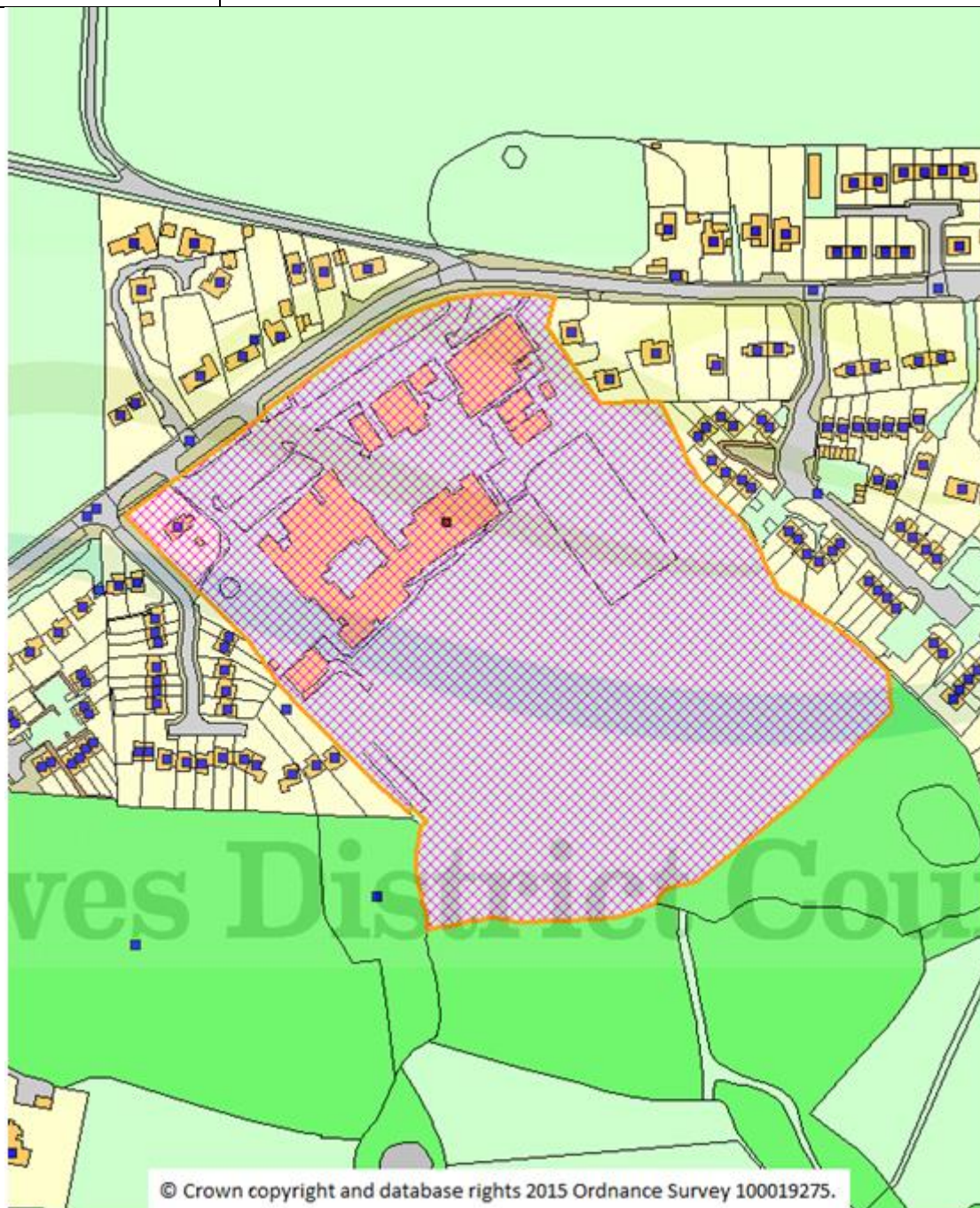


APPLICATION NUMBER:	LW/18/0318		
APPLICANTS NAME(S):	Bowmer & Kirkland	PARISH / WARD:	Chailey / Chailey & Wivelsfield
PROPOSAL:	Planning Application for Demolition of the existing EFAA, EFAF and EFAG buildings and development of a new part two and part three storey school building, Multi Use Games Area (MUGA), with associated parking, landscaping and external works as a temporary access point for construction purposes		
SITE ADDRESS:	Chailey School Mill Lane Chailey East Sussex BN8 4PU		
GRID REF:	TQ 38 17		



1. SITE DESCRIPTION / PROPOSAL

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

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

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

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

1.5 The school teaches 11 -16 year olds, with a current school pupil number at 732. This would rise to 810 should permission be approved.

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

1.7 The school currently has a gross external area of 8026sq.m. As a result of the development this will reduce to 7187sq.m, offering a more efficient use of land and with more being returned to open space.

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

2. RELEVANT POLICIES

LDLP: – CP7 – Infrastructure

LDLP: – CP11 – Built and Historic Environment & Design

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

3. PLANNING HISTORY

None.

4. REPRESENTATIONS FROM STANDARD CONSULTEES

4.1 Chailey Parish Council – Support.

4.2 Councillors share the concerns of residents in Maplehurst that the proposed new main building is, under the current plans, to be located much further towards the eastern boundary of the site than is the existing main building EFAA. Councillors understand the need for the school to be able to continue to operate which the redevelopment is under way and that this is one reason why the location for the new main building has been chosen. However, if built as proposed, the new main building will be very close to the eastern boundary of the site and therefore very near the dwellings in Maplehurst. Councillors consider that the positioning of the new main building should be reconsidered and that, if at all possible, it should be moved westwards.

4.3 Regardless of where the new main building is located, its mass will be substantial. The design and access statement suggests that the design has been influenced by the educational brief received from the school. It also suggests that consideration was given to "the site's village context". Councillors consider that the significant use of Dark Grey Render does little to allow the new building to blend into the "village context". They consider that further thought be given to the use of more appropriate colours to enable the new building to sit better in its surroundings. The use of more sympathetic colours could help, in small part, to alleviate the concerns about the positioning of the new main building.

4.4 Councillors noted the Construction Environmental Management Plan. Mill Lane is already a relatively narrow and at times a very busy road. There is the potential for three major construction projects to be underway at the same time, the others being Greenacres (if permission consent is granted) and Gradwell End. If either two or three projects are under way at the same time, it will be essential for the relevant construction management plans to be co-ordinated. On the school site itself, Councillors are keen that everything is done to minimise the nuisances that will inevitably be caused to the residents of Maplehurst by virtue of the position of the site access road. Councillors consider that it is important the the site access road, which is said to be temporary, is just that and that it is removed as soon as its purpose is achieved.

4.5 ESCC Highways – Objection.

4.6 The site is located on the southern side of the C323 within the village of South Chailey. The site lies within a 30mph local speed limit of 30mph whereby the visibility splays should be 2.4 metres x 90 metres in both directions in accordance with standards set out in Design Manual for Roads & Bridges.

4.7 Whilst I appreciate this access is for a temporary period only it is assumed that it will be in situ for up to one year whilst construction takes place. Therefore whilst temporary advanced signage would be used visibility for vehicular egress here should still be to recommended standards. The required visibility does not seem to be provided here. The applicant has not carried out any speed survey to demonstrate that the 85th percentile speeds are low enough to warrant reduced driver sightlines at the access.

4.8 The proposed construction access arrangements include the permanent closure of an existing pedestrian access and therefore the application should be accompanied by a satisfactory Road Safety Audit at least to stage 1 which would address these issues.

4.9 From a highway perspective, I would not support the use of the proposed construction access point as shown without sufficient arrangements for pedestrians/pupils walking from/to the east due to the standard visibility in both directions and conflict of vehicles with pedestrians during construction. This could be dealt with by an additional

pedestrian access being provided between the proposed construction and bus access points together with controlling the use of the construction access during school times.

4.10 This proposal would result in a reduction in internal floor area. Although the school is currently under capacity the capacity of the school is 810 pupils and this number will not change with this proposal. Therefore there will be no increase in the number of pupils with this proposed development. It is therefore assumed that the increase in staff numbers [5] mentioned in paragraph is a result of the number of pupils being at full capacity.

4.11 It is noted that four additional disabled parking bays are to be provided with this development which is welcomed and the overall parking is in accordance with ESCC's car parking guidelines [October 2017].

4.12 The application attracts a recommendation for refusal for the following reasons:

- a. The proposal does not make provision for adequate visibility at the junction of the access with the public highway and would be detrimental to highway safety, resulting in severe highway impacts, and is contrary to paragraph 32 of the NPPF.
- b. Adequate information has not been submitted to satisfy the Local Planning Authority that the proposal is acceptable in terms of vehicle and pedestrian access, visibility splays, parking, road construction, road gradients, surface water drainage, and on site turning facilities and would not therefore give rise to increased hazards to highway users.

4.13 Conditions are proposed should permission be forthcoming.

4.14 **Sport England** – No objection, recommends standard condition.

4.15 **Natural England** – No objection

4.16 **ESCC SUDS** – No objection in principal subject to conditions as it is considered that it is possible that the risk is capable of being mitigated to acceptable levels by the application of planning conditions.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

5.1 Ten neighbour letter received raising objections on the following grounds: Overlooking to residential properties, detrimental impact on residential amenity and privacy, overshadowing, building out of scale with adjacent residential properties, should be built on existing footprint, impact from the temporary access road, impact on bats, detrimental impact on residential gardens, overshadowing from new planting, building could easily be moved 15m further to the east, loss of light, building needs redesigning, architecture is brutal, out of character with local vernacular, building too dark (materials), design too industrial in appearance, plenty of land where the building could be located without impacting on neighbours, poor choice of materials, access road and compound too close to dwellings.

5.2 One letter received from planning consultant on behalf of local residents objecting on the following grounds: impact on sunlight and daylight, overshadowing, poor palette of materials, lack of vernacular form, use of non-native planting is poor, no cost justification, lack of understanding of the site, no consideration of the setting, poor design, fails to address archaeological interests, no bat emergence surveys, impact on amenity, poor design - full copy of the statement can be viewed on-line.

6. PLANNING CONSIDERATIONS

6.1 Background

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

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

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

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

6.6 Policy

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

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

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

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

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

6.12 Traffic

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

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

6.15 Whilst not ideal, being located adjacent to residential dwellings, it has to be noted that the access will be temporary and only used during the construction period. Conditions can restrict time that the access is used as well as ensuring that the access is closed and land reinstated once the project is complete. The submitted scheme does show this area to be landscaped with new tree planting. Therefore, any impact on residential amenity specifically from the construction period will be relatively short term.

6.16 The Highway Authority has been asked to comment on the application due to concerns over the location of the temporary access. They have responded that a Transport Statement and Travel Plan have been submitted with the application. However, insufficient information has been submitted [including a Road Safety Audit] in order to fully assess the application especially the temporary access. (Full comments from the highway Authority are included in the report for information.) Whilst it may be that the access could be made acceptable with further information and the Safety Audit, there are insufficient arrangements for pedestrians/pupils walking from/to the east due to the standard visibility in both directions and conflict of vehicles with pedestrians during construction.

6.17 Design

6.18 The majority of the new building will be two storey in height, except for the central and eastern wings, which utilise the level change and therefore has a third storey (lower level). The building will be located on the eastern part of the site and located behind the four retained buildings at the front of the site which includes the existing sports building.

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

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

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

6.22 The design is not outstanding, but it is functional. The building is well articulated, and with its variety in glazing and use of coloured panels adds interest to the facades. The flat roof will allow the building to not appear unduly prominent within its wider surroundings. The use of a local brick will help the building to sit within its surroundings, albeit with a rendered upper floor (the final appearance of which can be conditioned).

6.23 Amenity

6.24 In terms of residential amenity the development itself would have a direct impact on a limited number of residential properties - the three dwelling in Maplehurst. The eastern wing of the development will sit to the south west and west of number 1 and 2 Maplehurst. It will be located approximately 14.3m away from their western boundary and 16m from the actual closest dwelling. The new school building will sit between 1 and 1.1m higher than the ridges of numbers 1 and 2 Maplehurst.

6.25 The eastern façade of the school building will have a length of 40m, and a height of 12.37m at its southern end and 8.77m above finished ground level at its northern end, being part two and part three storey due to the change in land levels. This façade (east) will be heavily glazed, providing direct daylight to classrooms and a stairwell.

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

6.27 The applicants have submitted a Sunlight and Daylight Analysis. The findings of that report are accepted in relation to skylight and sunlight affecting windows of the affected dwelling (in accordance with BRE guidelines). In relation to overshadowing the report identifies that there will be some overshadowing but 'concludes that the effects of the proposed development on sunlight and daylight availability are negligible for all adjacent properties...', for example before 10.00 and after 15.00 for small areas of the gardens in June, and in the afternoons during December. Whilst the impact may be 'negligible' and may not result in continuous overshadowing, it would have an impact at times when the gardens may be used, and would affect the way that residents use that amenity space at certain time of the day and year, and would therefore impact on residential amenity.

6.28 The eastern wing of the new building is heavily glazed on the elevation facing onto the dwellings. Therefore, between school hours, and at only 14m away, anyone using the gardens will feel overlooked from these windows, especially as there is no building in this location at the present time. Whilst it is accepted that the school land is raised and that children may pass or use this land, such activity is quite different and less obtrusive than having a two and three storey building in close proximity to the boundary.

6.29 The applicant has stated that native and non-native species will be planted to increase biodiversity and that a number of extra heavy standard trees (oak, hornbeam and field maple) will be planted to the eastern and southern elevation of the new building to reduce impact. Whilst planting to enhance the wider ecology of the site is welcomed, unless it is a dense screen, which is not supported by residents as this too will impact on the quality of their amenity space, then it will do little to lessen the overbearing impact of the proposed building itself.

6.30 It is therefore considered that the proposed development would have a detrimental impact on the amenities currently experienced by the occupiers of the adjacent dwellings.

6.31 Conclusion

6.32 In developing this project there are a number of restrictions which have had a significant impact on design and layout of the proposed scheme, and which have prevented the proposed building being located further to the west which would have

alleviated most of the amenity issues raised above. Firstly, the drive from central government to upgrade schools but to keep costs down. Secondly, the ability of the school to remain operational whilst the building works are carried out. Whilst these are real issues in the development and implementation of the project, they are not factors that have a bearing on the planning merits of the case.

6.33 Whilst not objecting to the principle of redeveloping the school, it is considered that due to the location of the building in close proximity to the residential properties in Maplehurst, its height and amount of glazing on the side elevation, the development would have a detrimental impact on the amenity of those occupiers through its overbearing nature, overshadowing, and loss of privacy.

6.34 The lack of information has also led the Highway Authority to object to the current proposal, specifically with regards to the temporary access.

7. RECOMMENDATION

7.1 That planning permission is refused for the reason below.

Reason(s) for Refusal:

1. It is considered that the proposed development, due to its location, height and form, would have an unacceptable and detrimental impact on the amenities of the existing neighbouring residential occupiers in number 1 and 2 Maplehurst through its overbearing nature, and resulting overshadowing and loss of privacy, contrary to Policy ST3(C) of the Lewes District Local Plan and CP11 (viii) of the Joint Core Strategy

2. The proposal does not make provision for adequate visibility at the junction of the access with the public highway and would be detrimental to highway safety, resulting in severe highway impacts, and is contrary to paragraph 32 of the NPPF.

3. Adequate information has not been submitted to satisfy the Local Planning Authority that the proposal is acceptable in terms of vehicle and pedestrian access, visibility splays, parking, road construction, road gradients, surface water drainage, and on site turning facilities and would not therefore give rise to increased hazards to highway users, and would therefore be contrary to paragraph 32 of the NPPF.

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

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Flood Risk Assessment	17 April 2018	
Transport Assessment	17 April 2018	
Travel Plan	17 April 2018	
Other Plan(s)	7 June 2018	00-DR-L-0002
Proposed Layout Plan	17 April 2018	00-DR-L-0003
Proposed Section(s)	17 April 2018	00-DR-L-0004
Other Plan(s)	17 April 2018	00-DR-L-0005

Other Plan(s)	17 April 2018	00-DR-L-0007
Proposed Section(s)	17 April 2018	00-DR-L-0008
Other Plan(s)	17 April 2018	00-DR-L-0009
Proposed Layout Plan	17 April 2018	0001
Tree Statement/Survey	17 April 2018	ARBORICULTURAL SURVEY
Additional Documents	17 April 2018	ASBESTOS REPORT
Additional Documents	17 April 2018	CEMP-S2-P1
Location Plan	17 April 2018	DR-A-0001-S2-P03
Existing Layout Plan	17 April 2018	DR-A-0002-S2-P02
Proposed Layout Plan	17 April 2018	DR-A-0102-S2-P02
Existing Section(s)	17 April 2018	DR-A-0201-S2-P03
Proposed Section(s)	17 April 2018	DR-A-0301-S2-P03
Other Plan(s)	17 April 2018	DR-A-0401-S2-P02
Other Plan(s)	17 April 2018	DR-A-0401-S2-P02
Proposed Floor Plan(s)	17 April 2018	DR-A-1001-S2-P03
Proposed Floor Plan(s)	17 April 2018	DR-A-1002-S2-P03
Proposed Floor Plan(s)	17 April 2018	DR-A-1003-S2-P03
Proposed Roof Plan	17 April 2018	DR-A-1004-S2-P03
Proposed Elevation(s)	17 April 2018	DR-A-3001-S2-P02
Proposed Elevation(s)	17 April 2018	DR-A-3002-S2-P02
Proposed Elevation(s)	17 April 2018	DR-A-3003-S2-P02
Proposed Elevation(s)	17 April 2018	DR-A-3201-S2-P02
Proposed Elevation(s)	17 April 2018	DR-A-3202-S2-P02
Proposed Elevation(s)	17 April 2018	DR-A-4001-S2-P02
Other Plan(s)	17 April 2018	DR-E-6311-P01_EXT LIGHT
Proposed Layout Plan	17 April 2018	DRAINAGE S2 P01
Proposed Layout Plan	17 April 2018	DRAINAGE S2 P02

Additional Documents	17 April 2018	DRAINAGE STATEMENT 1
Additional Documents	17 April 2018	DRAINAGE STATEMENT 2
Additional Documents	17 April 2018	DRAINAGE STATEMENT 3
Additional Documents	17 April 2018	ECO APPRAISAL APPENDICES
Additional Documents	17 April 2018	ECOLOGICAL APPRAISAL
Additional Documents	17 April 2018	ENERGY STATEMENT
Additional Documents	17 April 2018	EXISTING SURFACE WATER
Additional Documents	17 April 2018	GEO-ENVIRONMENTAL REPORT
Additional Documents	17 April 2018	MATERIALS BOARD
Noise Detail	17 April 2018	NOISE ASSESSMENT
Design & Access Statement	17 April 2018	PART 1
Design & Access Statement	17 April 2018	PART 2
Other Plan(s)	17 April 2018	PRPSD SURFACE WATER CATCHMENT
Additional Documents	17 April 2018	SAMPLES BOARD
Additional Documents	17 April 2018	SUN/DAYLIGHT ANALYSIS
Additional Documents	17 April 2018	SUSTAINABILITY STATEMENT
Additional Documents	17 April 2018	UTILITY SERVICES