's requirements and provide opportunities for community use. The inclusion of 3G pitch space at the site will also help towards reducing the deficit identified in both the 2014 Sport and Open Space and Recreation Assessment and more recent studies.

The overall proposal is sensible in ensuring the sustainability of the leisure offer at Christ's Hospital whilst also providing a balance between public and membership based opportunities for our residents. This extended leisure provision will enhance the sporting and recreation opportunities of a significant number of residents and key local sports clubs'.

HDC Environmental Health: No Objection subject to conditions

Noise

We have reviewed the Max Fordham LLP Noise Statement (Application 3, Issue 2 – Final) dated 29 June 2021, submitted in support of the above planning application, and the conclusions in the report in that the impact on amenity from the main sources of noise (sporting activity, traffic etc.) is considered acceptable and the other sources of noise can be mitigated with planning conditions as appropriate, are accepted.

To ensure that that the impacts from the mobile PA system are adequately mitigated we would however recommend that a condition be imposed.

Lighting

As stated in our comments on the previous application, the additional information submitted with respect to the proposed lighting demonstrates that there should be no direct illuminance of residential facades. Provided the scheme is installed as detailed in the submitted documents and the proposed curfew of 9:00pm is maintained, it is considered that there will be no direct loss of amenity arising from the sports pitch lighting. However, as discussed the issue of sky glow will remain and this can only be fully addressed by limiting the hours the lighting is operated. It is recommended that a compliance condition be attached in a form similar to that for draft condition 26 but it may be necessary to allow a longer period of up to 6 months to ensure the installation can be assessed under relevant ambient light conditions.

HDC Conservation: No Objection

HDC Drainage Engineer: No Objection subject to condition

HDC Strategic Planning: No Objection

Previous comments in relation to DC/18/1268 remain applicable to this scheme (which raised no objection). It is noted that an appropriate Community Use Agreement would further support the application's accordance with Policy 43.

HDC Economic Development: No Objection

Overall, Economic Development support this proposal. The development of additional sports facilities would have a positive impact on the local economy, create additional local employment opportunities and is likely to support the growth of local businesses within and related to the sports sector.

HDC Tree Officer: No Objection

The supporting information has been assessed in pursuant of arboricultural matters and Will Jones's comments from the two recent applications at the site Ref: DC/18/1268 & DC/19/1149. The previous comments provide an accurate description of the quality of the trees indicated for removal and the impact their removal will have on the character and amenities of the locality. Furthermore, I am satisfied that the tree protection details in the Arboricultural Report are in accordance with BS 5837. Therefore, if installed as proposed, I do not consider that this development will negatively impact the retained trees at the site.

OUTSIDE AGENCIES

Historic England: No Comments offered

WSCC Highways: No Objection

(Summary): The Highway Authority did not object to the previous applications (DC/18/1268 or the identical DC/19/1149). WSCC Highways have not raised transport related objections to any of the previous applications. Given the current application is effectively a duplicate of DC/19/1149, there are no in principle objections to the current application.

The speed limit Christs Hospital Road is understood to have changed between the submission of the last and the current application. The speed limit is now understood to be 30mph. As the proposed junction was accepted when a higher speed limit was in place, the new junction remains acceptable. The provision of the new access and closure of the existing should be secured via condition.

The application is supported by a Transport Assessment. The majority of the TA has been agreed with WSCC through discussions on the earlier applications.

In terms of traffic generation, the submitted Transport Assessment makes use of data collected prior to any Covid related lockdowns. The data used is still considered relevant and appropriate for the purposes of the current application. As the TA indicates, an event management plan would be appropriate to cover high attendance events. A construction management plan would also be required. As part of this, specific consideration should be given to construction vehicle routing. It's fully acknowledged that this development would increase traffic flows on the local road network. There are no apparent constraints however to enable these to be accommodated. It's not considered that this proposal would result in any conflict with the requirements of paragraph 111 of the National Planning Policy Framework.

Subject to the following conditions, WSCC Highways would not anticipate this proposal resulting in any severe or unacceptable highway impacts as set out within paragraph 111 of National Planning Policy Framework

Additional comment:

Based on the records available from Sussex Police, there have been four accidents at the B2135/Boars Head Junction in the last 5 years (3 in 2018 and 1 in 2021); two serious and two slight. The causes of the accidents are listed as drivers failing to look properly, being impaired by alcohol, deposits on the road (e.g. oil, mud, stone chippings) as well as a low sun. None of the accidents identify any issues with the junction itself.

There may be other more recent accidents that aren't included (generally the data is only a month or so out of date). Accidents where the driver has a medical episode also won't be included.

The accident record doesn't affect the Highway Authority's previous comments. From the accidents, there's nothing inherently unsafe regarding this junction. All of the accidents are resulting from the way in which road users have determined to use it.

WSSC PROW: No Objection previously recorded (DC/19/1149)

(Previous comments regarding DC/19/1149 noted)

It's understood that the proposed development will not impact upon any public right of way and, therefore, I have no comment to make.

Ecology Consultant: No Objection

The Ecological Assessment (Ecology Solutions, June 2021) and the Ecological Assessment Addendum (Ecology Solutions, August 2021) supplied by the applicant, relating to the likely impacts of development on Protected & Priority habitats and species, and identification of proportionate mitigation has been reviewed along with the Floodlighting Report (Max Fordham LLP, June 2021) and the Proposed External Lighting Predicted Light Spill (Midlands Lighting Solutions, 2019). It is considered that there is sufficient ecological information available for determination. This provides certainty for the LPA of the likely impacts on Protected and Priority species and, with appropriate mitigation measures secured, the development can be made acceptable.

Sport England: No Objection subject to conditions

(Summary) Sport England does not wish to raise any significant issues in relation to the amended scheme, as with the previous application DC/18/1286 (and DC/19/1149) it is considered to bring benefits to sport which outweigh the harm caused by the loss of playing field. However, we would like further information and clarification on the proposed community use agreement/plan. Good community use of the facilities are required in order for our E5 exception policy to be met: The absence of an objection is subject to the following conditions: (1) submission of detailed design and layout of new facilities, and (2) submission of a Community Use Agreement prepared in consultation with Sport England'.

WSSC Flood Risk Management: No Objection

(Summary) Current surface water mapping shows that the majority of the proposed site is at low risk from surface water flooding although there are some small pockets of higher risk across the site. This risk is based on modelled data only and should not be taken as meaning that the site will/will not definitely flood in these events. Any existing surface water flow paths across the site should be maintained and mitigation measures proposed for areas at high risk. Current Ordnance Survey mapping shows a watercourse near to the site.

Local or field boundary ditches, not shown on Ordnance Survey mapping, may exist around or across the site. If present these should be maintained and highlighted on future plans.

Works affecting the flow of an ordinary watercourse will require ordinary watercourse consent and an appropriate development-free buffer zone should be incorporated into the design of the development. There is no record of historic flooding.

The Flood Risk Assessment & Drainage Strategy Report included with this application states that permeable paving and below ground attenuation, would be used to control the surface

water runoff from the site. All works to be undertaken in accordance with the LPA agreed detailed surface water drainage designs and calculations for the site, based on sustainable drainage principles. The maintenance and management of the SuDS system should be set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved designs.

Southern Water: No Objection

Horsham District Cycle Forum: Objection previously recorded (DC/191149)
(Previous comments regarding DC/19/1149 noted)

Little mention of cycle provision for a development that is promoting health. No mention of cycling in the Planning Statement or Design and Access Statement. None of the submitted plans show any cycle facilities. All plans must be revised to show this provision. Only 26 cycle spaces proposed compared to 272 car parking spaces. No effort to improve cycling environment. Cycle parking needs to be secure, lit, accessible, close to main entrance and covered by CCTV. HDCF request for a detailed cycle strategy to be submitted alongside the application which should encourage access to and from the Downs Link, Southwater and CH Railway Station.

Southwater Parish Council: Objection

- Not sufficient changes to the original application and due to highways/traffic concerns.
- Highway Concerns in terms of the additional traffic on the rural roads, which generally have no footways or street lighting which would be detrimental to this area of the Parish with a poor road network in and out of what is, a rural area. Contrary to:
- Southwater Neighbourhood Plan; SNP 13 Does not address the increase traffic and there is no additional measures to increase non motorised transport
- Horsham District Planning Policy 2015, Environmental Protection - Policy 24
- National Planning Policy framework section 9 Promoting sustainable transport

3.2 PUBLIC CONSULTATIONS

A total of 27 representations have been received in connection with this application comprising 24 objections, and 2 which support the proposed development:

Objections are based on the following grounds:

- Intrusion of relatively rural area
- Increased noise, traffic
- Increase in cyclists using roads and road safety
- Pedestrian safety
- Inadequate local roads
- Not in accordance with policies
- Use of sports facilities by clubs and teams outside of the area.
- Commercial venture
- Loss of wildlife and trees
- Floodlighting will disturb wildlife
- Visibility of floodlights from Tower Hill and light pollution
- Existing floodlights not always turned off when they should be
- Previous accidents on roads and road safety
- Bats and ecosystem
- Proposed athletics track would be in direct competition with Broadbridge Heath
- Limited access to Christs Hospital School sporting facilities
- Negative impact on sport in Horsham area
- No sustainable transport links to the site

- Struggled with traffic relating to Covid vaccine centre and on 1 occasion closed centre because of road safety concerns.
- Needs A24 access road to Southwater spur
- Concerns about increase in future membership numbers and traffic impact
- Wrong location for facility
- Overdevelopment
- Previous applications refused

Letters of Support:

- Extension should be seen as provision for professional level of sporting facilities within the district.
- Opportunity to boost health and Wellbeing in the District
- Used as a Covid vaccination centre during pandemic since January 2021 with 30,000 vaccinations given to date. Local Highway system coped with additional traffic generated.
- Increased traffic from increased membership would carry little weight
- Many local benefits including exercise, for mental wellbeing, mental health, sport and leisure recreation from sporting facilities.
- Social economic benefits
- Health benefits from sport and less pressure of NHS
- Local economy benefits
- Employment benefits.
- Benefits outweigh dis-benefits

4. HOW THE PROPOSED COURSE OF ACTION WILL PROMOTE HUMAN RIGHTS

- 4.1 Article 8 (Right to respect of a Private and Family Life) and Article 1 of the First Protocol (Protection of Property) of the Human Rights Act 1998 are relevant to this application, Consideration of Human rights forms part of the planning assessment below.

5. HOW THE PROPOSAL WILL HELP TO REDUCE CRIME AND DISORDER

- 5.1 It is not considered that the development would be likely to have any significant impact on crime and disorder.

6. PLANNING ASSESSMENTS

- 6.1 The main considerations of this assessment are:

- The Principle of the Development
- Assessment of Benefits
- Landscape Impact and Trees
- Design/Layout/Specification of Proposed Facilities
- Heritage Impact
- Highways Impact
- Amenity Impact
- Drainage
- Ecological Impact
- Planning Balance

The Principle of the Development

- 6.2 As considered previously the broad principle of development remains acceptable. The site is located outside of the Christ Hospital built up area boundary (BUAB), and does not form an allocation for development within Horsham's adopted development plan (comprising the Horsham District Planning Framework (HDPF) and Southwater Neighbourhood Plan). As a result, the site is considered to be located within the countryside where development is more tightly controlled. Policy 26 of the HDPF (Countryside Protection) states that outside BUAB's, the rural character and undeveloped nature of the countryside will be protected against inappropriate development. Policy 26 requires that any development proposal must be 'essential' to its countryside location, and must meet at least one of 4 criteria including providing for quiet informal recreation use, or enabling the sustainable development of rural areas. Policy 26 also requires that any development must be of a scale appropriate to its countryside character and location, and must not lead to a significant increase in the overall level of activity in the countryside.
- 6.3 Since the previous application was refused, the Southwater Neighbourhood Plan 2019-2031 was made in June 2021 and now carries full weight in the consideration of this application. Policy SNP 7 Formal / Informal Sports Areas is considered most relevant to the application as this policy identifies the site as being for formal and informal land sports use. Policy 7.2 allows for alternative sports and recreational provision which 'clearly outweigh' the loss of the current or former use. In this case the proposals replace the existing grassed areas with new sports and recreational facilities in compliance with Policy 7 of the Southwater Neighbourhood Plan.
- 6.4 In addition to Policy 26 which seeks to protect the District's valuable countryside character; the provisions of HDPF Policy 43 (Community Facilities, Leisure and Recreation) are also relevant to this application. Policy 43 supports the provision of new or improved community facilities, particularly where they meet an identified need. Whilst as a whole Policy 43 prioritises new facilities in locations that accord with the HDPF Development Hierarchy; 43(2) specifically supports the development of new facilities located outside built-up area boundaries where this is the 'only practicable option' and where a suitable site, 'well-related to an existing settlement' exists. HDPF Policy 43 accords with the aspirations of Chapter 8 of the National Planning Policy Framework (NPPF, 2021) which promotes healthy lifestyles through the provision of sports facilities (para 92c), as well as requiring Local Planning Authorities to give great weight to the need to expand or alter schools (para 95a).
- 6.5 Whilst it is not considered that the proposed sporting facilities directly accord with the criteria required by Policy 26 (i.e. being essential to a countryside location); it is appreciated that the site is located within the existing school grounds, immediately adjacent to the existing school sports facilities and linked to the existing Bluecoats Sports Centre. By virtue of the proximity of the school to the built-up area of Christ's Hospital which is immediately to the north and west, it is considered that the exceptions test within HDPF Policy 43 (i.e. that this site is well-related to an existing settlement, and that the location is practicable) are met to some degree. Given these particular circumstances, and having regard to the aspirations of HDPF Policy 43 and NPPF Chapter 8 to promote healthy lifestyles by expanding sporting provision, it is considered that the principle of providing additional sporting facilities on this site is acceptable, subject to an appropriate assessment of the benefits of the development, and full consideration of the impacts of the proposals on heritage, landscape, ecology, the surrounding highway network, and neighbouring amenity; as set out in the following paragraphs.

Assessment of Benefits

- 6.6 As considered in the previous application the assessments of benefits remains unchanged. In accordance with the thrust of Chapter 8 of the NPPF, Policy 43 of the HDPF promotes general support for the provision of new or improved community facilities and services. Whilst

Policy 43 goes on to state that the support of these facilities is given 'particularly where they meet the identified needs of local communities', a demonstration of need is not a necessary requirement for Policy 43 to continue to endorse this support. As such, it is considered that the proposal for additional leisure and sporting facilities at Christ's Hospital School would accord with Policy 43 even without a demonstration that the facilities will meet a specifically identified local need.

- 6.7 Despite this, in order to assess the degree to which the proposed development accords with HDPF Policies 43 (Leisure and Recreation) and 26 (Countryside Protection); an assessment of the extent to which the development meets any locally identified needs is useful to understand. In addition, in order to justify the acceptability of the development against any harm resulting from the site's countryside location, an understanding of the benefits that the facilities will bring is important to inform the overall planning balance.
- 6.8 In the first instance, when considering the extent to which there is a need for the leisure facilities proposed, it is important to identify where this need arises from (private aspirations, or public requirements), who it seeks to benefit, and whether this is considered to justify the scale and nature of the proposed development in a countryside location.
- 6.9 The proposal has been driven by the desire of the school (as an independent, private organisation) to make improvements to their existing leisure offer in order to develop the physical health and wellbeing of their pupils. The need for this development, therefore, comes from the school's aspirations to improve their existing facilities for the primary benefit of their pupils. The link between the school and Bluecoats Sports Centre (which is a private Members club, operating as a charity since 2002) means that the proposed leisure improvements would naturally benefit both the school pupils and existing and future club Members. In addition, the proposed facilities including the 3G pitch and athletics track would also be available for community use and club hire meaning that there would be a wider public benefit to the overall scheme beyond just pupils of the school and members of the Bluecoats Sports Centre. At present, 32 external clubs and groups currently use the site, and the applicant considers that the improved facilities is likely to encourage other local clubs to relocate.
- 6.10 In general terms the NPPF is supportive of proposals that improve and add to existing stock of sporting and leisure facilities, as well as supporting the principle of expanding or altering schools to meet the needs of existing and new communities, and to widen the choice in education (para 95). Paragraph 98 of the NPPF notes the importance of enabling access to a network of high quality sporting facilities in order to benefit the health and wellbeing of communities.
- 6.11 In accordance with paragraph 99 of the NPPF, Sport England has a statutory responsibility to ensure that development does not lead to the loss of any land used as playing fields, and if it does will only be acceptable if it falls within one of five exceptions categories. In the case of this proposal, part of the development is proposed to be on land currently used as informally marked out grass playing pitches, therefore consultation with Sports England is a statutory requirement. Having reviewed the proposals, Sports England have confirmed that (subject to conditions), the proposal meets 'Exception 5' of the Sports England Playing Fields Policy as it is considered to provide 'sports facilities of sufficient benefit to the community so as to outweigh the loss of playing fields'.
- 6.11 Whilst it is clear that there is overarching support from government (via the NPPF and Sport England policy) for sport and leisure developments such as this; as the facilities are intended to be used by school pupils, club Members and the wider community, it is useful to understand if a wider community need for these facilities exists, and if so, the extent to which these facilities would address that need. If a wider leisure need is considered to be addressed by this proposal, this would add weight to an approval of a sports facility in a countryside location when considering the overall planning balance.

- 6.12 The previous proposals were considered having regard to the Council's 2014 Sport, Open Space and Recreation Assessment (SOSRA), and the Sport and Physical Activity Strategy (the 'Sport Strategy') which is a 5-year development strategy published in 2016. The 2014 SOSRA undertook analysis of all existing facilities within the Horsham District, and identified any deficiencies in provision. Paragraph 5.55 of the 2014 SOSRA lists the needs and opportunities for additional or improved leisure facilities within the District, which at the time included up to five 3G pitches and a four-court indoor tennis facility. Swimming pool provision and fitness facilities were also explored but it was concluded that no further provision was required at that time. Since the publication of this document, two additional 3G pitches have been provided within the District (at Shooting Field, Steyning and at Horsham Football Club). As such, there still remains a requirement for an additional three 3G pitches within the District, which the proposed facilities would contribute to.
- 6.13 The 2014 SOSRA discusses the condition of the existing Broadbridge Heath (BBH) Sports Centre site, describing both the indoor centre and outdoor athletics track as 'showing its age'. The document describes the Council's intention to redevelop the site, including the demolition and rebuild of the sports centre, and potential closure and relocation of the existing outdoor athletics track. Since the publication of the 2014 SOSRA, the BBH sports centre has been closed, and a new leisure centre (The Bridge) adjacent to the old site was opened in October 2018. At present, whilst the existing outdoor athletics track at Broadbridge Heath is 'showing some signs of age' it remains open, and in use as a community facility. As such, the proposed facility at Christ's Hospital School would provide for another running track in the District. Whilst no explicit need for an additional running track in the district is identified, Policy 43 of the HDPF supports 'the provision of new or improved community facilities', therefore an identification of need is not considered to be necessary for the development to successfully accord with Policy 43.
- 6.14 More recently, the Council has published its Open Space, Sport and Recreation Review (June 2021), however this document does not update the need for 3G and athletics facilities in the District, which are due to come forward in a separate review of the District's built sports facilities. The 2014 SOSRA and 2016 Sports Strategy therefore remain the most relevant background studies, as before.
- 6.15 It is proposed that the new facilities at Christ's Hospital School are primarily being provided for the use of the school (pupils and staff) and members of Bluecoats Sports Centre. However, in line with existing arrangements that exist between the school and other external local sports clubs and societies (32 in total), it is proposed that the new facilities will continue to be made available for use by external organisations who will enjoy improved and state of the art sporting facilities. The existing staff car park will continue to be used for coach and overflow parking on event days, and this will form part of the events management for the site. In addition, whilst Bluecoats is a private member's club, it is acknowledged that non-members are welcome to use the facilities as a 'pay as you go' manner which does not restrict use of the facilities to Members only, but opens it up to the wider public. The extension of the use of the new facilities to external clubs and societies and to non-members of Bluecoats; contributes to the wider leisure and recreation offer to the local community, as well as to the overall public benefit, which is afforded weight in the planning balance.
- 6.16 As previously, Sport England have confirmed that the proposed facilities will offer sufficient benefit to the community, such that it meets the exceptions tests within 'Exception 5' of the Sports England Playing Fields Policy. Accordingly, Sport England do not object to the scheme, providing that an appropriate Community Use Agreement is completed to ensure that the community benefit provided by the new facilities is appropriately achieved in line with the exception policy. In order for Sport England's support for the proposed development to stand, an appropriate level of community use and benefit must be achieved. The Community Use Agreement (required to be submitted by condition) must be approved in consultation

with Sport England, thereby offering assurance that an acceptable level of community benefit is achieved in order to satisfy Sport England's exceptions policy.

- 6.17 In order to demonstrate the extent of availability for non-school use of the proposed athletics track, the applicant has submitted an indicative timetable (Appendix 3 of the Planning Statement dated June 2021) which shows that within term time, club and community use of the athletics track is made available in the evenings from around 4pm (6pm on Mondays and 5pm on Tuesdays and Wednesdays) to 10pm (Monday-Friday), and all day at weekends to 10pm. Outside term-time, the school would not require use of the facilities, so club and community use would be available all day, every day. Whilst the precise details of the overall management and timetabling of the new facilities have not been finalised at this stage, it is considered that the indicative scheduling for the track shown in the indicative timetable demonstrate an appropriate split between use by the school (generally midweek, during the day) and club/community use (generally in the evenings and weekends, and at all times outside of term time).
- 6.18 The applicant provided a draft Community Use Agreement (CUA) as part of the previous application in support of the planning application to show the intent for this facility to be used for both the school and the wider public. Whilst precise management details cannot be known at present, a CUA would describe the principle arrangements and timetabling for community use of the sporting facilities for local sports clubs, organisations and casual users. If as part of future plans to re-locate the existing athletics track at BBH, the Council decided that Christ's Hospital was an appropriate site for the relocation of this facility; then any CUA would need to fully reflect the needs of the District and its community at that time, and would be re-drafted to ensure these needs are accommodated appropriately. As well as providing a level of certainty to the Council and local community that the proposed facilities will be available for wider use (i.e. beyond just being used for the school's pupils and staff), the requirement for a CUA and the details contained within it have been requested by Sport England as a condition of their 'no objection', and as such, the submission of a completed CUA will be secured by condition.
- 6.19 The Council's Leisure Services team has previously reviewed the draft CUA under DC/19/1149 and are satisfied that the proposed arrangements to share the facilities between the school and external groups would enable the facilities to be used to their maximum potential thereby making this a viable and sustainable proposition, resulting in a good level of public benefit. The completion of a Community Use Agreement will also provide certainty that clubs and community groups would have fair use of the new facilities.
- 6.20 In summary, it is considered that the provision of additional sporting facilities at Christ's Hospital School would enhance the existing leisure offer within the District by providing a range of high quality and state of the art facilities for use by both pupils of CH School, and the wider public. Subject to agreed timetabling via a completed Community Use Agreement (as required by Sport England to demonstrate that appropriate community use is offered in accordance with 'Exception 5'), it is considered that the facilities will be capable of fulfilling the aspirations of the school to improve sporting facilities for the benefit of their staff and pupils; as well as enabling a continuation of use by external clubs and societies that currently use facilities within the school grounds. In addition, the proposed 3G pitch which will be made available for public use, contributes to meeting a leisure need identified in the 2014 SOSRA. As a result, the enhanced leisure offer that would be provided, both for the school and the wider public, leads to the conclusion by Officers that the proposal would offer a demonstrable benefit to the public in terms of additional, state of the art, high quality sporting facilities that would be available for daily use by local clubs and individuals. As such, the weight afforded to the public benefit that will result from this development is considered by Officers to be significant, and this is an important factor in the overall planning balance that will be made within this report.

Landscape Impact and Trees

Landscape

- 6.21 Following the refusal of the previous application (DC/19/1149) on landscape grounds, the applicants have submitted a Landscape and Visual Appraisal (dated June 2021) by Michelle Bolger (Expert Landscape Consultancy) which forms part of the current application proposals (and also the appeal proposals relevant to DC/19/1149).
- 6.22 The Landscape and Visual Appraisal (2021) considers the value of landscape relating to the application site, which is informed by landscape assessments relating to this area. The relevant assessments include

The Landscape Character Assessment of West Sussex (2003)

The Landscape Character Assessment of West Sussex (2003) identifies the Local Character Area as being within LW6 Central Low Weald (Christ's Hospital School is not mentioned in the detailed description)

The Horsham Landscape Character Assessment

The Horsham Landscape Character Assessment identifies the Christ's Hospital School site as being located within H1 (Landscape Character Type - Plateau Farmlands) within the Southwater and Christ's Hospital Landscape Character Area (LCA). The key Characteristics of this area are low ridge and plateaus; largely open character; relatively few woodlands and hedgerows; lanes with wide grass verges; extensive open views and imposing brick buildings of Christ Hospital School set in parkland surroundings.

The Southwater Landscape Sensitivity and Capacity Study (SLSCS)

The Southwater Landscape Sensitivity and Capacity Study (SLSCS) was prepared to support the Southwater Neighbourhood Plan (SNP) identifies two LCAs within the school grounds; LCA 4a Christ's Hospital School and Settlement and LCA 4b Christ's Hospital School Playing Fields and Countryside. The SLSCS is the most recent landscape character assessment for the site. The SLSCS divides the site in terms of character and associates the built form within the school and the playing fields to the north and northwest with the adjacent settlement (LCA 4a Christ's Hospital School and Settlement). The SLSCS considers the land to the north and east of Infirmary Drive and the land to the south of the school buildings as more closely associated with the countryside to the north of Christ's Hospital Road (LCA 4b Christ's Hospital School Playing Fields and Countryside). The SLSCS undertook a value assessment for both LCA 4a and LCA 4b and concluded that they both had medium value, a landscape of local value.

- 6.23 The development proposals fall almost entirely within the identified LCA 4a (the development area) with only part of the access road and the deposition of spoil taking place within the identified LCA 4b area, (the infill area).
- 6.24 The whole of the application lies within the countryside, with part of the application proposals falling to the south and west of Infirmary Drive, within the identified area LCA 4a which is characterised by school related uses (i.e. the extension to the existing sports building) and part of the application proposals falling to the north and east of Infirmary Drive within the identified area LCA 4b which is characterised as being agricultural.
- 6.25 It is advised that the methodology used to prepare the applicants original Landscape and Visual Appraisal was based on the Guidelines for Landscape and Visual Impact Assessment, Third Edition 2013 (GLVIA3) prepared by the Landscape Institute/Institute of Environmental Management and Assessment. GLVIA3 is the key guidance with regard to assessing landscape and visual impacts. Since March 2020 the Landscape Institute (LI) has issued new guidance on assessing landscape value, LI Technical Guidance Note 02/21 Assessing landscape value outside national designations (LI TGN 02/21).

- 6.26 The Landscape and Visual Assessment (Michelle Bolger- March 2020) submitted by the applicants with the appeal advised that the landscape in which the site is located, which includes parts of LCA 4a and LCA 4b, had medium value. Given the new guidance on assessing landscape value as referred to above, the value of the landscape in which the site is located has been reassessed according to these standards. Based on this assessment it is advised that the overall value of the landscape in which the site is located is medium (as concluded by the SLSCS) although the associations with Christ's Hospital School put it at the higher end of medium, which is the same conclusion reached when the site was assessed against the GLVIA3, the previous assessment methodology previously recommended by the Landscape Institute.
- 6.27 The applicant's updated Landscape and Visual Appraisal (LVA) submitted with the current application (Michelle Bolger – June 2021) addresses the landscape value of the site and surroundings; the assessment of sensitivity of the landscape; the susceptibility to change of a landscape; and the magnitude of change for landscape effects in their assessment in accordance with professional industry standards. It is advised that with consideration to all of these aspects, that the assessment of the overall magnitude of change on LCA 4a will be medium/ low adverse, and that given the medium sensitivity of LCA 4a the overall effect will be minor-moderate adverse. It is also advised that the proposed planting will in the long term reduce the effect to negligible. It is advised that the overall magnitude of change on LCA 4b will be low adverse. Given the medium sensitivity of LCA 4b it is advised that the overall effect will be minor adverse, and that the proposed tree planting will in the long term be minor beneficial. From this assessment, it is concluded that the proposals would not harm any of the key features or characteristics of either LCA 4a or LCA 4b and that the application proposals are consistent with Policy 26 Countryside Protection and SNP2, SNP3 and SNP7.2 of the SNP.
- 6.28 As previously, the new sports facilities sit south and west of Infirmary Drive with the level of the running track sat 2m below the highest point of the existing mound. Other mitigation measures remain, including tree and shrub planting, scattered native/parkland trees along the Christ's Hospital Road frontage, and controls on the hours for the floodlighting. The LVA concludes that there would be no significant adverse visual impacts arising as a result of the development. It is recognised that the great magnitude of change would be from Christ's Hospital Road at the new access road but that both here and elsewhere along Christ's Hospital Road the development would be seen within the context of the existing formal sports use north of the campus; the additional tree planting proposed as part of this application has helped to address previous concerns relating to views from Christ Hospital Road frontage.
- 6.29 By way of mitigation for the proposed loss of trees on the site, the new planting includes 12 new oak trees to a 12-14cm Girth / 3.5-4.25 Height / Standard Heavy Stock are proposed, and 5 Heavy Standard size Hornbeams. It should be noted that the planting scheme proposes the other new trees be to a size of 10-12 cm Girth Size / 3.0-3.5 m height and not whips. There will also be a net increase of 8 metres of new hedgerow in the proposals, as before. The landscaping scheme also retains the buffer area parallel to Christ's Hospital Road and the additional 12 number of trees are proposed to be planted to this boundary. The new area of trees is shown within parcels 33 and 34 of the Soft Landscape Layout Plan RCo226/01 REV 11.
- 6.30 The Council's Landscape Architect has reviewed the LVA submitted by the applicants and advises that the scheme is largely the same as the current appeal scheme but includes the additional changes (set out in para 1.7 above). No objections are raised, and it is considered that the previous comments of the HCUK group in the advice note prepared by the an Independent Landscape Consultant (Claire Browne) on behalf of the Council, as previously reported to Planning Committee (North) (March 2 2021) in regards to the appeal documentation relating to DC/19/1149 are still applicable to the application under consideration and agreed with. As such, there are no longer landscape grounds to refuse planning permission.

- 6.31 In support of the current proposals, the applicant's detailed landscape appraisal includes an analysis of visual impact demonstrated by the inclusion of seven public viewpoints along Christ's Hospital Road and Kind Edward Road. The specific viewpoint locations were previously agreed with the Council's Landscape Architect prior to undertaking the study.
- 6.32 As before, the Council's Landscape Architect has confirmed that the principle of the extension to the sports centre and the siting of the new 3G pitch is supported, and it is considered these elements have been positioned and designed appropriately to avoid significant harm to the landscape character of the area. The Landscape Architect has confirmed that the applicant's Landscape Visual Appraisal demonstrates that the proposals would not result in a significant effect on LCA 4b and would be no greater than a low magnitude of change and, with a medium sensitivity, this would be a minor effect at Year 1, reducing once planting has established.
- 6.33 The application site is recognised historically as being part of the school grounds, and forms part of the landscape setting of the school and its heritage assets. By virtue of the introduction of additional development within the school grounds, the Landscape Architect acknowledges that the proposals are likely to change the character of the area. However, the setting of the athletics' track into the ground by 50cm, the retention of more existing trees, and the repositioning of the Adventure Trail proposals away from Christ's Hospital Road); the harm is considered by the Landscape Architect to be largely mitigated.
- 6.34 The positioning of the Adventure Trail further away from Christ's Hospital Road largely retains the sense of openness and vistas through the school grounds towards the Water Tower, which is welcomed by the Landscape Architect who notes that this would positively contribute to the rural setting of the school and of Christ's Hospital Road.
- 6.35 The main issue with the proposals from a landscape perspective has always been the athletics track and its associated lighting and fencing, increased car park and general level of activity in the countryside. As discussed above, leaving the field between Christ's Hospital Road and the development proposals untouched is considered appropriate as the increased openness and distance will improve the experience of the school grounds from Christ Hospital Road, both with regards to rural landscape character and visual amenity.
- 6.36 Officers acknowledge that the combination of existing and proposed development in this countryside location (including the existing sports courts, proposed 3G pitch and athletic track with floodlighting and fencing, adventure trail, parking and extension to the sports centre) will result in an urbanising effect within the site, and is likely to increase the prominence of the school grounds from nearby roads. However, taking into account the comments from the Council's Landscape Architect, in conjunction with an understanding of the site context and benefits resulting for additional sporting facilities for the school and local community; it is considered that whilst the proposed development will result in a change to the landscape character in this area, the site is relatively well contained within the wider context of the school grounds and existing sporting facilities. As a result, and as before, the level of landscape harm identified across the site is considered to be acceptable.
- 6.37 In order to ensure that the scheme is developed to the highest quality possible, the Council's Landscape Architect has also suggested that the applicant submits a number of details relating to soft and hard landscaping. These details include finishes and colours of hard surfacing across the site, treatments and design of other ancillary features, and site management details – all of which are considered to be acceptable to secure by way of condition.

Trees

- 6.38 Since the refusal of the previous application (DC/19/1149), the landscaping proposals have been amended to include additional tree planting to the Christ Hospital Road frontage. The

application site contains several examples of high-quality, mature trees within and adjacent to the site, particularly along roadsides and at the site boundaries. It should be noted that none of the trees on site are protected by Tree Preservation orders, nor is the site located within a Conservation Area where the removal of trees is controlled to some extent.

- 6.39 An Arboricultural Report (as amended 8 May 2019) has been submitted in support of the current application. The report identifies a total of 18 individual tree specimens for removal in order to facilitate the development (in addition to one hedgerow, and 19 groups of trees which amounts to a total of 157 trees proposed for removal). This extent of tree and hedgerow removal remains as per the previous scheme at appeal. The individual trees proposed for removal include 5 x A Grade (high quality), 4 x B Grade (moderate quality), and 6 x C Grade (low quality), and 3 x U Grade trees. It is acknowledged that an attractive belt of trees (A and B Grade) is proposed for removal to facilitate the athletics track. Whilst the removal of these trees is disappointing, it is appreciated that it is required to enable the development to be constructed, and compensation in the form of an enhanced and comprehensive tree planting scheme is proposed elsewhere within the site, including additional trees along the Christs Hospital Road Frontage. Compensatory tree planting is proposed (total 166) including 12 heavy standard size Oak and 5 Hornbeams; 101 native species of select standard size and 48 ornamental select standard size, as well as further understorey planting as set out in para 1.18, increasing the number of trees previously proposed under DC/19/1149 by 12 extra trees.
- 6.40 The Council's Arboricultural Officer has confirmed that the revised proposals present no material change (with regard to trees) that would counter his previous views for DC/19/1149. As such, the Arboricultural Officer has re-confirmed that whilst the loss of mature trees is regrettable, the specimens in question are not of any particularly high level of interest, and some of the older trees earmarked for removal are in poor health and structural condition. The Arboricultural Officer agrees with the comments made by his predecessor in respect of DC/19/1149, noting that they still provide an accurate description of the quality of the trees indicated for removal and the impact their removal will have on the character and amenities of the locality. As such, there is no technical objection raised by the Arboricultural Officer with regard to the proposed tree removal.
- 6.41 Officers consider that the proposed tree removal is regrettable (particularly the attractive belt of trees that are currently in the location of the proposed athletics track); but it is acknowledged that the trees are not protected, and are not specimens of any especial merit to warrant protecting. In addition, the trees in question are contained within the private grounds of the school, therefore their amenity value is not readily appreciable from public views. As such, officers consider that the loss of trees to facilitate the development is acceptable, and the enhanced compensatory planting scheme proposed will create a net increase in trees on the site and a pleasant environment that appropriately mitigates for the loss of existing trees.

Design/Layout/Specification of Proposed Facilities

- 6.42 As considered in the previous application the assessments of the design/layout and specification of the proposed facilities remains unchanged. A Design and Access Statement dated June 2021 has been submitted with this application. The proposed layout is considered by Officers to be well designed within the existing context of the site and with respect to constraints including existing vegetation, roads, historic buildings and topography. The 3G pitch is considered to be appropriately located, adjacent to two existing synthetic pitches, which contains the impact of these larger pitches to one location. The positioning and orientation of the athletics track has not changed from the previous proposal now at appeal, and has retained its position close to the sports centre and car park. The track is set on a lower ground level than its surroundings, and as previously is to be sunk into the ground to reduce its prominence with the wider countryside setting, historic setting and neighbouring amenity; as well as the urbanising influence when viewed from Christ's Hospital Road. The

adventure trail (which remains unlit and naturalistic in design and appearance) is contained on land to the south of Infirmary Drive retaining the open field frontage to Christ's Hospital Road, as before. This has enabled the existing grassed section of land between Infirmary Drive and Christ's Hospital Road to remain as such, thereby respecting the rural character of Christ's Hospital Road and woodland beyond.

- 6.43 The extension to the existing Bluecoats Sports Centre has not changed since the previous proposal (Application 2), and has been designed to make best use of the available land, whilst respecting the architecture of the existing building and the historic setting to the south. The extension, whilst somewhat different in appearance to the existing building, retains a similar overall height (11.5m maximum) and continues to vary roof heights to offer some articulation and interest to the building when viewed as a whole. The external appearance incorporates extensive glazing which gives a modern impression and quality to the building, and enables the interior to benefit from natural sunlight and views out towards the proposed athletics track. For a contemporary appearance, the dominant facing material is proposed to be a dark grey wall cladding; but in order to tie-in with the existing red brick and blue fascia building, and to better relate to the more functional appearance of the existing leisure centre, a light red brick cladding with elements of blue aluminium panelling have been incorporated.
- 6.44 The proposed car park provides a sufficient number of marked parking spaces (236) as shown on the revised car parking layout on the Proposed Site Layout Plan LK2 (08) 004 Rev A25 which also shows 47 electric vehicle charging points; it has been designed to include an island strip of shrub and tree planting in the centre which softens the appearance of the car park when viewed immediately from the entrance/exit of the sports centre. Other tree planting at the end of parking rows and along the external boundaries of the car park will help to screen the parking from the approach road, and separates it from the running track and spectator seating to the north-west. A condition has been suggested to secure the details of hard surfacing within the car park, as well as a condition to ensure the proposed parking is marked out and ready for use prior to the first use of any of the facilities permitted as part of this application. 'Grasscrete' is proposed to be laid over the overflow parking area to enable cars to easily access this section, whilst retaining a natural external appearance.
- 6.45 The 3rd Generation (3G) synthetic pitch is full sized, and the applicant states that it conforms to the dimensions and specifications set by the Rugby Football Union and World Rugby. This includes the size of the principal playing area, run-offs, spectator areas and fencing systems. In addition, other requirements have been design into the proposed 3G pitch including additional goal recesses for cross-play use (i.e. rugby and football), equipment storage areas, as well as pedestrian and maintenance gated access. As a statutory consultee, Sport England (SE) have been consulted on this application, and whilst they raise no overall objection the proposed scheme; with regard to the 3G pitch, they have identified several uncertainties with the detailed design of the pitch that they wish to be clarified by way of condition (including fence heights, run-off distances, line marking etc.) As a result, SE require that as a condition of their 'no objection', full details of the proposed 3G pitch facility are to be submitted and approved by the Local Planning Authority (in consultation with SE) prior to the commencement of development. This condition is included within this recommendation.
- 6.46 The applicant states that the athletics track will be constructed in accordance with UK Athletics / International Athletic Federation guidance. The multi-functional nature of the facility means that a range of sports can be accommodated, and built to governing body dimensions. The 8-lane sprint track / 6-lane running track will be surfaced with a porous polymeric (moss green) finish which is common for tracks in the United Kingdom where large amounts of rainfall is common. The surface water is designed to infiltrate into the ground below which is then collected by a series of underground drains leading to a main drain. The Council's Drainage Engineer has confirmed that the proposed drainage strategy for the site is acceptable.

- 6.48 A storage shed for athletics equipment is located in close proximity to the track and within easy access to the main entrance road. The store has been designed to accommodate equipment associated with the athletics track, and as such, includes access doors to the front and side elevations. The dimensions of the store conform to Sport England guidance. The sloping green roof (with a maximum height of 4.6m) raises the building to the rear which would give the impression of a smaller building from the front elevation. The building has no especial design merit, but on the whole, is relatively well obscured by trees to its north and south, and is proposed to be clad with red cedar boarding which helps to blend the building into its rural and natural surrounds. Overall, the store, whilst relatively large in footprint (150m²), is considered to have been designed to an acceptable standard. The Council's Conservation Officer has made comment with regard to the proposed store, and its position within the setting of a Grade II* listed building. The Conservation Officer considers that the building reflects twenty first century design, and as it will be experienced on its own it will not be inter-visible with the historic buildings to the south. As such, the Conservation Officer is satisfied the store would not harm the setting of the listed buildings.
- 6.49 The proposed 'adventure trail' area has been designed to integrate into the overall sport landscape by connecting the athletics track to a more naturalised area of pathways and outdoor physical activity stations. This design is based on similar facilities seen in Denmark known as 'exploratoriums' which seek to integrate traditional athletics with a more contemporary and unique type of physical movement training for both adults and children. This would be the first known example of such a facility in the UK. The pathways are proposed to be laid with gravel for a more natural appearance, and they would lead to a number of obstacles and activity stations which are designed to challenge agility and balance etc. The activity stations are proposed to be built into the existing topography, and would use natural materials such as stone and timber. The detailed design of the activity stations has not been provided so a condition has been recommended to secure these details. The trail includes the former Infirmary Drive access, which is proposed to be closed off and converted to a sprint track (with its alignment, width and surfacing unaltered). Both the Council's Landscape Architect and Conservation Officer are supportive of this proposal as it retains the historic location of the road, as well as the existing features such as the tree lined avenue.
- 6.50 The adventure trail area has been designed to respect the surrounding landscape by retaining the majority of existing trees (including the well-established avenue trees) and supplementing this with additional tree and shrub planting (including approximately 166 x new trees including the ornamental trees as set out in para 1.18 above). The retention of the grassed area to the south of Christ's Hospital Road, and the additional planting within the site, allow for ecological enhancements by enabling biodiversity and habitats to thrive in new woodland environments. The set-back position of the adventure trail and its unlit and largely green nature will help to retain a rural character along Christ's Hospital Road, which in turn will help to screen the more formalised development beyond. Subject to a condition to secure the details of each activity station, the proposed activity area is considered to link well to the proposed athletics track and will provide a unique additional training facility which will not significantly harm the rural and historic setting of the site.

Heritage Impact

- 6.51 As considered in the previous application the assessments of Heritage Impacts remains unchanged. However, to support the application a Heritage Statement dated June 2021 has been submitted with this application. The Council recognises that the historic environment is an irreplaceable resource which should be conserved for its own sake for the benefit of future generations. Section 66 of the Town and Country (Listed Buildings and Conservation Areas) Act 1990 provides a statutory requirement for decision makers to have special regard to the desirability of preserving a listed building or its setting. Chapter 16 of the National Planning Policy Framework (NPPF) follows this statutory provision and seeks to positively manage changes to the historic environment to ensure sufficient flexibility whilst conserving the important and irreplaceable nature of the designated asset. Chapter 16 requires decision-

makers to consider whether a development proposal would lead to 'substantial' or 'less than substantial' harm to a designated heritage asset, and if so, describes how decisions should be steered in order to preserve the asset whilst allowing some flexibility for change, where appropriate.

- 6.52 Paragraph 202 of the NPPF states that 'where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use'. This paragraph is key when determining whether the changes proposed within the setting of any listed building would be acceptable. Given the Grade 2* listing of the school, both the built structure and its setting are considered to be an irreplaceable heritage asset that under s.66 of the Act, Chapter 16 of the NPPF and Policy 34 of the HDPF is required to be preserved and sustained. Where appropriate, changes to heritage assets and their settings may be considered to be acceptable provided that the changes proposed preserve and/or enhance the special character of the asset through appropriate siting, scale, form and design; including the use of appropriate materials and design in order to positively enhance the building and its setting to ensure its long term survival.
- 6.53 Given the significance of the Grade 2* listed school, and the proximity of the application site to the main school building, the Council's Conservation Officer has undertaken a site visit, and has thoroughly assessed the supporting documentation including the Heritage Statement.
- 6.54 The Council's Conservation Officer has not raised an objection to the scheme, referring to his previous comments in respect of DC/19/1149 where he identified that the proposed development will result in some level of harm to the setting of the listed building due to the development of what currently appears as managed parkland, and the proposed floodlighting which is considered to be an incongruous feature within the landscape context. However, it was acknowledged by the Conservation Officer that it is not unusual for these features to be present within the grounds of large schools, and some concession is acceptable as the site was always intended as a school. Officers are therefore satisfied that despite the dilution of the current setting, the school will remain recognisable in a rural setting.
- 6.55 Although glimpses of the existing school buildings are possible from the northern boundary of the application site (near Christ's Hospital Road) and from the sports centre, the only part of the historic school building that is readily visible from this area is the water tower. The proposed sports centre extension and additional athletics facilities will not conceal principal elevations, thereby preventing an understanding or appreciation of the special interest of the listed building, and are therefore acceptable. Early concerns regarding the removal of Infirmary Drive have been alleviated by the retention of this as a pedestrian route and the retention of the tree belts either side. The proposed athletics equipment store, whilst relatively modern in design, is likely to be experienced on its own and will not be inter-visible with the historic buildings to the south; and therefore Officers are satisfied this building will not harm the setting of the listed buildings.
- 6.56 In summary, whilst fairly significant development within the setting of the Grade 2* listed building is acknowledged, the impact this would have on the context and appreciation of the buildings is considered to be minimal impact resulting in 'less than substantial harm'. In accordance with paragraph 202 of the NPPF, the public benefit the proposed leisure facilities would bring to both the school pupils, staff and members of the public is considered to weigh in favour of the minor harm to the setting of the listed school buildings.

Highways Impacts

- 6.57 Chapter 9 of the NPPF describes the government's aspirations for the promotion of sustainable transport, and details how transport and highways implications arising from

development proposals should be considered in planning terms. Paragraphs 110 to 113 of the NPPF are particularly relevant when assessing the appropriateness of a proposal in highways terms. Paragraph 110 requires that appropriate opportunities to promote sustainable transport modes should be considered, and that safe and suitable access to the site can be achieved for all users. In addition, it requires that any significant impacts from the development on the transport network or on highway safety can be effectively mitigated. Paragraph 111 is of key importance when determining whether a proposed development is acceptable, and requires 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' [emphasis added].

- 6.58 The proposed access to the site and parking arrangements remain unaltered and as previously considered. However, to support the current application a new full Transport Assessment (TA) dated June 2021 has been submitted. The TA seeks to address concerns raised previously by third parties, in particular those from 'The Stammerham Amenity Association' (SA), which incorporated the majority of comments raised in third party representations (submitted in respect of the current appeal proposals) specifically in regards to Transport Sustainability; the scale of development not being appropriate to the existing transport infrastructure; large sporting events attracting coaches on rural roads; and the widths of carriageways.
- 6.59 The original Transport Assessment submitted with the initial application (DC/18/1268) and the Technical Note submitted with the previous application (DC/19/1149) are annexed in full to the current TA, as this information sets out the data on which WSCC considered the previous schemes, and concluded that they raised no objections. The current Transport Assessment relies in part on earlier data and agreements as well as additional survey analysis. As with the previous applications, WSCC have confirmed that they raise no objections on highways grounds to the current application citing (in summary) that traffic generation would not be 'severe' (as per the test cited in NPPF 111), and that there would be no significant highway safety or road capacity issues locally.
- 6.60 As a result of the improved range and quality of facilities, the proposed development will naturally lead to an increase in overall usage of the on-site facilities by both the school and members of the public. As a result of the extension and improvements to the sports centre, the aspiration of Bluecoats is that these improvements will attract additional members and would lead to an increase in membership numbers, with a target of around 5000 (a roughly 38% increase in membership). This assumption remains the same as considered under the previous 2019 application now at appeal. Currently, membership numbers fluctuate throughout the year, but at the time of the traffic surveys in 2019 stood at 3639. The additional outdoor facilities will encourage more intensive use of the site by enabling year-round use of the athletics track and 3G pitch, as well as being potentially able to accommodate larger ad-hoc events and hosting of sporting competitions.

Travel Demand

- 6.61 The new Transport Assessment makes use of data collected prior to any Covid related lockdowns. WSCC Highways consider that the data used is still relevant and appropriate for the purposes of the current application.
- 6.62 The impact on travel demand arising from the expanded sports club is based on a 38% increase in future traffic generation on the assumption that membership figures would not increase above 5000 in total). This remains as considered under the previous application DC/19/1149. WSCC remain satisfied that the applicant's travel demand figures fall within the range identified from TRICS, and the estimates are therefore acceptable (i.e. during the busiest hour of 6-7pm, every minute, the proposed sports centre expansion will generate an additional 2.4 inbound vehicle movements from the east, 1.7 outbound movements to the east, 1 inbound movement from the west, and less than 1 outbound movement to the west).

- 6.63 To determine the potential roads that would experience increased traffic flows, data from existing members has been used as before as a proxy to determine where new members would be drawn proportionately from. Based on this information, over the course of the sports centre's current opening hours (0600-2200), an additional 585 movements would be anticipated on top of the 1540 daily movements currently recorded. Of these, 410 would arrive/depart to the east, with 175 arriving/departing to the west. The TA identifies a peak hour of 1900-2000 where there are 69 two way movements (48 arriving/departing to the east, 21 arriving/departing to the west).

Boars Head Junction Capacity

- 6.64 The impact on junction capacity at the Tower Hill/Worthing Road (B2237) Boars Head junction has been re-assessed within the TA, using the data from the 2018 TA. The impact of increased traffic at this junction has been raised as a significant concern in representations from local residents. The applicant has used Department for Transport 'TEMPRO' modelling to estimate junction capacity using an assumed opening year of 2023, as well as the assumption that all new memberships have been sold in the opening year and that the new development is fully operational. To ensure the accuracy of future road capacity, TEMPRO modelling also takes a broad account of projected regional growth data associated with permitted and allocated developments in the Horsham District in a 2028 scenario.
- 6.65 The modelling for this junction in the 2028 scenario showed that the queue time over the peak hours (5-7pm) onto Tower Hill is just under 12 seconds, a rise of 1.5 seconds on 2018 recorded data. When exiting from Tower Hill onto the Worthing Road, the queue time rises by 12 seconds, from 57 seconds to 69 seconds. WSCC acknowledged that there would be a measurable effect on traffic queues, but advised that this level of traffic is unlikely to result in a 'severe' impact on the road network contrary to paragraph 111 of the NPPF.
- 6.66 It is important to note that this 2018 data on queues at the Boars Head junction was based on the anticipated doubling of membership at the sports centre, whereas in the 2019 application and now the anticipation is for membership to grow by 38% instead. This will reduce the anticipated growth in queues at the junction.
- 6.67 It is also noted in the TA that many of the previous third party representations relate to the effect of traffic in relation to road widths and alignment and the potential impacts on safety. Of most concern was the length of Tower Hill between Boars Head Junction and Christ's Hospital Road, where the majority of objections based on traffic related grounds were previously received, as well as similar objections from residents along Two Mile Ash Road. These roads are notable as local rural roads generally unlit and with limited or no footways. A new 30 mph speed limit is now in place, with the remainder beyond the station access and along Two Mile Ash subject to a 60mph national speed limit. The Transport Assessment notes that the carriageway widths are between 5m – 6m (most being 5.5m) and that a carriageway width of 4.8m allows a large car to pass a HGV in safety and 5.5m allows two HGVs to pass one another and it is considered most likely that traffic generated by the proposed development would be in cars and as such unlikely to be problematic in this respect. It is though appreciated that sections of this route are constrained by high verges, particularly where Tower Hill turns at a near right angle towards the Boars Head junction.
- 6.68 A comparison of the existing and proposed 2 way traffic from the November 2019 surveys with additional traffic generated between the hours of 06:00 – 22:00hrs results in between a 4% (Two Mile Ash Road) 9% (Tower Hill) 7% (Christ's Hospital Road West of site access) and 13% (Christ's Hospital East Side access) increase in traffic during these times, and between 19:00 and 20:00hrs a 13% increase on Tower Hill and Two Mile Ash Road. The Institute of Environmental Management and Assessment report entitled "Guidelines for the Environmental Assessment of Road Traffic" suggests that further consideration of environmental impacts are not normally justified where changes in traffic flow are less than

30%. This threshold applies to factors such as pollution, severance, fear and intimidation, and noise. As before, it is not considered that the extent of traffic increase would trigger such significant environmental impacts as to warrant refusal of the application on these grounds.

Accident Records

- 6.69 Updated collision data has also been presented in the TA. This data shows that in the previous 5 year period (2016-2020) there were 7 recorded collisions on roads affected by the proposal, with 3 of these on the junction of Tower Hill and Worthing Road (at the Boar's Head pub), 2 of which occurred on Christ's Hospital Road and 2 others on Tower Hill. The nature of these 6 of the 7 incidences were categorised as 'slight' injury and 1 was classified as 'serious' involving a cyclist and a car turning at the Boars Head junction. Both accidents of Christ's Hospital Road involved single vehicles (both cars) leaving the road, and 1 accident on Tower Hill was a single vehicle motorcycle accident. This data set is the same as previously considered under DC/19/1149, albeit in the 5 year window 2013-2018.
- 6.70 It was accepted previously by WSCC Highways that this data did not demonstrate a significant road safety issue on the local road network. The current TA has updated information and sets out that the circumstances remain the same and that there is no undue road safety issues in the surrounding highway network from the analysis of the latest five year injury accident figures. The TA calculates that the 9% uplift in traffic on Tower Hill may proportionately result in one additional road accident every 13-14 years. As such it is not concluded that the collision incidences in this location are not materially different to other junctions in the wider area, and that there are no intrinsic design faults with the junctions or local road network that are worsening highway safety in this area, nor are there any highway safety design issues that will be worsened by the proposed development.
- 6.71 In response to local concerns about highway safety at the junction of Tower Hill, Two Mile Ash and Christ's Hospital Road, WSCC Highways previously undertook a safety review and provided a note which stated: *'the junction has been in place for over 100 years and is constrained by buildings and boundaries. However the junction is actively managed for modern traffic conditions and has no road traffic collision record'*. It is considered therefore that this junction performs satisfactorily from a road safety perspective, and whilst a standard 'give way' sign is acknowledged as missing, and visibility to the South does not fully comply with the Design Manual for Roads and Bridges; the Highways Authority do not consider that the additional traffic to and from the proposed development will materially increase the risk to road users at the junction. As such, no alterations to this junction are recommended as part of the proposed development.
- 6.72 It has since been identified that there has been a further recorded serious accident at the Boards Head junction in 2021. WSCC Highways have commented that the cause of this accident and the others referenced in the TA was not due to deficiencies with the junction, with reasoning being given as drivers failing to look properly, being impaired by alcohol, deposits on the road (e.g. oil, mud, stone chippings) as well as a low sun. The recording of this additional accident does not alter the view of WSCC Highways or officers that the development will not result in highways safety issues in conflict with paragraph 111 of the NPPF.
- 6.73 It is noted that since the refusal of the previous scheme in 2019, Christ's Hospital School have funded a 30mph speed reduction TRO for Tower Hill between the Boar's Head pub and the A24 Bridge which has now been implemented. This is an improvement on the situation present when the previous scheme was considered.

Site Access and Visibility

- 6.74 The proposal also includes permanent alterations to the site's existing access configuration identical to those previously considered acceptable. Currently, the Bluecoats Sports Club and parking area is accessed through the main school access road. A new access junction from Christ's Hospital road (further to the east of the main access road) is proposed, which makes permanent the temporary access road already permitted under DC/17/2635. The existing gated access at Infirmary Drive would be closed and converted to highway verge. The proposed new access road would lead to the new main car park, and would be used for the sports centre and associated sporting facilities; leaving the existing access road for sole use of the main school.
- 6.75 WSCC Highways consider the new access junction onto Christ's Hospital Road to have adequate visibility, and are satisfied that any safety issues have been addressed by the submitted RSA and Designer's Response report. The proposed access road is considered to be beneficial to the scheme as it separates school traffic from sports centre traffic, and given that no technical concern is raised by the highways authority, is considered to be acceptable. Signage is not proposed as part of this application, therefore will require separate permissions at a later date.

Special Events

- 6.76 As previous, the supporting Transport Technical Note (May 2019, appended to the new 2021 Transport Assessment as Annex 2) confirms in Section 3 that a maximum attendance of 1000 people (including participants, spectators, and officials) will be the upper limit for events held on site, which is a cap that is proposed to be secured in a Community Use Agreement, and enforced by the school through provisions set out in an Events Transport Management Plan (ETMP). It is proposed that the ETMP would apply to all 'large' events, which are defined as being events that attract between 500 and 1000 people, and would be restricted to a maximum of 4 per annum. The details contained within the ETMP will be required to be submitted and approved by the Council by condition (see proposed condition 13), and the measures it contains must be implemented by the school for every large event hosted on site. The school would be responsible for implementing the provisions within the approved ETMP, including ensuring that events that are expected to attract more than 1000 attendees will not be held at this site. It is advised that such large events would not take place more than 4 times a year.
- 6.77 The Transport Technical Note resubmitted with this application includes a 'skeleton' ETMP which indicates how the traffic impact of large events would be managed by the school. This includes providing event routing information, event signage, and event Stewards who would be positioned in key locations within the vicinity of the school on event days. The Stewards would keep count of incoming cars and occupants using a clicker device (or similar) and when numbers reach 950, people will be turned away (leaving a buffer to allow only event participants to enter). The principle of securing these measures through an approved ETMP is accepted, but it is acknowledged that the Council has limited control over the precise enforcement of these measures or eventual numbers of people who arrive on site in connection with a large event.
- 6.78 It should be noted that as with most land, this site benefits from Permitted Development (PD) rights under Part 4 Class B of the General Permitted Development Order, which under the '28 day rule' allows use of land for temporary events, so long as they do not amount to more than 28 days with a 12 month period. As a result, planning permission is not likely to be required for most special events held on land owned by the School, but if any permanent structures or engineering works are proposed which are not covered under Part 4 of the GDPO, this may require planning permission separately in order for the Council to assess their impact and acceptability.
- 6.79 Consideration has been given as to whether it would be expedient to seek to remove the Permitted Development right to hold these types of events given potential impacts on

highway capacity and local amenity, by way of a condition. Such a condition would be required to meet the conditions tests set out in paragraph 56 of the NPPF (of being necessary, reasonable, related in scale and kind to the proposal, and enforceable). In this instance the removal of the PD right could be argued as being necessary and reasonable on the basis that the new facilities could be seen to better facilitate the holding of special events, thereby increasing the potential for harmful impacts. However, such a restriction could only lawfully apply to this application site (as defined by the red line on the submitted site location plan) and not the wider school grounds. This would significantly limit the effectiveness of the removal of this PD right, and raise questions of enforceability should special events otherwise permitted under Part 4 in the wider school grounds partially cross into this application site. Overall, having considered this matter in detail, given that the removal of rights pursuant Part 4 of the GPDO would only apply to the area of the site defined by the red line; it is considered that it would not be effective in preventing the wider site from hosting large-scale events on an ad-hoc, temporary basis. As a result, whilst it is acknowledged that local amenity may be temporarily impacted by the hosting of special events, the removal of the right to do this under PD is not considered to be appropriate.

- 6.80 Other smaller-scale events and gatherings are also anticipated at this site, organised by schools and local sports clubs. Triathlons, running races and other gatherings are already held at Christ's Hospital utilising their existing facilities, and are therefore not considered to be new trips on the local road network. The improved facilities are likely to increase the frequency of these smaller events, but as they are usually held at the weekend when the sports club has fewer members and the local roads are quieter, WSCC Highways has not raised specific concerns.

Parking Provision

- 6.81 Parking provision for 236 formally laid car parking spaces has been provided (including 8x disabled bays), with an addition 36 spaces in an overflow area laid with 'grasscrete'. There are 47 electric charging points proposed. There is an increase on the current provision of 109 car parking spaces. The car parking demand resulting from the expansion to the Bluecoats Sports Club indicates that an average of 195 car parking spaces are required on a day-to-day basis. The provision is therefore considered to be appropriate, and the overflow area will accommodate fluctuations in car parking demand when the site hosts special events. WSCC have raise no concern with regard to car parking provision on site. It is noted in the Travel Plan that 20 cycle parking spaces are provided for Member's and a further 6 for staff at the 'rear of the club'. The precise location and specification of these cycle parking facilities is not clear, and as such, a condition has been drafted to secure these details prior to the first use of any of the new facilities.

Sustainable Travel

- 6.82 Policy 40 of the HDPF requires development proposals to demonstrate that they represent a sustainable form of development by improving and integrating existing transport networks and by promoting a variety of different transport modes. A Travel Plan (dated October 2018) has been submitted in support of this application (located in Appendix 15 of the new 2021 Transport Assessment), which remains unchanged from the Travel Plan submitted in support of the previous scheme now at appeal. In their previous detailed comments on the Travel Plan, WSCC agreed that there is limited scope for members to use public transport to access the facilities, but highlighted that the site does have good access to a regular rail service, and that access from the Southwater direction is possible via the National Cycle Network (route 223). WSCC considered that there are likely to be more opportunities to encourage staff to coordinate travel, and that improvements to the existing rights of way may help to encourage access by foot or bicycle. In short, WSCC required the Travel Plan to be enhanced, and requested that a full Travel Plan be secured by condition for submission and approval prior to the first use of any part of the development.

- 6.83 WSCC Highways have re-iterated their previous request for a Travel Plan to be submitted, albeit noting that in this location it may have limited benefit. In addition, WSCC suggest that an Events Management Plan should be included. Officers agree that it would be appropriate to condition the submission of a full Travel Plan and Events Management Plan, and conditions have again been drafted as such.

Summary

- 6.84 In summary, it is acknowledged that the proposed development will increase the usage of sporting and leisure facilities at Christ's Hospital School, and in turn, will result in more trips to and from the school – largely via car from the Tower Hill road. WSCC Highways have thoroughly assessed all relevant supporting information submitted with this application, and whilst a more detailed Travel Plan is required (which can be secured by condition); no overall objection has been raised. The hosting of large events on site up to 4 times per annum is likely to generate an influx of vehicles to the site during these occasions, however this is proposed to be managed through provisions set out within an Event Transport Management Plan which will seek to manage event traffic within the vicinity of the site. WSCC accept that the estimated trip generation and traffic impact is unlikely to result in a 'severe' impact on the local road network, nor that there would be an unacceptable impact on highway safety; therefore in accordance with NPPF para 111, cannot recommend refusal on highways grounds. Officers agree with this conclusion, and subject to the conditions suggested, are of the view that the highways impact associated with the proposed development is acceptable.

Amenity Impact

- 6.85 The application site is located in relatively close proximity to a number of residential dwellings, some within the ownership and control of the school, and others privately owned. The three dwellings located in closest proximity to the application site ('Porters', 'Cornerways', and 'Hollowcroft') are within the ownership of the school, but a number of dwellings approximately 100m to the north-west of the site (in Bluecoats Ponds) are privately owned. Several representations made against this (and the previous) application expressed concern with regard to an increase in noise disturbances (from additional traffic movements, participation in sports, and noise associated with ad-hoc events/competitions), and light disturbance from additional floodlighting connected to the athletic track and 3G pitch. Concerns from Members with regard to the adverse effect of noise and light upon local residential amenity led to the second reason for refusal of the initial proposal (DC/18/1268).

Noise

- 6.86 As considered in the previous application the assessments of Noise Impacts remains unchanged. However, to support the current application the applicants have submitted a revised Noise Statement by Max Fordham LLP Noise Statement (Application 3, Issue 2 – Final) dated 29 June 2021. Max Fordham LLP are full members of the Association of Noise Consultants (ANC). This Noise Statement relates to the current application. The assessments of the Noise Impact in respect of the current application remains unchanged and no objections have been raised on noise grounds by the Councils Environmental Health Department.
- 6.87 There were no noise related reasons for refusal in respect of the previous application DC/19/1149 now at appeal, and the Council's Environmental Health made no objection to the scheme. However, the applicants have noted that 98 objections were received in respect of the previous application and potential for noise disturbances was noted as one of the main reasons for objection. It has also been noted that a total of 37 further appeal representations have been received by PINS from Third Parties, and some of the concerns raised also refer to noise issues.

- 6.88 The main potential sources of noise addressed in the Noise Statement primarily address noise from the outdoor sports facilities and the potential impact on near-by dwellings. Predicted noise levels generated by the external sports facilities at the identified dwellings are reported, along with commentary on the predicted noise levels. To provide indicative context, the applicants have confirmed that noise surveys were conducted on site on 24th April 2019 (for DC/19/1149) and 22 January 2020 (as additional evidence for the Appeal). Noise levels were measured from what are understood to be typical activities taking place on the existing pitches, at locations relevant to this noise statement.
- 6.89 The Councils Environmental Health Department have reviewed the Noise Statement submitted with this current application (dated 29 June 2021) and advise that the conclusions in the report in respect of the impact on amenity from the main sources of noise (sporting activity, traffic etc.) is considered acceptable. They also advise that they agree that other sources of noise can be mitigated with planning conditions as appropriate.

Revised Noise Survey

- 6.90 In support of this application, and as per the previous Noise Statement, the revised document assesses the predicted noise levels likely to be generated by the new external sports facilities, and includes the additional noise survey (Application 2) which has been undertaken to measure the existing noise levels from typical activities taking place at the existing sports facilities. The noise survey took measurements from 4 monitoring locations, 3 of which were in close proximity to nearby residential dwellings in Bluecoats Ponds, Barnes Wallis Avenue and King Edward Road. The survey results show that the main source of noise perceptible at the residential dwellings in closest proximity to the site is traffic related, but some increase in noise when sporting activities are taking place was also recorded.
- 6.91 The noise assessments have used industry standard noise 3D environmental noise modelling software to predict what the noise levels will be as a result of activities taking place from the proposed development. The worst-case scenario (i.e. all pitches and fields being used simultaneously) has been modelled to present a conservative approach. The modelling revealed that there are two dwellings in close proximity to the application site (within the Christ's Hospital campus) that would be likely to experience external noise levels in excess of the Sport England Guidance level of 50dBA. Whilst the anticipated noise levels for these dwellings (52dB and 56dB) is greater than levels suggested in guidance, it is acknowledged that these dwellings are in the ownership of the school who have full control over who occupies them. The dwellings in question are also in the vicinity of existing sports facilities, therefore it is considered that the additional facilities are not likely to result in a significant difference in noise disturbances already experienced at these dwellings.
- 6.92 The previous noise survey undertaken to assess the existing noise conditions within and adjacent to the site showed that in the measuring locations near Barnes Wallis Avenue there was an increase of 2dB when sporting activities were taking place compared to times of 'no activity'. In other measuring locations there was no measurable increase in noise levels. Modelling of predicted noise levels has shown that the level of noise that will be experienced as a result of the proposed development (combined with existing noise levels) is likely to rise by an additional 1dB at each monitoring location. Changes in ambient noise levels between 0-2dB are typically not subjectively perceptible (as advised by the Institute of Environmental Management), therefore the predicted increase of 1dB was not considered to be a significant rise, and is unlikely to cause unacceptable harm to neighbouring residential amenity (as confirmed by the Council's Environmental Health Officer).
- 6.93 Notwithstanding the above, in order to support the evidence for the appeal, and as submitted as part of the supporting information for the current application, an additional noise survey was undertaken around the site on 22 January 2020. The additional measurements comprised attended measurements at road-side locations on Christ's Hospital Road along the northern perimeter of the Development Area, and a long term (approx. 113 hours)

measurement taken just within the northern perimeter of the Development Area adjacent to the grounds keepers' buildings. Measurement locations were selected so as to be representative of noise at the most affected nearby properties – those along the northern perimeter of the Development Area, along the southern perimeter of the Bluecoat Ponds residential development. The short-term attended measurements were carried out between approximately 13:30 and 15:00. To coincide, in part, with sporting activity taking place on the existing pitches forming part of the Development Area. The long term measurement was from 16:15 22 January 2020 to 11:00 27 January 2020. At the short term measurement locations on the northern perimeter of the Development Area, the dominant source of noise was perceived to be traffic on Christ's Hospital Road. The number of vehicles passing the survey locations was counted during the measurements, and vehicle pass frequency ranged from 1-3 per minute on average. In order to take measurements across a variety of locations and periods with and without sporting activity, a number of 5 minute measurements were taken.

- 6.94 Additionally a further review of the predicted noise from sports activity modelling has been undertaken as part of the Appeal Inquiry proposals. This modelled activity on one of the existing artificial grass pitches, rather than both. Remodelling has therefore been undertaken in respect of the current application with all 4 pitches in use. As with the modelling for the previous scheme, the sound power level per unit surface area of each pitch was adjusted individually in order to meet the Sport England guidance for typical noise level (free-field) of 58 dBA LAeq,1hr at a point 10 m from the side line halfway marking of each pitch. The model was then run with pitches operating simultaneously.
- 6.95 The revised Noise Assessment survey results demonstrate that in the worst case, marginally in excess of the Sport England guidance upper limit for avoiding moderate annoyance, three residential facades may experience noise levels of approximately 50-51 dB LAeq,1hr. One dwelling is located at the end of a terrace and has no windows, and another has windows. The third is a property with windows, but is owned and controlled by the school and occupied by staff. The school would be able to provide mitigation measures to this property if considered necessary by occupants. Noise levels from sports activity at all other locations in the Bluecoat Ponds development area are predicted to be ≤ 50 dB LAeq,1hr.
- 6.96 Some of the properties along King Edward Road may experience noise levels of ≤ 53 dB LAeq,1hr. Noise at these locations is likely to be dominated by noise from the two closest artificial grass pitches, which are as existing. These properties are also owned and controlled by the school. The school would be able to provide mitigation measures if considered necessary by occupants.
- 6.97 Additional measurements undertaken on 22 January 2020 are consistent with measurements from April 2019, in that the dominant source of average noise levels at locations at the Development Area's northern perimeter boundary is road traffic. It should also be noted that during the attended measurements, no five minute period was measured where less than 1 car pass per minute was observed on average. Traffic was therefore observed to be fairly constant throughout the measurement period. It was not considered possible to determine a representative noise level from existing sports activity for this reason.

Noise from Traffic

- 6.98 The previous Noise Assessment did not cover noise from additional traffic as result of the operation of the proposed development. Given the number of neighbour representation previously received in regards to the previous application now at appeal (DC/19/1149), which related to concerns regarding noise disturbance arising from additional traffic movements, an additional assessment has been undertaken as part of the appeal proposals and forms part of the supporting information in respect of the current application. The Transport Assessment for the current application (Bellamy Roberts, June 2021) includes information relating to increases in operational traffic flows resulting from the proposed development at

four identified locations. These increased flows are based on an anticipated increase in membership, following the opening of the proposed development, of 37.4%. The predicted percentage increase in traffic as a result of development flows over 16 hour flows representing the opening hours of the club. The 4 sites where predicted change in noise level and assessment of the impact from increases in traffic due to the proposed development have been taken from Tower Hill; Two Mile Ash Road; Christ's Hospital Road East side of access; Christ's Hospital Road West side of access.

- 6.99 At the identified locations, the effect of additional traffic noise relating to the proposed development is considered negligible when assessed according to the DMRB methodology, in both the short term (upon opening) and the long term (typically 15 years after the project opening). For additional reference, during the busiest hour of 19:00-20:00, traffic increases of approximately 13%-15% can be expected. This may result in average noise levels (LAeq) increasing by approximately 0.5-0.6 dB, on the basis that existing traffic is currently the dominant source of noise on the roads surrounding the Development Area. The Institute of Environmental Management (IEMA) Guidelines for Environmental Noise Impact Assessment (v1.2, 2014) notes that for "broad band sounds which are very similar in all but magnitude, a change or difference in noise level of 1 dB is just perceptible under laboratory conditions". This suggests that this increase in average noise levels during this hour is unlikely to be perceptible outside of a laboratory. It is understood there is local concern regarding queuing times at junctions surrounding the site. There is no standard methodology to predict noise from queuing traffic. Increased queuing times would likely contribute to higher average noise levels for the periods that the increased queuing occurs, however, the Transport Assessment submitted as part of Application 3 notes that changes in traffic flows are "modest". The assessment also goes on to note:

"The Institute of Environmental Management and Assessment report entitled "Guidelines for the Environmental Assessment of Road Traffic" suggests that further consideration of environmental impacts are not normally justified where changes in traffic flow are less than 30%. This threshold applies to factors such as pollution, severance, fear and intimidation, and noise... It is clear that the increase due to the proposed development will not remotely approach these lower-band thresholds which might justify further consideration of such impacts."

- 6.100 Other than associated traffic noise, it is considered that the main source of noise that is likely to emanate from the proposed development would be related to the external facilities and would include shouting and cheering by players/spectators, whistles from referees, and impact from balls hitting fencing etc. In order to help reduce the sound of balls hitting perimeter fencing, the applicant has proposed the use of rubber washers fitted to the fencing panels. The EHO has noted that the relatively small size of the spectator stand is unlikely to lead to significant noise disturbance from spectators, and to further assist with the reduction in noise disturbance, it is proposed that the use of the new pitches would adhere to the operating terms of existing pitches on site, and will cease use by 9pm. This arrangement is considered by Officers and the Council's EHO to be appropriate and reasonable with regard to the protection of neighbouring amenity. Timeframes for use of the pitches would be secured by condition (see proposed condition 30).

Mobile PA system

- 6.101 The impact of the PA system was previously considered within the Planning Statement (para 7.21) as part of DC/19/1149. The current Planning Statement (para 6.37) addresses the requirement of a mobile PA system for some competitive events. The applicant has proposed the use of a mobile PA system for occasional use during larger events (which are proposed to be restricted to no more than 4 per annum as previously proposed). Naturally, an amplified system can be expected to produce noise levels in excess of the noise levels generated by 'normal' sporting activities on the pitches. There is no specific guidance on recommended upper limits for sport event PA systems, so the noise statement suggests that the 'Noise

Council Code of Practice on the Control of Noise from Concerts' might be a reasonable approach to managing noise from the proposed PA system to reduce disturbance at nearby properties. This code applies a guideline upper limit to average noise level emissions at nearby noise sensitive properties. The noise statement considers that these upper limits will be achievable for the proposed PA system because the PA system will be used intermittently (unlike continuous music), and the site is large so the PA system can be used at different locations and orientated in different directions to direct noise towards the school and away from residential properties. Given the number of large events held on site that may require the use of the mobile PA system will be restricted to no more than 4 per annum, the occurrences of any noise impact from the use of the mobile PA system will be limited.

- 6.102 The Council's Environmental Health Officer has considered the applicant's justification for a mobile PA system for occasional use on this site. Whilst the principle of a PA system for occasional use is not objected to; the EHO is of the view that the justification within the submitted Noise Statement is not sufficiently detailed to give comfort that full consideration has been made with regard to the siting and use of the system, and the impact this may have on neighbouring amenity. As such, a condition is recommended to prevent the operation of any amplified public announcement system on site until details are submitted to demonstrate precisely when PA system will be in use; where it (including speakers) will be positioned; and details of management responsibilities and control measures (see condition 32). It is also proposed that a condition is imposed to prevent the use of the PA system anywhere on the 'Eastern Fields', and outside the hours of 10am-7pm.
- 6.103 Notwithstanding this, in addition to those conditions previously recommended as part of the previous refused schemes to ensure that that the impacts from the mobile PA system are adequately mitigated, the Environmental Health Department has recommended a further condition requiring a scheme of noise control to be submitted and approved in writing by the Council as set out in condition 34.

Lighting

- 6.104 As part of the current application, a new independent assessment of the lighting impact has been commissioned by the applicant (dated June 2021) and submitted as part of the current application, given the public concern regarding this element of the proposals. The assessment results confirm that provided the floodlighting is installed according to the submitted design, the proposals would meet the limits on light pollution stipulated by the ILP Guidance for The reduction of Obtrusive Light (GN01) standards which are used to measure the impact of light throughout the UK. The assessment also followed the guidance in The Institution of Lighting Professionals (ILP), Public Lighting Guide (PLG) 04 – Guidance on Undertaking Environmental Lighting Impact Assessments, and in addition to this, further evidence was collected by analysing the underlying calculations and carrying out practical assessments on site.
- 6.105 The applicants advise that the proposals for the current application (and the Appeal scheme) comply with targets for E1 (Natural Intrinsicly Dark National Parks, AONB's etc.) and E2 (rural low brightness areas). The current application proposals reduce the luminaires proposed on both flood lit areas as originally proposed. The relevant sporting governing bodies such as England Athletics, FIFA and RFU require a minimum lighting performance across each of the playing areas to allow competitions to be held at times of poor visibility or in the evening, the proposed design uses high quality controllable LED lighting system with 4 settings (100%, 50%, 10%, and OFF) which would provide an optimal lighting performance whilst providing appropriate mitigation against source intensity, or glare, by minimising the tilt of the luminaires. It is not necessary to use competition lighting all the time for the athletics track, different zones can be operated independently, thereby allowing only the necessary lighting to be used at any one time. As considered in the previous application the floodlighting proposed would serve the 3G pitch and athletics pitch and would have a 9pm switch off which will also be controlled by condition. The lighting has been designed to

directly focus on the sports pitches to minimise light spill and associated harm this may cause to residential amenity and biodiversity.

- 6.106 As previous, the number of lighting columns proposed for the 3G pitch and the athletics track remains at 8 and 10 respectively, with the overall height of the columns for the athletic track at 17m. The lighting column height for the 3G artificial turf pitch remains at 16m, with the number of luminaires remaining at 24, and for the athletics track 41.
- 6.107 The Council's Environmental Health Officer has reviewed the new lighting assessment, and notes that the information submitted demonstrates that there should be no direct illuminance of residential facades. The EHO notes that provided the scheme is installed as detailed in the submitted documents and the proposed curfew of 9:00pm is maintained, it is considered that there will be no direct loss of amenity arising from the sports pitch lighting. However, despite acknowledgment that no direct illuminance of residential facades outside of the school grounds will occur, the issue of sky glow will remain and this can only be fully addressed by limiting the hours the lighting is operated. The EHO recommends that a compliance condition is attached to require verification that the lighting installed is in accordance with the details submitted in order to demonstrate the impact and acceptability of the installed lighting. This is included as condition 26.

Summary

- 6.108 The Council's Environmental Health team have previously confirmed that the existing sports pitches and floodlighting on the site have not given rise to any complaints to the Council from neighbouring residents regarding noise or light intrusion, but acknowledge that the proposed development would result in an increase in facilities and additional floodlighting within the site. Notwithstanding this, the EH team have fully reviewed this proposal, and (subject to conditions) are content with the noise reduction methods proposed, as well as the wider impact of the proposed floodlighting. In addition to those mentioned, other conditions suggested by EH include provisions to control dust during construction, no burning of materials on site, waste to be removed by a licenced contractor, and time limitations for construction activity. Officers agree that these conditions are reasonable, and would require them to be detailed in a Construction Environment Management Plan (CEMP) to be submitted prior to the commencement of development.
- 6.109 Whilst the proposed development will increase the level and frequency of activity on site, it is considered that there are no significant amenity issues that currently exist on site that would be exacerbated by the additional facilities that would justify a refusal of this application. With the inclusion of conditions to control hours of use of the sports pitches and the use of floodlighting, it is considered that the identified amenity impact can satisfactorily be mitigated to acceptable levels.

Drainage

- 6.110 As considered in the previous application the assessments of Drainage Impacts remains unchanged. In support of the planning application, a detailed Flood Risk Assessment (FRA) by Tully De'Ath Consultants dated May 2019, has been submitted. Due to its inland location and elevation in relation to existing water courses that drain the area, the site is identified as being located within Flood Zone 1 meaning that it is at a very low risk from tidal or river flooding. The main risk of flooding on this site is therefore from surface water, which due to the increase in impermeable or less permeable surfaces (particularly at the sports centre and car park), will require suitable surface water management strategies to be implemented.
- 6.111 The findings of the FRA indicate that due to the ground conditions beneath the site, surface water drainage via ground infiltration is not feasible on this site, therefore connections to the local drainage network are required. The strategy for the site is to control flows into this drainage network, and this is proposed to be achieved by the use of permeable paving laid

across the site. Both the Council's Drainage Engineer and the WSCC Flood Risk Management Team have reviewed the FRA and have confirmed that no objection is raised to the proposed strategy, but a condition securing the details and implementation of the foul and surface water drainage strategy has been suggested. Finished floor levels are also proposed to be secured by condition, to show in particular that the area around the sports centre extension will be set a minimum of 250mm below the internal floor level.

- 6.112 Southern Water has a statutory responsibility to provide appropriate infrastructure to enable new developments to connect to the public sewer system. As a result, to ensure the proposed development does not put undue pressure on the existing sewer network capacity, a condition is recommended to secure details of the foul and surface water disposal scheme to be approved by the Council, in consultation with Southern Water.

Ecology

- 6.113 Ecology Information has been updated since the previous submissions relating to DC/19/1149 and includes an Ecology Assessment report dated June 2021 and an Ecological Assessment Addendum Report, prepared by Ecology Solutions (August 2021) along with new survey work (in respect of bats, reptiles and amphibians) as undertaken in July and August 2021. The additional surveys undertaken remain largely consistent with work undertaken in 2018 although there are minor differences identified in relation to Great Crested Newts and reptiles in particular.
- 6.114 The submitted documents includes commentary and results from surveys undertaken for protected species including bats, great crested newts, and reptiles; as well as other species and habitats. The Councils Ecology Consultant has advised that as confirmed in the Ecological Assessment Addendum (Ecology Solutions, August 2021), a European Protected Species Licence for bats will be required for the removal of the trees identified as T2 and T3 given the confirmed presence of Common Pipistrelle bats roosting within.
- 6.115 The Ecological Assessment Addendum (Ecology Solutions, August 2021) identifies mitigation embedded in the design of the development, including lighting strategy and tree retention. A very low number of Barbastelle bats were reported commuting across the site, with the highest number of registrations recorded in location D in the infill site, and along a stretch of trees which are to be retained. The Councils Ecology consultant advises that they are now satisfied that there is sufficient ecological information available for determination. This provides certainty for the LPA of the likely impacts on Protected and Priority species and, with appropriate mitigation measures secured, the development can be made acceptable. This will enable the LPA to demonstrate its compliance with its statutory duties including its biodiversity duty under s40 NERC Act 2006.
- 6.116 It is noted that the site is also within the wider conservation area for The Mens Special Area of Conservation (SAC). A Habitats Regulations Assessment (HRA) screening report has been carried out to identify any significant impacts, e.g. lighting, or severance of flight lines for impacts on Barbastelle bats. Having considered the proposal, Horsham District Council concludes that, the project will not have a Likely Significant Effect on the designated features of the Habitats sites listed in this assessment, either alone or in combination with other plan and projects. Having prepared this HRA screening of the implications of the plan or project for the sites in view of those sites' conservation objectives, the authority can agree to the project under regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended).
- 6.117 The Council's Ecologist has reviewed the submitted document and has confirmed that the proposals would not have any likely impact on Sparrow Copse LWS, and that any losses of priority hedgerow habitat would be compensated for on site. The Ecologist considers that avoidance, mitigation and enhancement measures proposed in relation to protected species

are appropriate, as outlined in section 5.3 of the Ecological Assessment and updated in the Addendum, and are likely to be effective in controlling impacts from the development and should be secured and implemented in full to conserve and enhance protected and priority species. A number of conditions have been proposed to ensure that appropriate ecological mitigation and management is undertaken on the site to support the species on the site. Subject to these conditions, no objections on policy grounds are raised. The Council's Ecologists are therefore satisfied that there is sufficient ecological information available for determination and the Council considers that the proposals accord with HDPF 24 and 25.

6.118 In terms of biodiversity net gain, the enhancements including the following measures proposed will contribute to this aim.

- Following the re-profiling works in areas F4 and F5 a species rich wildflower meadow and species rich grassland will be created
- Additional native tree planting and shrub species within the northern and western parts of the development
- New native hedgerow
- Implementation of a long term management plan

6.119 Subject to the conditions recommended below the application will suitably reduce the impact of the development on climate change in accordance with local and national policy and secure measurable net gains for biodiversity, as required under Paragraph 174d of the National Planning Policy Framework.

Climate Change

6.120 Policies 35, 36 and 37 require that development mitigates to the impacts of climate change through measures including improved energy efficiency, reducing flood risk, reducing water consumption, improving biodiversity and promoting sustainable transport modes. These policies reflect the requirements of Chapter 14 of the NPPF that local plans and decisions seek to reduce the impact of development on climate change. The proposed development includes the following measures to build resilience to climate change and reduce carbon emissions

- Opportunities for biodiversity gain
- Cycle storage
- Electric vehicle charging points

6.121 In addition to these measures conditions are attached to secure the following:

- Biodiversity mitigation and enhancement
- Cycle parking facilities
- Electric vehicle charging points.

Planning Balance and Summary

6.122 In order to establish whether development is acceptable in planning terms, the decision maker must be satisfied that the level of any harm identified is outweighed by the benefits the development would bring. The benefits of the proposed development have been outlined within this report, which explains that the school (including its pupils and staff) will be the primary beneficiaries of the facilities, with an additional benefit offered to the wider public by the proposed shared use of the state of the art facilities for clubs, organisations and individuals. In their assessment of the proposals, Sport England have confirmed that they consider this development to meet 'Exception 5' of their Playing Fields Policy as the new facilities are considered to provide 'sports facilities of sufficient benefit to the community so as to outweigh the loss of playing fields'. A Community Use Agreement (which will be

required by condition) will ensure that a timetable will be agreed to secure fair use of the facilities for both the school and the wider public. The benefits that the development will bring, are therefore considered to weigh in favour of the proposed development.

- 6.123 An assessment of harm and impact has also been made within this report which concludes that (subject to conditions), no unacceptable harm is considered to arise with regard to highway capacity or safety, trees, ecology or drainage. The impact with regard to neighbouring amenity particularly associated with noise and light intrusion is not considered to amount to significant harm, and can be mitigated to a satisfactory level through details to be secured by condition. This therefore, is not considered by Officers to warrant a reason to refuse the proposed development. It is acknowledged that some harm (albeit minor) has been identified with regard to landscape and heritage. Whilst fairly significant development within the setting of the Grade 2* listed building is acknowledged, the impact this would have on the context and appreciation of the buildings is considered to be a minimal impact resulting in 'less than substantial harm'. In accordance with paragraph 202 of the NPPF, the public benefit the proposed leisure facilities would bring to both the school pupils, staff and members of the public is considered to weigh in favour of the minor harm to the setting of the listed school buildings. Similarly, it has been concluded that the harm identified to the landscape would not result in a significant effect on LCA 4b and would be no greater than a low magnitude of change and, with a medium sensitivity, this would be a minor effect at Year 1, reducing once planting has established.
- 6.124 The impact of the development on the setting of the Grade 2* listed building is acknowledged, but as the proposed development is linked to facilities that are readily associated with a school; the overall impact is considered to be minimal, thereby resulting in 'less than substantial harm'. In accordance with paragraph 202 of the NPPF, the public benefit the proposed leisure facilities would bring is considered to weigh in favour of the 'less than substantial harm' to the setting of the listed buildings; and therefore weighs in favour of the development.
- 6.125 In order to protect the rural character of the District (and in according to HDPF Policy 26), development is usually only acceptable in countryside locations where it is considered to be 'essential'. The nature of the leisure and sporting developments proposed on this semi-rural site (which is not located within a Built up Area Boundary) would, in their own right, not likely to be considered 'essential' to a countryside location (as per HDPF 26). However, the siting of these facilities in the grounds of an existing school, which is well-related to other existing sporting facilities, and in an area with moderately high levels of movement and activity; leads to the conclusion that this is not a wholly unsuitable location for the proposed facilities to be located. In addition, the requirement for the facilities which are for the primary benefit the pupils of the school, would naturally (for practical and sustainable purposes) require the facilities to be located within the school grounds. This, in the view of Officers is an acceptable reason for locating the proposed development on this site, despite the acknowledgement that the site is not located within a Built up Area Boundary. Accordingly, the development is considered to accord with HDPF Policy 43(2) insofar as the location of the new sporting facilities in this case, is considered to be a practicable option. The proposals also comply with Policy 7 of the Southwater Neighbourhood Plan which allocates this site for formal and informal sports areas.
- 6.126 The wider impact on the local road network with regard to an increase in traffic movements and pressure on road capacity resulting from the predicted increase in users of the site, is a concern that has been the subject of several representations to the Council. The confirmation from WSCC Highways that the proposed development will not result in a 'severe' impact on the local road network and that there would be no unacceptable impact on road safety; leads Officers to conclude that no unacceptable harm arises from a highways perspective, and that a refusal on highways grounds cannot be justified (in accordance with NPPF paragraph 111).

- 6.127 In respect of the semi-rural, countryside location; the urbanising influence of the development and the subsequent impact on the surrounding landscape character, historic setting and neighbouring amenity is acknowledged; but the benefits the facilities would bring to the school, club Members and the wider public (including many local sports clubs, organisations and schools) are considered to weigh in favour of the proposed development.
- 6.128 Overall, having assessed the benefits that the scheme would bring to pupils of the school, current and future Members of Bluecoats Sports Centre, and various local community groups, clubs and individuals; it is considered on balance, that the wider benefits gained from new facilities would outweigh the impact identified. The proposed development therefore, is considered to accord with the provisions of HDPF Policy 43, as well as the aspirations of the NPPF (Chapter 8) and Sport England policy which seeks to support the addition and renewal of sport and leisure facilities, in order to increase access to sporting opportunities and to promote the ongoing health and wellbeing of communities.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1st October 2017. It is considered that this development does not constitute CIL liable development.

7. RECOMMENDATIONS

- 7.1 To approve planning permission, subject to the following conditions and informatives.

Conditions:

1. Plans List
2. **Regulatory (Time) Condition:** The development hereby permitted shall be begun 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.

3. **Pre-Commencement Condition:** No development shall commence (including demolition pursuant to the permission granted, ground clearance or bringing equipment, machinery or materials onto the site) until a phasing plan for the implementation of the whole development site has been submitted to and approved by the Local Planning Authority in writing. The phasing plan shall identify the spatial sequencing of each element of the development hereby permitted. The development shall be carried out in accordance with the approved details.

Reason: To enable the Local Planning Authority to control the development and to comply with Section 91 of the Town and Country Planning Act 1990.

4. **Pre-Commencement Condition:** No development shall commence (including demolition pursuant to the permission granted, ground clearance or bringing equipment, machinery or materials onto the site) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include details of the following relevant measures:
 - i. An introduction consisting of a description of the construction programme, definitions and abbreviations and project description and location;
 - ii. Details of how local residents and facility users will be advised of site management contact details and responsibilities;
 - iii. Detailed site logistics arrangements (shown marked on a site plan) including; location of site compounds, location for the loading and unloading of plant and materials, site offices (including height and scale), and storage of plant and materials;

- iv. Details of topsoil stripping, storage and re-use on the site in accordance with recognised codes of best practice;
- v. Details regarding parking for site operatives and visitors, deliveries, and storage;
- vi. The method of access to and from the construction site;
- vii. The arrangements for public consultation and liaison prior to and during the demolition and construction works (newsletters, fliers etc.);
- viii. Details of any floodlighting used for the purpose of demolition and/or construction, including location, height, type and direction of light sources, hours of operation and intensity of illumination;
- ix. Locations and details for the provision of wheel washing facilities and dust suppression facilities;
- x. Confirmation that Construction activities should be limited to: 08:00 – 18:00 Mondays to Fridays, 08:00 – 13:00 Saturdays; and no working on Sundays, Bank or Public Holidays;
- xi. Confirmation that materials will not be burned on site;
- xii. Confirmation that a licensed waste removal contractor shall remove all clearance debris and construction waste from site.
- xiii. Details of measures to avoid or reduce the impact of biodiversity and habitats during construction.

The construction shall thereafter be carried out in accordance with the details and measures approved in the CEMP.

Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of nearby occupiers, highway safety, and biodiversity during construction and in accordance with Policies 31, 33 and 40 of the Horsham District Planning Framework (2015).

5. **Pre-Commencement Condition:** No development shall commence (including demolition pursuant to the permission granted, ground clearance, or bringing equipment, machinery or materials onto the site), until the following preliminaries have been completed in the sequence set out below:

- All trees on the site shown for retention on approved Tree Protection Plan ref [D2487.REV3.3-A1.TPP], as well as those off-site whose root protection areas ingress into the site, shall be fully protected throughout all construction works by tree protective fencing affixed to the ground in full accordance with section 6 of BS 5837 'Trees in Relation to Design, Demolition and Construction - Recommendations' (2012).
- Once installed, the fencing shall be maintained during the course of the development works and until all machinery and surplus materials have been removed from the site.
- Areas so fenced off shall be treated as zones of prohibited access, and shall not be used for the storage of materials, equipment or machinery in any circumstances. No mixing of cement, concrete, or use of other materials or substances shall take place within any tree protective zone, or close enough to such a zone that seepage or displacement of those materials and substances could cause them to enter a zone.

Any trees or hedges on the site which die or become damaged during the construction process shall be replaced with trees or hedging plants of a type, size and in positions agreed by the Local Planning Authority.

Reason: As this matter is fundamental to ensure the successful and satisfactory protection of important trees and hedgerows on the site in accordance with Policy 33 of the Horsham District Planning Framework (2015).

6. **Pre-Commencement Condition:** No development of the relevant external sports facilities (including the 3G pitch and athletics track) shall commence until details of the design and layout of that facility have been submitted to and approved in writing by the Local Planning Authority (in consultation with Sport England). The new facilities shall not be constructed other than in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Policies 33 and 43 of the Horsham District Planning Framework (2015).

7. **Pre-Commencement Condition:** No development shall commence (other than works of demolition or ground clearance) until precise details of the existing and proposed finished floor levels and external ground levels of the development in relation to nearby datum points adjoining the application site have been submitted to and approved by the Local Planning Authority in writing. The development shall be completed in accordance with the approved details.

Reason: As this matter is fundamental to control the development in detail in the interests of amenity and visual impact and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

8. **Pre-Commencement Condition:** No development of the sport centre extension shall commence (other than works of demolition or ground clearance) until a drainage strategy detailing the proposed means of foul water disposal has been submitted to and approved in writing by the Local Planning Authority in consultation with Southern Water. The development shall be carried out in accordance with the approved scheme.

Reason: As this matter is fundamental to ensure that the development is properly drained and to comply with Policy 38 of the Horsham District Planning Framework (2015).

9. **Pre-Commencement Condition:** Prior to the commencement of the adventure trail area, full details and designs (including elevations, materials, finishes and underground fixings) of the proposed activity stations shall have been submitted to and approved by the Local Planning Authority in writing. The activity stations shall thereafter be constructed in accordance with the approved details.

Reason: To ensure a satisfactory development that is sympathetic to the rural landscape character of the surroundings, and in the interests of visual amenity and biodiversity in accordance with Policies 31 and 33 of the Horsham District Planning Framework (2015).

10. **Pre-Commencement Condition:** Prior to the commencement of the athletics equipment store, the following details relating to the equipment store building shall have been submitted to and approved in writing by the Local Planning Authority. The relevant works must not be executed other than in complete accordance with these approved details, and maintained as such thereafter:
- a) Samples or specifications of external materials and surface finishes (including specific details relating to the green roof);
 - b) Drawing to a scale not smaller than 1:5 fully describing the roof details including sections through the eaves and verges.

Reason: As this matter is fundamental to ensure that the significance of the designated heritage asset, and the character, appearance and integrity of the building, is not prejudiced, thereby preserving the special architectural or historic interest which it possesses, and to comply with Policy 34 of the Horsham District Planning Framework (2015).

11. **Pre-Commencement (Slab Level) Condition:** No development above ground floor slab level of the sports centre extension hereby permitted shall take place until a schedule of materials and finishes and colours to be used for external walls, windows and roofs of the approved building, have been submitted to and approved by the Local Planning Authority in writing and all materials used in the construction of the development hereby permitted shall conform to those approved.

Reason: As this matter is fundamental to enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of

visual quality in accordance with Policy 33 of the Horsham District Planning Framework (2015).

12. **Pre-Occupation Condition:** Prior to the first use of the 3G pitch, athletics track or sports centre extension (whichever is earliest) a Community Use Agreement prepared in consultation with Sport England shall have been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to all sports facilities hereby approved, and shall include details of hours of use, access by non-school users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Policy 43 of the Horsham District Planning Framework (2015).

13. **Pre-Occupation Condition:** Prior to the first use of any of the facilities (excluding the new car park or overflow car park) hereby permitted, an Event Transport Management Plan shall have been submitted to and approved by the Local Planning Authority in writing. The Event Transport Management Plan shall set out details in relation to the management of large, events (defined as events that are expected to attract between 500 and 1000 people) using the facilities on site (excluding the new car park and overflow car park), to include but not limited to: stewarding, directional signage, traffic management, overflow parking arrangements and management. All such events must be carried out in accordance with the approved management plan.

Reason: To ensure adequate travel management and parking arrangements are in place for large events that would be facilitated by the improved sports facilities on the site, in accordance with Policy 40 of the Horsham District Planning Framework (2015).

14. **Pre-Occupation Condition:** Prior to the first use of any of the facilities hereby permitted hereby permitted, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport and in accordance with Policy 40 of the Horsham District Planning Framework (2015).

15. **Pre-Occupation Condition:** Prior to the first use of any of the facilities (including the new car park) hereby permitted, detailed design and layout of the new access onto Christ's Hospital Road shall have been submitted to and approved by the Local Planning Authority in writing. No facility shall be used until the approved access necessary to serve the site has been fully implemented. The approved access shall thereafter be retained as such.

Reason: To ensure adequate access is available to serve the development in accordance with Policy 40 of the Horsham District Planning Framework (2015).

16. **Pre-Occupation Condition:** Prior to the first use of any of the facilities hereby permitted, the existing gated access to Infirmary Drive (from Christ's Hospital Road) shall have been closed-off, and converted to highway verge. The closed-off access shall thereafter be retained as such.

Reason: In the interests of amenity and highway safety, and in accordance with Policy 40 of the Horsham District Planning Framework (2015).

17. **Pre-Occupation Condition:** Prior to the first use of any of the facilities hereby permitted, the parking, turning and access facilities necessary to serve the site shall be implemented in accordance with the approved details as shown on plan LK2 (08) 004 Rev A25) and shall be thereafter retained as such.

Reason: To ensure adequate parking, turning and access facilities are available to serve the development in accordance with Policy 40 of the Horsham District Planning Framework (2015).

18. **Pre-Occupation Condition:** Prior to the first use of any of the facilities hereby permitted, details (including location and specification) of secure and covered cycle parking facilities for staff and visitors to the development shall have been submitted to and approved in writing by the Local Planning Authority. No use hereby permitted shall commence until the approved cycle parking facilities associated with that use have been fully implemented and made available for use. The provision for cycle parking shall thereafter be retained for use at all times.

Reason: To ensure that there is adequate provision for the parking of cycles in accordance with Policy 40 of the Horsham District Planning Framework (2015).

19. **Pre-Occupation Condition:** Prior to the first use of the sports centre extension and athletics track hereby permitted, details of the gabion wall infills shall have been submitted to and approved in writing by the Local Planning Authority. The gabion walls shall thereafter be constructed in accordance with the approved details.

Reason: To ensure a satisfactory development that is sympathetic to the landscape character and built form of the surroundings, and in the interests of visual amenity in accordance with Policy 33 of the Horsham District Planning Framework (2015).

20. **Pre-Occupation Condition:** Prior to the first use of the car park hereby permitted, details and colours of the block paving for the car park shall have been submitted to and approved in writing by the Local Planning Authority. The car park paving shall thereafter be constructed in accordance with the approved details.

Reason: To ensure a satisfactory development that is sympathetic to the landscape character and built form of the surroundings, and in the interests of visual amenity in accordance with Policy 33 of the Horsham District Planning Framework (2015).

21. **Pre-Occupation Condition:** Prior to the completion of all works to re-profile the land at the Eastern Fields, details of the type of wildflower seed to be used across the site and the method by which the seed is sown, shall have been submitted to and approved in writing by the Local Planning Authority. The wildflower seed shall thereafter be applied in accordance with the approved details. Any area of seeding which, within a period of 5 years of application fails to germinate to maturity; shall be replaced in the next planting season with the seed type approved unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure a satisfactory development that is sympathetic to the landscape character of the surroundings, and in the interests of visual amenity and biodiversity enhancement in accordance with Policies 25, 31 and 33 of the Horsham District Planning Framework (2015).

22. **Pre-Occupation Condition:** Prior to the first use of any of the facilities hereby permitted, a written hard and soft landscape specification (National Building Specification compliant) shall have be submitted to and approved in writing by the Local Planning Authority. The written hard and soft landscape specification shall include details relating to tree pit and staking/underground guying details, ground preparation, cultivation and other operations associated with plant and grass establishment, and all hard surfacing and artefacts including:

retaining walls, access gates seating, steps, lighting columns, bollards etc. The landscape areas and all new tree planting shall thereafter be implemented in accordance with the approved details. Any proposed planting, which within a period of 5 years, dies, is removed, or becomes seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure a satisfactory development and in the interests of visual amenity and nature conservation in accordance with Policies 25, 31 and 33 of the Horsham District Planning Framework (2015).

23. **Pre-Occupation Condition:** Prior to the first use of any of the facilities hereby permitted, a Landscape Management and Maintenance Plan (including long term design objectives, management responsibilities, a description of landscape components, management prescriptions, maintenance schedules and accompanying plan delineating areas of responsibility) for all landscape areas (existing and proposed) shall have been submitted to and approved in writing by the Local Planning Authority. The landscape areas shall thereafter be managed and maintained in accordance with the approved details.

Reason: To ensure a satisfactory development and in the interests of visual amenity and nature conservation in accordance with Policies 25, 31 and 33 of the Horsham District Planning Framework (2015).

24. **Pre-Occupation Condition:** Prior to the first use of any of the facilities hereby permitted, a lighting design scheme for biodiversity shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory. All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.

Reason: As these matters are fundamental to safeguard the ecology and biodiversity of the area in accordance with Policy 31 of the Horsham District Planning Framework (2015); and to allow the LPA to discharge its duties under the UK Habitats Regulations, the Wildlife & Countryside Act 1981.

25. **Pre-Occupation Condition:** Prior to the first use of any of the facilities hereby permitted, a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The content of the LEMP shall include (but not be limited to) 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.
- 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 plan.
- 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 plan 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 plan will be implemented in accordance with the approved details.

Reason: As these matters are fundamental to safeguard the ecology and biodiversity of the area in accordance with Policy 31 of the Horsham District Planning Framework (2015); and to allow the LPA to discharge its duties under the UK Habitats Regulations, the Wildlife & Countryside Act 1981.

26. **Post-Occupation Condition:** Within 6 months of the first use of the 3G pitch or athletics track hereby permitted, a detailed lighting assessment (showing, in particular, the impact of the artificial lighting in the winter months when trees offer less screening) shall have been submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be in accordance with the Institute of Lighting Professional's Guidance notes for the reduction of obstructive light, and shall have been designed by a suitably qualified person. All recommended mitigation shall be carried out within 3 months of the date of approval of the lighting assessment, and the mitigation shall be retained as such thereafter.

Reason: To safeguard the amenities of the site and surrounds in accordance with Policies 32 and 33 of the Horsham District Planning Framework (2015).

27. **Regulatory Condition:** All ecological mitigation & enhancement measures and works shall be carried out in accordance with the details and recommendations contained in the Ecological Survey and Assessment [dated June 2021 and the Ecological Assessment Addendum Report prepared by Ecology Solutions (August 2021). This may include the appointment of an appropriately competent person (e.g. an ecological clerk of works (ECoW)) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.

Reason: As these matters are fundamental to safeguard the ecology and biodiversity of the area in accordance with Policy 31 of the Horsham District Planning Framework (2015); and to allow the LPA to discharge its duties under the UK Habitats Regulations, the Wildlife & Countryside Act 1981.

28. **Regulatory Condition:** All works shall be executed in full accordance with the submitted Arboricultural Report (including Arboricultural Impact Assessment and Method Statement) reference [D2487.REV3.3.TS.AIA.AMS, 08 May 2019].

Reason: To ensure the successful and satisfactory protection of important trees, shrubs and hedges on the site in accordance with Policies 30 and 33 of the Horsham District Planning Framework (2015).

29. **Regulatory Condition:** All perimeter fencing erected in association with the 3G pitch shall be fitted with rubber washer inserts as per the specification shown on the Noise Testing Data Sheet reference [D00024-30], unless an alternative specification is first agreed by the Local Planning Authority in writing. The fencing shall thereafter be implemented in accordance with the approved details, and be retained and maintained as such thereafter.

Reason: To ensure the protection of the amenities of nearby residents and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

30. **Regulatory Condition:** The external sports facilities (including pitches, athletics track and adventure trail) hereby approved shall not be used except between the hours of 08:00 hours to 21:00 hours Monday to Sunday.

Reason: To ensure the protection of the amenities of nearby residents and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

31. **Regulatory Condition:** The floodlights hereby permitted shall not be illuminated outside the hours of 16:00 and 21:00 hours Mondays to Saturdays and 16:00 and 18:30 hours Sundays, Public Holidays and Bank Holidays unless otherwise agreed in writing with the LPA.

Reason: To ensure the protection of the amenities of nearby residents and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

32. **Regulatory Condition:** No externally located fixed or mobile loudspeakers shall be operated until a scheme of noise control has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be written by a suitably qualified person and shall include but not be limited to;

- i. A plan of all locations at which fixed or mobile external loudspeakers are to be sited, including for large events;
- ii. Details relating to the number of occasions in any 12 month period when fixed or mobile external loudspeakers are to be employed;
- iii. Details of management responsibilities during use of the external loudspeakers;
- iv. Details of proposed control measures, including monitoring, that will be implemented to ensure noise and disturbance to local residents is managed and minimised;
- v. Details of a complaint recording and management plan.

The scheme shall not rely on BS4142 as the metric for compliance and must take due account of the bass frequency characteristics and the likely resulting noise levels within adjoining or close by residential properties. The approved scheme shall thereafter be maintained and adhered to for the duration of the use hereby permitted.

Reason: To ensure the protection of the amenities of nearby residents and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

33. **Regulatory Condition:** No amplified public announcement system shall be operated on land known as the 'Eastern Fields' (defined as land to the east of the New Link Road shown on proposed block plan reference [(08)003 A22]).

Reason: To ensure the protection of the amenities of nearby residents and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

34. **Regulatory Condition:** No amplified public announcement system shall be used anywhere on the site outside of 10:00 hours to 19:00 hours Monday to Sunday unless otherwise agreed in writing with the LPA.

Reason: To ensure the protection of the amenities of nearby residents and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

35. **Regulatory Condition:** If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy has been submitted to and approved by the local planning authority detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works and to ensure that any pollution is dealt with in accordance with Policies 24 and 33 of the Horsham District Planning Framework (2015).

36. **Regulatory Condition:** No external lighting or floodlighting shall be installed other than that shown on the approved plans. All such lighting shall be maintained in accordance with the approved details.

Reason: In the interests of the amenities of the locality and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

37. **Regulatory Condition:** No works for the implementation of the development hereby approved shall take place outside of 08:00 hours to 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays nor at any time on Sundays, Bank or public Holidays

Reason: To safeguard the amenities of adjacent occupiers in accordance with Policy 33 of the Horsham District Planning Framework (2015).