

The College of Richard Collyer New Technology Centre

Planning Statement

Including Heritage and Air Quality Statement

Rev: 01

Date: 01 July 2026

Quality Information

Prepared by	Checked by	Date
Ellie Jennings	Rachel Hough Will Thompson	1 st July 2026

Revision	Revision Date	Details	Prepared by	Checked by
01	01/07/2026		EJ	RH / WT

Contents

1.	Introduction.....	2
2.	Site description.....	4
3.	Need for the development.....	8
4.	Proposed development and public benefits.....	9
5.	Consultation.....	11
6.	Justification for loss of playing field land.....	12
7.	Heritage Statement.....	14
8.	Air Quality and Emissions Mitigation Statement.....	17
9.	Planning Policy Framework.....	19
10.	Planning Policy Assessment.....	20
11.	Conclusion	28
	Appendix A – Response to consultation comments.....	29

1. Introduction

- 1.1. This Planning Statement has been prepared by BDP, on behalf of the College of Richard Collyer ('Collyer's'), in support of an application for full planning permission for:

"Phased development of a Technology Centre consisting of two buildings, associated landscaping, and reconfigured access and parking."

- 1.2. The purpose of this Planning Statement is to provide details of the proposed development and an appraisal of the proposals against the relevant planning policy context, all of which form material considerations in determining the planning application.

The applicant and need for development

- 1.3. The College of Richard Collyer is one of the leading sixth form colleges in the country, the largest provider and first choice for A Levels across West Sussex – offering more than 45 courses across A Levels, BTECs, and T Levels, as well as courses in adult education and skills. The College is Ofsted 'Outstanding' and has a strong academic record, with 61% of students achieving A*-B grades at A Level and 84% of Collyer's students who complete a degree earning a 1st or a 2:1. Founded nearly 500 years ago in 1532 by London merchant and Mercer Richard Collyer, the College has a rich history, a welcoming college community, and a clear aspirational culture – guided by Collyer's wish for *'none to be refused likely to learn'*.
- 1.4. Collyer's serves students from seven partner schools located in proximity to Horsham, as well as from across the South East. As a result of sustained growth in student numbers over the last decade, driven by population increases within its catchment area and strong academic performance, the College has experienced a significant rise in enrolment. This has led to increasing pressure on existing teaching accommodation which, in the short term, has been addressed through the use of temporary portacabins. These do not however represent an adequate long-term solution to the College's needs. In response, the proposed Technology Centre will provide modern, high-quality teaching space which meets the College's current shortfall and helps to future-proof the campus against further growth. The need for development is set out in full in Section 3 of this Planning Statement.

Summary of the proposed scheme

- 1.5. The proposals comprise 2,734.8 sqm Gross Internal Area (GIA) of academic floorspace, arranged across two buildings (Phase 1 and Phase 2 buildings), located on the existing car park and partially on the playing field.
- 1.6. Due to the availability of Department for Education (DfE) funding, the buildings are intended to be brought forward in a phased manner. The first phase will comprise the main Phase 1 building, surrounding landscaping, pedestrian, cycle, and vehicular access, and a replacement landscaped car park configured in a linear form along the south-eastern edge of the playing field. The second phase will comprise the smaller Phase 2 building which incorporates landscaped steps to its front façade, which facilitates connections with both the first floor of the Phase 1 building, and the wider landscape.
- 1.7. Both phases have been developed to represent a high-quality response to their surrounding context and will, by virtue of their position on the campus and provision of reconfigured access arrangements from Hurst Road, provide a new 'front door' to the College for arrivals from Horsham Station – integrated with improved circulation routes and informal gathering spaces between the existing buildings and through to the rest of the campus. This will complete the 500 year vision for the College and create a legacy for the next 500 years.

Structure of this report

1.8. The remainder of this report is structured as follows:

- **Section 2: Site Description** provides a description of the site, its surrounding context and planning history
- **Section 3: Need for development** provides further detail of the College's need for new teaching accommodation
- **Section 4: Proposed development and public benefits** describes the proposed development in terms of land use, siting, access, layout, scale, massing, appearance and landscape; and the benefits that this will provide
- **Section 5: Consultation** describes the consultation that has been undertaken on the draft proposals with Horsham District Council, West Sussex County Council Highways and other stakeholders
- **Section 6: Planning policy framework** provides the planning policy context at a local and national level
- **Section 7: Justification for loss of playing field land** provides justification for development on part of the College's existing playing fields
- **Section 8: Heritage Statement** assess the impact of the proposed development on the setting and significance of surrounding designated and non-designated heritage assets
- **Section 9: Air Quality and Emissions Mitigation Statement** assess the proposed development against the relevant air quality policy and guidance
- **Section 11: Planning policy assessment** demonstrates how the proposal accords with relevant local and national planning policy and guidance
- **Section 12: Conclusion** summarises the key points of the planning application and policy assessment

Application documents

1.9. This planning statement should be read in conjunction with the following supporting documents, as well as the application drawings submitted for approval:

- Application Form
- Covering Letter (inc. draft Heads of Terms)
- Application Drawings
- Statement of Community Involvement
- Design and Access Statement (inc. Sustainability and Ventilation Statement and Lighting Assessment)
- Transport Statement
- Car Parking Management Plan
- Flood Risk Assessment & Surface Water Drainage Strategy
- Arboricultural Impact Assessment, Method Statement and Tree Survey
- Biodiversity Net Gain Statement
- Draft Habitat Management and Monitoring Plan
- Statutory Biodiversity Metric
- Preliminary Ecological Appraisal (inc. Preliminary Roost Assessment)
- Noise Statement

2. Site description

The College of Richard Collyer

- 2.1. The College of Richard Collyer is a sixth form college in Horsham, West Sussex, located 8-minute walk (0.4 miles) northwest of Horsham Railway Station and northeast of the town centre (Figure 2.1). The A264 and A24 are located approximately 0.9 miles to the northwest, while Horsham Railway Station provides regular train services to London, the south coast, and surrounding towns.



Figure 2.1 – Site location

- 2.2. The Collyer's campus comprises a mixture of historic and modern buildings reflecting over a century of educational development. To the west of the site, at the junction of Richmond Road and Hurst Road, is the Grade II listed Grammar School, designed by Arthur Vernon in 1892. The Hurst Road façade is a distinctive gothic Victorian design in red brick with stone dressings, characterised by parapets, large gables, and ornate detailing, forming a prominent elevation.
- 2.3. Subsequent phases of development throughout the 20th and early 21st centuries have expanded the campus eastwards, including the gradual formation of Mercers' Quad, and later additions of the Library (2003), John Dew Building (2007), Graham Baird Building (2016), and Shelley Building (2022), as shown in Figure 2.2 below. Collectively, these buildings form a campus of interconnected courtyards, circulation routes, and open spaces.
- 2.4. The primary vehicular access to the College is via a one-way system from Hurst Road (Figure 2.2) serving car park permit holders, visitor drop-off, servicing, and waste collection. A secondary vehicular entrance and exit for staff is provided via Richmond Road. There are 182 vehicular parking spaces across the site, comprising 28 staff spaces on Richmond Road, 140 permit-holder spaces within the Hurst Road car park, and 13 additional permit spaces adjacent to the library. Three Blue Badge bays and designated visitor spaces are located adjacent to the Hurst Road entrance.



Figure 22 – The College of Richard Collyer

- 2.5. Cycle access is via Richmond Road, there are 35 cycle parking spaces in total, comprising 30 spaces within a covered shelter and five uncovered spaces adjacent. There are three pedestrian access points, with the eastern entrance from Hurst Road used frequently by students. This creates potential conflict with vehicles exiting the car park and tends to encourage students to congregate outside the gates resulting in overcrowding on the pavement along Hurst Road.
- 2.6. To the north of the car park is a Multi-Use Games Area (MUGA) and approximately 34,000 sqm of playing field. The playing field accommodates three informal five-a-side football pitches, two full-sized association football pitches and a rugby pitch. The pitches are located on Horsham clay, which results in frequent waterlogging during the autumn and winter months, rendering them unusable. In spring and summer, the pitches are regularly used by the community, local schools on an informal basis, and the college for external league games, A-Level PE, BTEC Sport and the College's enrichment programme.
- 2.7. To the southeast of the site, the boundary between the playing field and rear gardens of properties along Hurst Avenue is defined by a series of mature trees. The topography rises towards the residential boundary by approximately 0.8 -1 metres. Boundary treatments are varied, comprising a mix of post-and-rail fencing, low picket fencing, and higher solid garden fences. In some locations, residents have installed gates providing direct access onto the playing fields.

Surrounding area

- 2.8. The College campus borders Hurst Road to the south. Horsham Community Hospital lies to the southwest, while residential properties are located to the southeast (Hurst Avenue) and northwest (Angus Close). To the northeast, the site adjoins the former Novartis campus and the railway line.
- 2.9. As confirmed above, Horsham Railway Station is approximately an eight-minute walk from the college campus. The route from the station passes a range of civic and community uses, including Horsham County Court, Horsham Police Station, The Pavilions in the Park Leisure Centre, Horsham Delivery Office and Horsham Community Hospital.

To the west of the leisure centre is Horsham Park, which provides community facilities including football pitches, a skatepark and tennis courts.

- 2.10. Adjacent to the north-west of the college campus is the Richmond Road Conservation Area, which encompasses Wimblehurst Road, Gordon Road, and Richmond Road. Section 7 (Heritage Statement) provides further details on designated and non-designated heritage assets.

Application site

- 2.11. The application site, as outlined in red on Figure 2.3, extends to approximately 1.82 hectares and is located to the east of the main College buildings within the Collyer's campus. It comprises the existing surface car park, approximately 5,093 sqm of playing field, and a small element of the highway along Hurst Road. The eastern boundary directly adjoins residential properties along Hurst Avenue.

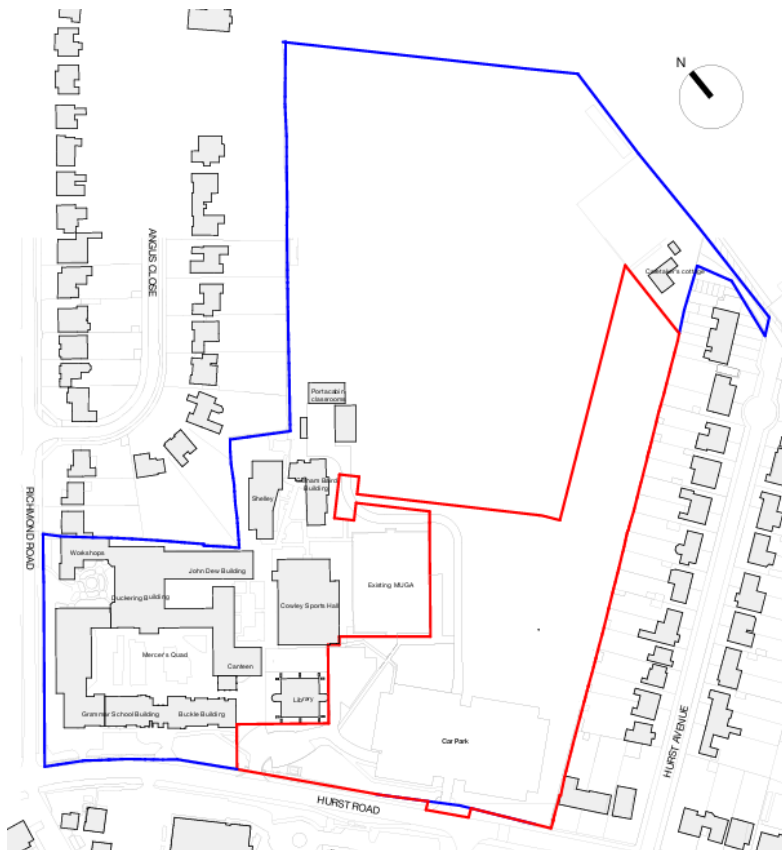


Figure 2.3 – Site location

- 2.12. The application site is subject to the following planning designations:
- **Main Town Settlement:** The site is located within the built-up area boundary of Horsham and forms part of the town's built-up area boundary.
 - **Flood Risk:** The site is located within Flood Zone 1, which is defined as land having a low probability of flooding from rivers and the sea. The site is also at low risk from surface water flooding.
- 2.13. The surrounding area is subject to the following planning designations:
- **Character Areas:** The Horsham Blueprint Neighbourhood Plan (2022) seeks to preserve and enhance designated Character Areas. The campus site is bordered by the 'Between the Wars (1918–1939)' Character Area to the east, 'Modern (1945–1970)' areas to the north-west and south-west, and the 'Edwardian' Area to the west.

- **Strategic Allocations:** The Novartis site to the north is allocated as a strategic site for mixed use development in the Horsham District Planning Framework (2015).

Planning history

- 2.14. Since 2019 the College has implemented a development strategy to respond to its growing student population and the need to remove Reinforced Autoclaved Aerated Concrete (RAAC) from parts of the estate. This has involved a series of projects to permanently expand and enhance teaching capacity, including the Shelley Building and refurbishment of the existing science block, as detailed in Table 2.1 below. Capacity pressures have also been addressed through temporary accommodation pending delivery of the new Technology Centre.

Table 2.1: The College of Richard Collyer Planning History			
Planning Application Ref.	Location	Decision (date)	Type of application
DC/26/0655 - Installation of temporary single storey office building and a single storey double classroom building.	Portacabins (North of Graham Baird Building)	Decision Pending	Full Planning Application
DC/25/0748 - Installation of one temporary office building and addition of first floor over the existing two temporary double classrooms (retrospective).	Portacabins (North of Graham Baird Building)	Approved (8 Sep 2025)	Full Planning Application (Retrospective)
DC/24/0664 - Installation of one temporary office building and two temporary double classrooms.	Portacabins (North of Graham Baird Building)	Approved (9 Sep 2024)	Full Planning Application
DC/21/2790 - External alterations to elevations of existing Science block at ground floor level, incorporating replacement windows and doors with full height units, addition of new step and blocking up of door.	Duckering Building	Approved (11 Mar 2022)	Full Planning Application
DC/19/0687 - Demolition of single storey buildings used for nursery school and replacement with the erection of a two-storey general teaching block with associated landscaping.	Shelley Building	Approved (9 Aug 2019)	Full Planning Application
DC/19/0688 - Demolition of single storey link building used for general teaching and replacement with a two-storey block extension with associated landscaping for general teaching and informal study.	Workshops	Approved (7 Jun 2019)	Full Planning Application
DC/16/0287 - Erection of a single storey extension to the existing canteen	Duckering Building	Approved (31 Mar 2016)	Full Planning Application

3. Need for the development

Collyer's Strategic Vision

- 3.1. Collyer's is a leading sixth form college in West Sussex. The College, was founded by a London merchant and Mercer named Richard Collyer and guided by his wish for '*none to be refused likely to learn*' - ensuring all eligible students could benefit from the power of education for social mobility. This is reflected in its status as the top state provider of A Levels in the county, its 'Outstanding' Ofsted rating, and it's supportive and inspiring environment for students to learn and develop their academic and personal potential.
- 3.2. The strategic vision for the College's 500-year anniversary includes continued investment to create a safe, accessible, and attractive campus, with a strong focus on sustainability and wellbeing, ensuring it remains the leading state provider of A Levels in West Sussex.

Existing teaching capacity

- 3.3. Collyer's serves students from seven partner schools located near Horsham, and from across the southeast. As a result of a sustained period of demographic growth in new Year 12 students, driven in part by increased housebuilding, the College is experiencing annual increases of 3-5% in applications, with an anticipated rise of 5% students in the term beginning September 2026. Over the past 10 years, the College has developed and begun implementing a strategy to accommodate a growing student population, aligned with its Strategic Vision. This includes expanding teaching capacity through new and improved buildings to create a modern, university-style campus that better supports progression to higher education.

Quality of accommodation

- 3.4. In addition to shortfalls in the quantity of teaching accommodation, existing classrooms used for Engineering, Design & Technology, Maths and Physics are cramped, outdated and do not meet modern standards, particularly space requirements for large equipment. Provision is dispersed across the campus, with Design & Technology and Engineering housed in the Victorian part of the school, separately to Maths and Physics.
- 3.5. As such, while these subjects represent some of the College's largest areas of provision and have achieved highly successful results, there are shortfalls in the existing quantity and quality of space provision.

Existing access arrangements

- 3.6. The campus entrance is constrained and unwelcoming, with pedestrian access adjacent to the vehicular exit. The narrow route becomes overcrowded at peak times, leading students to use the vehicular access. As a result of this overcrowding, students often loiter outside the site, increasing the chance of pedestrian-vehicle conflict.

New Technology Centre

- 3.7. The proposed development responds to this identified need by accommodating maths, dry sciences, engineering and DT within two new fit for purpose landmark buildings which are designed to meet modern standards for science education and ensure flexibility for adaptation to changing teaching practices in future. Proposals deliver a welcoming campus entrance that aligns with key desire lines from the station and provides safer, more direct pedestrian access into the wider campus.
- 3.8. The decanting of technology subjects from other buildings also facilitates wider reconfiguration to create benefits for the delivery and growth of further subject areas. The existing Victorian building will be used to house Music, which will benefit from its high ceilings and large volume; existing physics and electronics spaces will allow for growth in Biology and Chemistry; and maths classrooms will be re-used for humanities, including English and History.
- 3.9. The new Technology Centre will meet immediate educational needs and complete the 500-year vision via a new focal point and arrival space for the College, creating a lasting legacy for Horsham.

4. Proposed development and public benefits

- 4.1. This section provides a summary of the proposed development, with further details available in the accompanying Design and Access Statement and application drawings.

Description of development

- 4.2. The application relates to 1.82ha of land within the College campus. The description of development is as follows:

“Phased development of Technology Centre consisting of two buildings, associated landscaping, and reconfigured access and parking.”

- 4.3. The proposed development will provide modern, fit-for-purpose teaching accommodation and, together with associated landscaping, create a new focal point and a clear, legible arrival space for college students and staff.
- 4.4. Due to the availability of Department for Education (DfE) funding the proposals will be brought forward across two phases of development. Phase 1 will comprise:
- The erection of a three-storey Phase 1 building (2,182.4 sqm GIA), located on the existing car park, providing high-quality teaching space for mathematics and physics. The building is organised around a central atrium and features a permeable cantilever supported by a series of columns, reflecting the College's desire to bring technology subjects together under one roof.
 - A replacement car park to the south-east of the site, accommodating 144 spaces, including 17 active and 17 passive EV charging bays, together with 40 cycle parking spaces.
 - Reconfigured vehicular and pedestrian access arrangements.
 - A new quadrangle and arrival space, incorporating tree planting and soft landscaping.
 - Permanent landscaping, including a new quadrangle, high-quality planting, and 106 new trees. Interim landscaping within the Phase 2 footprint will provide meadow planting, seasonal shrubs, low planting, and informal seating.

Phase 2 will comprise:

- The erection of a single-storey Phase 2 Building (552.4 sqm GIA / 590.7 sqm GEA).
- Landscaped steps providing access to both the Phase 2 building and the first floor of the Phase 1 Building.

Land use

- 4.5. The application proposes two buildings providing a total of 2,734.8 sqm (GIA) of new teaching floorspace (Use Class F1(a)) co-locating mathematics, physics, engineering, and design technology to support interdisciplinary learning.

Siting, access and layout

- 4.6. The location of the new buildings reflects the eastward expansion of the college and establishes a new focal point and landmark along Hurst Road. The proposals comprise two buildings on the existing car park and playing field east of the library and sports hall. The main building is positioned to the south-east adjacent to the library, with a single-storey phase 2 building alongside, incorporating landscaped steps providing access to a first-floor link.
- 4.7. The layout has been optimised through extensive optioneering to respond to site constraints while accommodating the necessary quantum of new educational development. While the proposal results in a minor reduction in playing field land, all playing pitches will be re-provided to maintain sporting capacity.
- 4.8. Reconfigured access, including widening of the existing one-way vehicular exit to operate as a two-way access will allow for the separation of pedestrian, cyclist and vehicular movement and reduce external crowding by incorporating a new quad and landscaped steps for informal gathering. A replacement car park will provide 144

spaces arranged along the south-eastern edge of the playing field, including 17 active and 17 passive EV charging bays. This will also include 20 Sheffield stands providing 40 cycle parking spaces near the site entrance. Parking by the library will be removed, with three existing Blue Badge spaces and five visitor spaces retained near the entrance.

Scale, massing and appearance

- 4.9. The proposals deliver a bold, contemporary landmark that realises Collyer's 500-year vision, referencing the Grade II listed Grammar School and responding to the evolving character of Hurst Road. The Phase 1 Building is positioned alongside buildings of a similar scale within the campus, while the smaller Phase 2 Building steps down towards the residential edge at Hurst Avenue.
- 4.10. The three-storey Phase 1 Building (2,182.4sqm GIA) adopts a flexible grid layout around a central atrium, accommodating mathematics, physics, library and staff support areas within a single mass. The white grey aluminium panel façade references the Grammar School through recessed bays and geometric detailing. A bronze red cantilevered roof creates a floating form, with a 5m canopy on the south-east marking the main entrance.
- 4.11. The single-storey Phase 2 Building has a GIA of 552.4 sqm. Its design responds to its functional use and has a white grey aluminium façade consistent with the Phase 1 building. The south-west elevation incorporates informally arranged landscaped steps with integrated planting, providing access to the first-floor level of the Phase 1 Building and the roof of the Phase 2 Building.

Landscape

- 4.12. The landscape design draws inspiration from the existing Mercers Quad to create enhanced informal gathering spaces and improving student movement into the wider campus.
- 4.13. The car park landscaping incorporates 106 trees that separate the playing fields from the proposed car park, alongside a 1 m-high chain-link fence screened on both sides by native hedgerow planting. This provides a physical barrier to protect the sport pitches. Informed by engagement with neighbours along Hurst Avenue, the landscaping proposals along the boundary include 26 multi-stem trees integrated with wildflower planting to provide screening.
- 4.14. Phase 1 includes interim landscaping within the Phase 2 footprint, comprising meadow areas and low planting with perennials and shrubs to provide seasonal interest and biodiversity. Seating walls and movable benches create informal gathering spaces for temporary use and can be relocated elsewhere on-site following Phase 2 completion.

Public benefits

- 4.15. The proposed development is considered to provide the following public benefits:
 - Creation of a new focal point and landmark development with a high-quality frontage to Hurst Road;
 - Enhancements to the overall quality and coherence of the campus environment, strengthening the College's identity and sense of place and, by reflecting the design of a university campus, preparing students for higher education;
 - Upgraded and expanded teaching facilities, removing reliance on temporary accommodation;
 - Provision of safe, accessible, and clearly legible circulation routes, helping to reduce overcrowding on surrounding pavements;
 - Delivery of landscape and ecological enhancements, including Biodiversity Net Gain; and
 - Promotion of sustainable travel through improved access and increased cycle parking provision.

5. Consultation

- 5.1. The proposed development is a result of a comprehensive consultation process with a range of statutory and non-statutory consultees.

Horsham District Council

- 5.2. Three pre-application meetings were held with planning and conservation officers from HDC. Detailed discussions were focused on the principle of development, identified need, and approach to the design, car park configuration, neighbouring amenity, access, landscaping and development on the existing playing field. The design of the proposed buildings has been developed through an iterative process to ensure that the buildings reflect the character of high quality examples of development on site, and through the proposed landscaping approach are integrated with their surrounding context.

West Sussex County Council Highways

- 5.3. Two pre-application meetings were held with WSCC Highways, following which overall support for the proposals was confirmed.

Sport England

- 5.4. A pre-application request was made to Sport England who provided a written pre-application response. This confirmed that, without meeting with one of five defined Exception Tests, it was unable to support the proposal. As set out in Section 6, the scheme minimises impact on the playing field and re-provides all pitches on site, resulting in no overall loss of sporting capacity and continuing to meet the college's sporting needs. HDC has confirmed it will balance Sport England's response against the benefits of the proposal.

Local stakeholders and neighbouring residents

- 5.5. As detailed further in the accompanying Statement of Community Involvement, the following engagement was held with residents on Hurst Avenue, HDC members and Horsham Blueprint Neighbourhood Forum:
- Two drop-in sessions with the residents on Hurst Avenue, and a follow up letter drop ahead of submission;
 - Presentation, site visit and email updates with local Ward and Planning Committee Members, and;
 - A presentation and site-visit with the Neighbourhood Forum, and an email update ahead of submission.

Response

- 5.6. Appendix A (Consultation Matrix) summarises all comments received and how these have been addressed within the proposals. This includes the following:
- Introduction of landscaped steps and walkway to physically link and integrate the two buildings
 - Phase 1 building façade to seek inspiration from the architectural character of the Grade II listed Grammar School;
 - Permeable cantilever to reduce roof massing and add architectural interest;
 - Improved landscaping and arrival space to create a human-scale setting;
 - Re-provision of sports pitches with fencing and hedgerows separating pitches from car park;
 - Amendments to the landscape and car park design, including smaller trees to reduce overshadowing and a Car Parking Management Plan to manage noise, lighting, and hours of use, minimising impacts on neighbouring amenity, and;
 - Narrowed two-way access from Hurst Avenue with set-back gate.

6. Justification for loss of playing field land

- 6.1. This section responds to comments provided by HDC and Sport England in order to address the minor reduction in playing field land proposed, and to inform the policy assessment in Section 10 below.

Existing playing field

- 6.2. The College campus currently provides a range of indoor and outdoor sporting facilities, including a playing field of circa 34,000sqm in size. The field accommodates three small informal 5v5 football pitches, two 11v11 association football pitches, one rugby pitch and associated runoff areas.
- 6.3. The playing field and pitches lie on Horsham clay and therefore suffer from waterlogging during the autumn and winter months, rendering them unusable. The College has attempted various improvements, including spiking, spraying, and rolling the pitches, but unfortunately these measures have not resolved the issue. As a result, the field and pitches are often unusable throughout the autumn/winter period.
- 6.4. During the summer, the pitches are well-used by the college, with peak use of the larger pitches generally on a Wednesday afternoon when external league games are organised. A-Level PE alongside associated BTEC Sport use the field regularly at alternate times. Peak use of the 5v5 pitches is on a Friday afternoon in support of the College's enrichment programme. The latter forms a key part of the College's strategy to maintain its Ofsted 'Outstanding' status, which requires leaders and managers to strengthen the tracking of student participation in enrichment activities in order to better understand their impact.
- 6.5. In addition to use by the college community, the fields are made available to surrounding schools, with reciprocal arrangements to ensure that the College has access to appropriate facilities when the fields are waterlogged in autumn and winter months. This includes a previous arrangement with Bohunt School, Horsham, to use the College's sports pitches while the school was in temporary accommodation near Collyer's in 2020/21, as well as an ongoing informal agreement with Tanbridge House School for use of the rugby pitches.
- 6.6. From late March to early September, the pitches are available for community use via an application form on the College website. During term time, access is limited to weekdays after 5pm to maintain safeguarding, while outside term time pitches are available from 9am to 8pm. Community use includes access to the car park (including accessible spaces) and existing changing facilities.

Proposed development

- 6.7. As demonstrated in the Design and Access Statement, in order to accommodate the required educational floorspace and replacement parking, the proposals are located partly within the existing playing field, resulting in an overall reduction of approximately 15% (5,093 sqm) of playing field land.
- 6.8. The proposal represents the result of an extensive optioneering process undertaken by the College and its design team, which has sought to ensure that the scheme allows for continued, high quality sporting provision and does not compromise wider networks of green infrastructure; while meeting all educational and operational requirements associated with the new Technology Centre, and ensuring that the future development capacity of the campus is not compromised. The various alternative layout options considered – which include provision of parking in a consolidated format adjacent to the new building – are set out in the accompanying Design and Access Statement.
- 6.9. Despite the overall reduction of playing field land, continued provision of sporting facilities will be enabled by:
- Reconfiguration of the informal 5v5 pitches to allow continued provision of two pitches at the south of the playing field, and re-providing a third informal pitch elsewhere within the playing field.
 - The location and configuration of the car parking, which in tandem with reconfiguration of the rugby and football pitches sits beyond required run off areas.

- 6.10. To prevent damage to vehicles in the new car park, a 1m-high chain-link fence is proposed, screened on both sides by native hedgerow planting to provide an effective physical barrier.
- 6.11. These changes will retain the same number of pitches and will not restrict the College's ability to deliver curriculum sport, enrichment activities, or ongoing community use.

Consideration of community use

- 6.12. During pre-application engagement, HDC planning and design officers stated that it would be worth understanding whether the college would be open to agreeing a formalised community use of the city. The College has considered this request, however given the current level of use and issues identified with pitch quality, the playing pitches are already operating at full capacity. Any additional community use, particularly if extended into the evening, would be infeasible for the following reasons:
- **Flexibility** – The college requires a degree of flexibility for allowance in any changes to the timetabling of students activities
 - **Pitch maintenance** – Additional use would exacerbate the existing issues with the clay base, which requires sufficient recovery time for college use
 - **Safeguarding** – Students remain on-site until 5pm, with some staying in the library until 6.30pm, so safeguarding measures must be maintained
 - **Residential Amenity** – Activities cannot run too late in summer evenings out of respect for nearby residents, and out-of-hours use would be unmanaged without school staff present.
 - **Lack of Lighting** – With no external lighting, evening use is required to be limited to lighter summer evenings only.

Alternative playing fields/pitches in the vicinity

- 6.13. There are alternative open spaces and playing pitches in the vicinity, which are available for and have capacity for community use (Horsham District Council, Playing Pitch Strategy 2018-2031 Needs Assessment, May, 2019). These include:
- Football pitches -
 - Horsham Park (0.3 miles) – 4x Adult Football; 1x Youth 9v9
 - Kingslea Primary School (0.4 miles) – 1x Youth 9v9
 - Pondtail Close (0.5 miles) – 1x Youth 9v9
 - Victory Road Recreation Ground (0.5 miles) – 1x Adult Football
 - Redford Avenue Recreation Ground (0.6 miles) – 1x Adult Football
 - Millais School (0.7 miles) – 1x Youth 11v11; 1x Youth 9v9; 1x Mini 7v7, 1x Mini 5v5
 - The Holbrook Club (0.7 miles) – 2x Adult Football; 1x Youth 9v9
 - Rugby pitches –
 - The Holbrook Club (0.7 miles) – 1x Senior Rugby Union

Conclusion

- 6.14. The above assessment and options appraisal set out in the accompanying Design and Access Statement demonstrate that the minor reduction in playing field land is necessary to accommodate the required educational floorspace on site and achieve associated public benefits. The scheme has been designed to minimise disruption to sports provision and therefore strikes a balanced approach between meeting educational needs and maintaining functional outdoor sports facilities.

7. Heritage Statement

7.1. The following Heritage Statement provides a summary of the significance of designated and non-designated heritage assets in proximity to the proposed development, and assesses the impact of the proposals on this significance.

7.2. This has informed the policy assessment undertaken in Section 10 below.

Heritage assets

7.3. Annex 2 (Glossary) of the National Planning Policy Framework (2024), defines a heritage asset as:

“A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).”

Designated Heritage assets

Grade II listed Grammar School (A & M blocks)

7.4. The Grade II-listed Grammar School was designed in 1892 by Arthur Vernon and was designated as a Grade II-listed asset on 26 July 1974. The building is a historic Victorian-era school designed in the Gothic Revival style.

7.5. The building's listing description confirms that its primary significance is derived from its external appearance and decorative façade. As outlined in the official list entry on the Historic England website, the building is asymmetrical and constructed of red brick with stone dressings. The elevation facing Hurst Road features two front-facing gables located at either end of the building:

- **West gable:** This gable incorporates a four-petal stone decoration set within decorative brickwork near the top. It contains large two-storey windows, with window heads forming pointed Gothic arches. The windows are divided by five small stone panels, each displaying a coat of arms.
- **East gable:** This gable is slightly less decorative and includes bay windows with small carved details and a parapet.

7.6. Adjoining the west gable is a porch with buttresses rising to two storeys plus an attic. It features a stone-panelled parapet and a decorative façade containing four windows and a four-petal stone window. An inscription above the main doorway reads: “Grammar School founded by Richard Collier AD 1532.” The main doorway beneath has carved detailing.

7.7. Adjacent to the east gable, and attached to the 1970s Buckle Building, is a small pointed doorway with a simple hood mould, providing access to an internal staircase.

7.8. The central façade between the two gables comprises three small bay sections, each with a gabled roof. These bays are arranged irregularly and contain paired windows with pointed arches and patterned brickwork. A secondary wing along Richmond Road is designed in a simpler architectural style.

Horsham (Richmond Road) Conservation Area

7.9. The site is located approximately 90 metres to the east of the Horsham (Richmond Road) Conservation Area.

7.10. The Conservation Area was first designated in 1989 and covers Wimblehurst Road, Gordon Road, Hurst Road, and Richmond Road. Historically comprising individual farms, the area has since developed into an urban residential neighbourhood characterised by street planting and green verges.

7.11. The character of the Conservation Area is defined by well-proportioned front gardens, a predominance of sash windows, high-quality boundary treatments, a unity of building form, and traditional architectural detailing. The area

also features lime trees and grass verges, which contribute significantly to its streetscape. Red brick is the predominant building material, accompanied by a variety of roof forms, including clay tile and slate pitched roofs, gable ends, and small pitched or curved roof dormers. The principal elevations of most dwellings incorporate a range of decorative features, with examples of Victorian properties influenced by Gothic and Italianate architecture, as well as later Queen Anne Revival styles and mock-Tudor timber detailing.

Non-designated Heritage Assets

- 7.12. There are locally listed buildings to the southwest, southeast, and northwest of the site. These include:
- **Horsham Community Hospital** –designed in 1923 by the local architect F. W. Troup. It is a single-storey brick building with a tall pitched roof, featuring an entrance stone porch with a gabled form, Venetian windows, and two shallow wings.
 - **Annex to Community Hospital** – designated as the original Horsham Cottage Hospital. It consists of ground-floor brickwork with first-floor tile hanging, a distinctive brick arched entrance, and a double-gabled roof.
 - **26 – 50 Hurst Road** – designated for their group value. These are Victorian townhouses, characterised by consistent red brick construction, tile-hung gables, and projecting bay windows.
 - **25, 84, 86 and 88 Hurst Road** – designated for their group value. These are large dwellings dating from the 1890s, featuring prominent bay windows and slate roofs. These properties lie within the Horsham (Richmond Road) Conservation Area.

Heritage impact

- 7.13. This section assesses the impact of the proposed development on the setting of the designated and non-designated assets identified above. The full description of proposals is included in Section 4 of this statement, and within the Design and Access Statement.

Grade II listed Grammar School (A & M blocks)

- 7.14. The Grade II listed Grammar School is located approximately 50 metres east of the application site on Hurst Road, with modern development including the Buckle Building (1976) and the Library (2003) situated between the listed building and the proposed development. Due to this intervening development, the proposals are considered to have limited impact on the setting of the Grade II listed building.
- 7.15. Reconfiguration of car parking to a less prominent location along Hurst Road, and its replacement with a high-quality new building reinterpreting elements of the listed building in a contemporary design, is considered to represent a heritage benefit. The following elements have been derived from the Grade II listed Grammar School:
- Recessed, regularly proportioned orthogonal window bays
 - Decorative aluminium panel, referencing the west gable of the Grammar School, integrated into the window design.

Horsham (Richmond Road) Conservation Area

- 7.16. The site is located approximately 90 metres east of the Horsham (Richmond Road) Conservation Area.
- 7.17. Given the nature of the proposed development and its location within the existing College campus, the Conservation Area is sufficiently distant that no direct impact on its setting or significance is anticipated. The proposals are consistent with the existing landscape character and will enhance the local townscape. Accordingly, the development is considered to preserve and enhance the setting of the Conservation Area, resulting in no heritage harm.

Non-designated assets

- 7.18. Locally listed buildings are situated to the southwest, southeast, and northwest of the site, with the nearest located approximately 150 metres away (Horsham Community Hospital) and the furthest at around 280 metres (25 Hurst Road). Given this distance and the nature of the proposed development, the proposals will have a neutral visual impact on their setting and will not harm the heritage value or significance of these non-designated assets.

Conclusion

- 7.19. The proposed development has been designed to preserve the significance of both designated and non-designated heritage assets and their settings. The siting, scale, and design of the buildings respond to the established pattern of development along Hurst Road, while the material palette and architectural detailing draw on the character of the Grade II listed Grammar School.
- 7.20. Accordingly, the proposed development is considered acceptable in heritage terms. It will result in no heritage harm and is expected to have a beneficial impact by enhancing the significance and settings of the designated and non-designated heritage assets.

8. Air Quality and Emissions Mitigation Statement

- 8.1. This section presents an assessment of the potential air quality effects associated with the proposed development, in alignment with the Institute of Air Quality Management (IAQM) Planning for Air Quality Guidance (January 2017) and relevant local policy and guidance.
- 8.2. The purpose of this assessment is to determine whether the proposed development has the potential to give rise to significant effects on local air quality, either through changes in emissions or impacts on human exposure. It also considers the need for mitigation measures and identifies whether the scheme accords with current best practice in air quality and sustainable development.
- 8.3. The Emissions Mitigation Assessment considers the operation of the development, including traffic generation, building emissions and site layout, with regard to the sensitivity of surrounding receptors.

Proposed development

- 8.4. The elements of the proposed development relevant to air quality and emissions are as follows:
- **Transport:** The proposals will not lead to any increase in vehicular trip generation, as no additional students or staff will result from the development. This is confirmed within the accompanying Transport Statement.
 - **Plant:** No combustion plant or other emission-generating plant is proposed as part of the development.
 - **Design Technology (DT) Equipment:** Existing DT equipment will be relocated from current buildings within the college estate to the proposed new building. No new equipment or emissions sources will be introduced.
- 8.5. In line with the Sussex Air Quality Guidance, and West Sussex County Council Guidance on Parking at New Developments, the proposal has been designed to incorporate 'good practice' measures to minimise emissions and reduce exposure. In construction, these include the following which will be set out within a Construction Management Plan (CMP) to be secured by planning condition.
- All works will be undertaken in accordance with best practice, including the IAQM Guidance on the Assessment of Dust from Demolition and Construction (Version 2.2, January 2024).
 - Standard mitigation measures are expected to include dust suppression, management of construction traffic, and appropriate site management procedures to minimise emissions during the construction phase.
- 8.6. In operation, these include:
- A reduction in car parking provision by approximately 7%;
 - A substantial increase in cycle parking provision which more than doubles existing levels;
 - The introduction of electric vehicle (EV) charging infrastructure (both active and passive provision);
 - Integration of landscaping and green infrastructure within the site layout. The building has been set back from the main road frontage, with a landscape-led design approach that incorporates tree planting and outdoor amenity spaces, which can contribute to improved local environmental quality.

Air Quality Assessment

- 8.7. The proposed development does not incorporate plant capable of generating emissions and will not result in an increase in traffic movements. Furthermore, all equipment will be transferred from existing buildings, resulting in no net change in operational emissions. With the adoption of appropriate mitigation measures during construction, the development has no potential to result in adverse impacts on local air quality. The mitigation measures identified below may result in a minor beneficial effect.
- 8.8. The development is therefore consistent with relevant local planning guidance relating to air quality.

Emissions mitigation assessment

- 8.9. IAQM guidance requires that an Emissions Mitigation Assessment (EMA) is undertaken for certain developments to quantify potential impacts and identify appropriate mitigation. This includes the application of a damage cost calculation, typically based on the Defra Emission Factor Toolkit.
- 8.10. The damage cost calculation is ordinarily derived from the number of vehicle trips generated by a development. In this case, the accompanying Transport Statement confirms that there will be no change in trip generation associated with the proposals.
- 8.11. Consequently, there will be no increase in traffic-related emissions, and the calculated damage cost is effectively neutral. No financial contribution or additional mitigation is therefore required on this basis.

Conclusion

- 8.12. Overall, the development is considered acceptable and compliant with relevant air quality guidance.

9. Planning Policy Framework

- 9.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that the determination of planning applications should be in accordance with the development plan, unless material considerations indicate otherwise.
- 9.2. Preparation of this planning application has had regard to the following planning policy and guidance. Documents which form part of the development plan are marked with an asterisk(*), while the remainder form relevant material considerations:

National

- National Planning Policy Framework (NPPF) (December 2024)
- National Planning Practice Guidance (NPPG) (Various dates) including NPPG on Air Quality (November 2019)
- Playing Fields Policy and Guidance (Sport England, March 2018; updated December 2021)

Local

- Horsham District Planning Framework (HDPF) (November 2015)*
- Richmond Road Conservation Area Appraisal and Management Plan (HDC, March 2022)
- Guidance on Parking at New Developments (West Sussex County Council, September 2020)
- Air quality and emissions mitigation guidance for Sussex (Sussex Air Quality Partnership, 2021)

Neighbourhood

- Horsham Blueprint Neighbourhood Plan (HBNP) (August 2022)*

Emerging Policy

- 9.3. The Government is currently preparing a revised NPPF for England. The consultation draft NPPF published in December 2025, including draft National Decision-Making Policies, has been reflected in the assessment below as appropriate.
- 9.4. The draft Horsham District Local Plan (HDLP) 2023–2040 is currently under examination. It was submitted in July 2024, with initial hearings in December 2024. Following concerns about legal compliance and soundness, hearings were paused but have since resumed under a new Inspector, including sessions in April 2026. Modifications have been made to align policies with the NPPF, with the Inspector's agreement. Further hearings are scheduled for October 2026 after additional work by the Council on matters such as housing (not relevant to this proposal). Adoption is anticipated in January 2027. While still emerging, policies that have been examined carry increased weight and are referenced accordingly in this report.

10. Planning Policy Assessment

10.1. This section provides an assessment of the key planning considerations relevant to the proposed development, including:

- The principle of development;
- Design and heritage;
- Transport, access and parking;
- Playing field provision;
- Arboriculture, ecology and biodiversity net gain;
- Residential amenity;
- Sustainability and climate change; and
- Flood risk and drainage.

Principle of Development

Policy Context

- 10.2. Paragraph 100 of the NPPF encourages the provision of educational facilities to meet the needs of existing communities, with great weight to be applied to the expansion of post-16 facilities.
- 10.3. At a local level, HDPF Policies 7 (Economic Growth), and 43 (Community Facilities, Leisure and Recreation), and draft HDLP Policy 28 (Community Facilities and Uses) encourage the enhancement of educational facilities to meet unmet need and contribute towards the social and economic sustainability of Horsham.
- 10.4. HDPF Policy 33 (Development Principles) and draft HDLP Policy 19 (Development Quality) require development to make efficient use of land and to be designed in a manner that does not prejudice future development or expansion opportunities.

Policy Assessment

- 10.5. Collyer's is an established and important educational institution serving Horsham and the surrounding area. The proposals will meet the College's need, set out in Section 3 above, for modern, fit-for-purpose teaching accommodation, addressing shortfalls in the quality and quantity of existing teaching spaces.
- 10.6. Informed by extensive site layout optioneering, the scheme ensures efficient use of land and as set out in the accompanying Design and Access Statement, has been configured to maintain future opportunities for expansion. In addition to meeting current requirements for technology subjects, the internal design of the building is also flexible to future changes in teaching practices.
- 10.7. Therefore, the principle of development accords with planning policy at both a national and local level

Design and Heritage

Policy Context

- 10.8. Chapter 12 of the NPPF emphasises the importance of high-quality design as a key component of sustainable development, contributing positively to communities. NPPF Paragraph 135 requires development to be visually attractive, with good architecture, layout and landscaping, and to respond positively to local character, including the historic environment and setting, to create a strong sense of place. Paragraph 137 states that applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community.
- 10.9. HDPF Policies 32 (The Quality of New Development) and 33 (Development Principles), and the emerging HDLP counterparts Strategic Policy 19 (Development Quality) and HBNP Policy HB4 (Design Development), confirm that

new development should be of a high standard, inclusive, and capable of delivering an attractive, functional, accessible, safe, and adaptable environment. Development should optimise the potential of the site, while responding positively to the character, scale, and appearance of the surrounding area. It should also complement the locally distinctive character and heritage of the district and contribute positively to the overall sense of place.

- 10.10. Chapter 16 of the NPPF sets out national policy for the conservation of heritage assets. Paragraph 207 and emerging NDMP Policy HE4 (Securing the conservation and enhancement of heritage assets) require applicants to describe the significance of affected assets, including the contribution of their setting. Paragraph 210 of the NPPF confirms that decision-makers should give weight to the conservation and enhancement of heritage assets and the desirability of development making a positive contribution to local character and distinctiveness. Draft NDMP Policy HE6 (Proposals affecting designated heritage assets) similarly confirms that proposals which have a positive effect on designated heritage assets should be approved.
- 10.11. HDPF Policy 34 (Cultural and Heritage Assets) and emerging HDLP Strategic Policy 21 (Heritage Assets and Managing Change within the Historic Environment) require development to conserve the significance of both designated and non-designated heritage assets, enhance local distinctiveness, and ensure the legibility of locally distinctive forms and settings.
- 10.12. HBNP Policy HB3 (Character of Development) requires the preservation and enhancement of the designated Character Areas.

Policy Assessment

- 10.13. In accordance with national and local planning policy requirements, Section 7 of this Planning Statement has assessed the impact of the proposals on adjacent designated and non-designated assets to confirm that the proposals will enhance the setting of the Grade II listed Grammar School, Richmond Road Conservation Area, and locally listed buildings.
- 10.14. As demonstrated in Section 5 and Appendix A of this report, the proposals are the result of iterative pre-application engagement with HDC planning and conservation officers which has refined the design of the buildings to ensure they sit appropriately within their context and present a positive and welcoming frontage to Hurst Road. The proposed boundary treatment along the south-east edge of the car park has similarly been informed by early and proactive engagement with neighbours along Hurst Avenue, in accordance with paragraph 137 of the NPPF.
- 10.15. The site layout optimises development potential without prejudicing future growth at the college. The proposals respond positively to the surrounding context and are sympathetic to the character, scale, and appearance of the area. Buildings follow the established Hurst Road building line and, while presenting a bold and contemporary landmark, are grounded in a landscape-led approach that ensures successful integration with the surrounding townscape and nearby HBNP Character Areas. The development supports the continued evolution of Collyer's vision and contributes to a lasting legacy for Horsham.
- 10.16. The scheme creates a welcoming sense of place through building arrangement, clear circulation, and informal gathering spaces. Revised access arrangements support movement through the development and into the wider campus, aided by wayfinding and soft landscaping.
- 10.17. The buildings are of high architectural quality, each with a light white-grey façade. The Phase 1 building adopts a flexible grid-based design that reflects internal uses and incorporates a permeable bronze red cantilever to create visual interest and lightness. The Phase 2 building aligns with its functional role and is integrated with landscaped stairs and connections to Phase 1, delivering an attractive, accessible, safe, and adaptable environment.
- 10.18. The Heritage Statement in Section 7 of this report confirms that the proposals are not considered to result in any harm to surrounding assets and will have a beneficial impact through enhancements to setting.

- 10.19. As such the proposal meets NPPF Paragraph 135, HDPF Policies 32 (The Quality of New Development) and 33 (Development Principles), and the emerging HDLP counterparts (Strategic Policy 19 (Development Quality), HBNP Policy HB3 (Character of Development) and Policy BH4 (Design of Development)).

Transport, access and parking

Policy Context

- 10.20. National and local planning policy seeks to promote sustainable and accessible patterns of movement whilst ensuring that development proposals do not result in unacceptable impacts on highway safety or the wider transport network.
- 10.21. Paragraphs 104–115 of the NPPF, and draft NDMP TR3 (Locating development in sustainable locations) promote sustainable transport patterns and require development proposals to provide safe and suitable access arrangements whilst mitigating transport impacts where necessary.
- 10.22. HDPF Policy 40 (Sustainable Transport) and emerging HDLP Strategic Policy 24 (Sustainable Transport) supports development that prioritises walking, cycling and public transport, and which delivers safe and suitable access for all users. In addition, HBNP Policy HB12 (Encouraging sustainable movement) requires development to maximise opportunities for sustainable transport in line with WSCC guidance, with particular emphasis on the provision of pedestrian and cycle routes that are physically separated from vehicular traffic.
- 10.23. HDPF Policy 41 (Parking) requires development to provide appropriate levels of vehicle and cycle parking without adversely affecting residential amenity or highway safety. Where development involves the loss of existing vehicle parking spaces, this will only be allowed if suitable provision is provided elsewhere; or the need for the development overrides the loss of parking, and necessary measures are in place to mitigate against impact. Draft HDLP Policy 25 (Parking) similarly requires development to provide adequate parking facilities, which should have regard to WSCC Parking Standards.
- 10.24. HBNP Policy HB12 (Encouraging Sustainable Movement) confirms proposals should provide dedicated bicycle parking facilities, and electric vehicle charging points. The WSCC Parking Standards (adopted September 2020) sets out the minimum cycle and vehicular parking requirements for new development. For education uses, it confirms the amount of parking should be based on the needs of the development.

Policy Assessment

- 10.25. As confirmed in the accompanying Transport Statement, the proposals are primarily intended to provide a permanent solution to existing growth in the student population which is currently accommodated via temporary portacabin classrooms. As such, there is no anticipated increase in the total number of students and staff or trip generation to the college as a result of the proposals. Accordingly, engagement with WSCC Highways has confirmed that the proposals are not expected to have any material impact on the surrounding highway network, and that a formal Travel Plan is not required to be submitted as part of the application.
- 10.26. In line with national and local policy, the development prioritises sustainable transport and ensures safe and suitable access for all users. The college operates a Green Travel Plan which promotes sustainable travel choices, encouraging students to walk and cycle to college or make use of public transport. Through reconfiguration of existing access and circulation routes, including a widened vehicular access to serve the car park, and a new dedicated pedestrian and cycle entrance/route separated from vehicular traffic, the proposals seek to create a safe environment which minimises conflict between vehicles, pedestrians and cyclists both outside and within the campus. This includes spaces for students to dwell and congregate within the campus close to the dedicated pedestrian entrance, to reduce existing overcrowding on surrounding pavements. To encourage sustainable travel behaviour, the proposal incorporates 40 additional cycle parking spaces within a dedicated facility in proximity to the cycle access at the southern end of the proposed car park. WSCC officers have confirmed during pre-application engagement that this location is appropriate and welcomed.

- 10.27. The College's Travel Plan has also informed the proposed minor reduction in car parking spaces (from 164 to 152), which are operated on a permit system and not available for general student use. In accordance with HBNP Policy HB12 and WSCC Parking Standards the proposed car parking includes 17 active and 17 passive EV charging spaces, located on the western edge of the car park.
- 10.28. Overall, the proposed development enhances the safety and suitability of access arrangements to the College site, promotes sustainable travel behaviours, and provides an appropriate and balanced level of parking provision, supported by additional cycle parking and EV charging facilities. The proposals accord with the requirements of national and local planning policy for transport, parking and access.

Playing Field provision

Policy Context

- 10.29. The Town and Country Planning (Development Management Procedure) (England) Order 2015) defines playing field land as the whole of a site which encompasses at least one playing pitch. A playing pitch is defined as a delineated area which, together with any run-off area, measures 0.2 hectares or more and is used for sports such as association football, among others.
- 10.30. Paragraph 104 of the NPPF states that existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless:
- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
- 10.31. Sport England, which is currently a statutory consultee for proposals which involve development on playing field land, has published Playing Fields Policy and Guidance which confirms that if proposals for the loss of playing field land cannot meet one of five exception tests it will issue an objection.
- 10.32. At the local level, HDPF Policy 43 (Community Facilities and Uses) requires any loss of facilities to be justified, with equally accessible alternatives or demonstrable qualitative improvements. Draft HDLP Policy 28 (Community Facilities, Leisure and Recreation) similarly requires replacement provision in an accessible location or evidence that continued use is no longer feasible, consistent with HBNP Policy HB14 (Community and Cultural Facilities).
- 10.33. The HBNP Policy HB10 (Green and Blue Infrastructure and Delivering Biodiversity Net Gain), HDPF Policy 31 (Green Infrastructure and Biodiversity) and Draft HDLP Strategic Policy 17 (Green and Blue Infrastructure and Biodiversity Green Infrastructure), state that proposals that threaten damage to green infrastructure will be resisted, unless it can be demonstrated that new opportunities will be provided to mitigate or compensate for this loss.

Policy Assessment

- 10.34. As set out in Section 6, the existing playing fields on site cover an area of circa 34,000sqm, accommodating three small informal 5v5 football pitches, two 11v11 association football pitches and one rugby pitch; and comprising the full extent of the grassed area surrounding these. The association football and rugby provision also fall within the definition of a playing pitch. These are used by the college, surrounding schools and community groups on a regular basis, though in winter months this can be restricted by waterlogging issues.
- 10.35. As discussed above, to accommodate the required educational floorspace and associated parking on-site, the proposed building and car parking are located partly within the existing playing field land. This results in an overall reduction of circa 15% (5,022 sqm) of playing field, within the location of two existing informal 5v5 pitches and the edge of the rugby pitch.

- 10.36. It is acknowledged that national, local and neighbourhood planning policies seek to resist the loss of playing field land, sport facilities and green infrastructure. As set out in Section 6 above and the accompanying Design and Access Statement, the proposal represents the result of an extensive optioneering process undertaken by the College and its design team, which has sought to ensure that the scheme allows for continued, high quality sporting provision and does not compromise wider networks of green infrastructure; while meeting all educational and operational requirements associated with the new Technology Centre and, in line with HDPF Policy 33 (Development Principles), ensuring that the future development capacity of the campus is not compromised.
- 10.37. Whilst maintaining the existing number of pitches and quality of sporting provision, the proposed solution goes some way to meeting the NPPF test for loss of playing field land, it is acknowledged that in reducing the overall quantity of playing field this test is not fully met. Pre-application engagement has also confirmed that the proposals will not meet any of Sport England's five exception tests. Following the second pre-application meeting with HDC, Planning officers confirmed in their written advice that, should Sport England object to the proposal, the Council would undertake a balanced assessment of the benefits of the proposal against the objection.
- 10.38. By virtue of enabling continued high quality sporting provision for the College and community with no reduction in capacity, while also providing new educational floorspace to meet the College's demonstrated need, our conclusion is that the public benefits of the proposed development clearly outweigh, and fully justify, the required minor reduction in playing field land.
- 10.39. As outlined above, the playing field is designated as Green Infrastructure. As confirmed in the Design and Access Statement, the proposed development has been positioned to keep new built development within existing hardstanding and reduce encroachment onto the playing pitches as far as possible. This, and the proposed landscaping strategy which offers overall greening enhancements, is considered to fully outweigh the minor reduction in playing field land in green infrastructure terms.

Arboriculture, Ecology and Biodiversity Net Gain

Policy Context

- 10.40. National policy places strong emphasis on conserving and enhancing the natural environment. Chapters 14 and 15 of the NPPF and draft NDMP Policy N2 (Improving the natural environment) require development to protect ecological networks, minimise biodiversity impacts, and secure measurable gains, including a minimum 10% Biodiversity Net Gain where applicable.
- 10.41. HDPF Policy 31 (Green Infrastructure and Biodiversity) and Emerging HDLP Strategic Policy 17 (Green Infrastructure and Biodiversity) requires development proposals to maintain and enhance green infrastructure networks, avoid net biodiversity loss, protect essential ecosystems for species and retain important landscape features, including trees and hedgerows, wherever possible.
- 10.42. Chapter 12 of the NPPF requires existing trees to be retained wherever possible, and states that applicants should work with tree officers to ensure that the right trees are planted in the right places. Draft NDMP Policy N3 (Trees in new development) requires development to incorporate appropriate tree planting, ensure suitable species selection and siting, and provide for the long-term protection and management of both existing and new trees.
- 10.43. HBNP Policy HB10 (Green and Blue Infrastructure and Delivering Biodiversity Net Gain) promotes the protection and integration of green and blue infrastructure within development proposals and supports the delivery of measurable biodiversity enhancements.

Policy Assessment

- 10.44. The proposed development has been informed by a landscape-led approach, which prioritises the protection and retention of existing on-site landscape features, alongside the delivery of comprehensive landscape enhancements. These enhancements include the provision of 105 new trees across the site, the creation of an Arrival Plaza incorporating meadow and ornamental planting, and Hurst Quad, which will comprise open lawn areas and stepped

planted gardens. Collectively, these will reinforce the site's green infrastructure and make a positive contribution in biodiversity, in accordance with both national and local planning policy.

10.45. The proposals involve the removal of 23 trees, the majority of which are of poor quality:

- 14 Category C trees located within the existing car park;
- Three Category C trees, and five Category B trees required to facilitate the amended access arrangements;
- One Category C tree located on the existing playing field, required to facilitate the new Phase 2 building.

10.46. This is considered to be fully outweighed by the replacement planting proposed.

10.47. The accompanying Preliminary Ecological Appraisal and Roost Assessment confirm that no priority or notable habitats are present within or adjacent to the application site, and that nearby buildings, including the library and sports hall, have negligible potential for bat roosting. Trees T42 and T70 (now T27), which are proposed to be retained, were subject to further assessment which has confirmed that they have negligible suitability for roosting. All works with the potential to affect nesting birds will be undertaken outside the peak breeding season or under the supervision of a suitably qualified ecologist.

10.48. The Phase 1 landscape proposals which are to be retained on a permanent basis within Phase 2 will deliver 14.07% in habitat units and 145.39% in hedgerow units, in Biodiversity Net Gain, exceeding the 10% statutory requirement within the first phase of the development.

10.49. The landscaping proposals have been designed in coordination with HDC Landscape, BNG and Arboriculture Officer. Appendix A sets out how the design has responded to the comments received.

Residential Amenity

Policy Context

10.50. At a national level, paragraph 135(f) of the NPPF requires development to create safe, inclusive, and accessible places which promote health and well-being, and provide a high standard of amenity for existing and future users.

10.51. Local planning policy seeks to ensure that development proposals provide a high standard of amenity for both existing and future occupants. HDPF Policy 33 (Development Principles) requires development to safeguard neighbouring amenity, including in relation to overlooking, overshadowing, noise, and to incorporate measures to reduce actual or perceived opportunities for crime or antisocial behaviour. This is reiterated in HDLP Strategic Policy 19 (Development Quality) which protects residential amenity in relation to light pollution, traffic generation, odour and/or vibration. This approach is also supported by HBNP Policy HB4 (Design of Development).

Policy Assessment

10.52. As set out in Section 4 and the Statement of Community Involvement, residents on Hurst Avenue have been engaged throughout the development of the proposals to inform measures to protect residential amenity – both through the design of the development and proposed management arrangements for the car park set out in the accompanying Car Parking Management Plan. These include:

- **Noise:** As set out in the accompanying Noise Statement and Car Parking Management Plan, design measures have been incorporated within the replacement car park to ensure that noise levels remain within the limits set out in BS 8233 and WHO guidelines.

Noise arising from proposed plant and operational activities within the phase 2 building will also comply with these standards, with mitigation measures including enhanced glazing and acoustic screening. The proposals will therefore not result in unacceptable noise impacts and will protect residential amenity in accordance with paragraph 135(f) of the NPPF.

- **Lighting:** The proposed lighting solution is the result of a careful options appraisal which has confirmed that lighting columns are required to safely light the car park in line with Department for Education requirements,

as well as avoiding impacts on tree root protection areas. Light spill will remain below the ULP GN01 Obtrusive Light Guidance limits for neighbouring residents, and back shields will minimise views at the light sources from residential properties. The accompanying Car Parking Management Plan confirms that the lighting will operate to a pre-determined curfew.

- **Visual Amenity:** The relocated car park will be positioned between approximately 4.8-8 metres from the south-eastern boundary of the campus, which adjoins residential gardens along Hurst Avenue. Section drawings within the Design and Access Statement confirm that, by virtue of existing topography and further screening through proposed tree planting, there will be no unacceptable visual impacts from residential properties, thereby safeguarding amenity.
- **Air Quality:** As set out in Section 8, the proposals will not give rise to adverse air quality impacts and may result in a minor improvement through reduced parking provision and sustainable transport measures.

Sustainability and Climate Change

Policy Context

- 10.53. National policy supports the transition to a low-carbon future. Chapters 14 and 15 of the NPPF, alongside draft NDMP Policy CC2 (Mitigation of Climate Change), require development proposals to minimise vulnerability to climate change, reduce greenhouse gas emissions, and support renewable and low-carbon energy generation through sustainable design and construction measures.
- 10.54. HDPF Policy 35 (Climate Change) requires development to minimise vulnerability to climate impacts, reduce carbon emissions, promote sustainable construction practices, and contribute to the district's carbon reduction objectives. HDPF Policies 36 (Appropriate Energy Use) and 37 (Sustainable Design and Construction) further support renewable and low-carbon energy generation, requiring development to follow Horsham's energy hierarchy to contribute to clean, efficient energy use and seek to provide zero and low carbon heating. HBNP Policy HB5 (Energy Efficiency and Design) states that proposals should support the integration of energy-efficient and low-carbon design measures in a manner that responds appropriately to local character and heritage considerations. This is reflected in emerging HDLP Strategic Policy 8 (Sustainable Design and Construction), which promotes high standards of sustainable design, climate resilience, and environmental performance.
- 10.55. Emerging HDLP Policy 9 (Water Efficiency) requires development within the Sussex North Water Resource Zone (WRZ) to meet the minimum standards for BREEAM 'Excellent' within the Water category.

Policy Assessment

- 10.56. As confirmed in the Design and Access Statement, the development meets the minimum standards for BREEAM 'Excellent' within the Water category
- 10.57. The design of the New Technology Centre follows Horsham's energy hierarchy:
- **Be Lean** – A fabric-first approach to minimise energy demand, incorporating natural ventilation, efficient lighting, high-performance building fabric, and shading through roof overhangs, horizontal fins and external planted areas.
 - **Be Clean** – The buildings will be served by a local air source heat pump as part of an all-electric energy strategy, with no on-site combustion proposed.
 - **Be Green** – The all-electric strategy builds on the decarbonising energy grid and incorporates roof-mounted solar photovoltaics and mechanical ventilation with heat recovery.
- 10.58. The proposals incorporate climate change mitigation and adaptation through passive design measures, including exposed thermal mass, external shading, optimised glazing and natural ventilation, alongside a low-carbon, all-electric energy strategy supported by solar photovoltaics.

Flood Risk and Drainage

Policy Context

- 10.59. At the national level, Chapters 14 and 15 of the NPPF require development to ensure that it does not increase flood risk elsewhere and incorporate sustainable drainage systems and climate resilience measures where appropriate.
- 10.60. Local planning policy requires development proposals to appropriately manage flood risk and surface water drainage through the application of sustainable drainage principles and sequential site selection. HDPF Strategic Policy 38 (Flooding) requires developments over 1 hectare within Flood Zone 1 to prepare a site-specific Flood Risk Assessment, and to utilise drainage techniques that mimic natural drainage patterns and manage surface water as close to its source as possible. HBNP Policy HB4 (Design of Development) similarly supports the incorporation of sustainable drainage measures and requires development to integrate landscape-led design solutions that contribute towards biodiversity, visual amenity and climate and flood resilience.
- 10.61. Emerging HDLP Strategic Policy 10 (Flooding) also requires incorporation of sustainable drainage systems (SuDS) wherever feasible to manage flood risk. Where SuDS cannot be delivered, alternative mitigation measures should be implemented, and surface water must not be discharged into the foul water sewer.

Policy Assessment

- 10.62. In accordance with HDPF Strategic Policy 38 (Flooding), this application is accompanied by a Flood Risk Assessment, which confirms that, the site is located in Flood Zone 1. The Flood Risk Assessment confirms that the residual risk from sewer flooding, groundwater flooding and other artificial flood is low.
- 10.63. The existing Hurst Road access and the southern portion of the playing field are identified as being at high risk of surface water flooding. The accompanying Surface Water Drainage Strategy confirms that ground investigations and site observations demonstrate infiltration drainage is not feasible. Accordingly, the strategy proposes discharge to the existing surface water sewer, supported by sustainable drainage features, including permeable paving and geocellular storage. These measures ensure that the proposed development will not be subject to surface water flooding during the 1 in 30 year event and will safely manage exceedance flows in the 1 in 100 year plus 45% climate change event.

Water Neutrality

- 10.64. Following the publication of Natural England's Withdrawal Statement on the 31st of October 2025, and the statement made by HDC on the 4th November 2025, the proposed development is no longer required to demonstrate compliance with this standard. Notwithstanding this, and in response to pre-application discussions with Horsham District Council (HDC), information has been requested regarding the number of staff and students to enable an assessment of potential water use.
- 10.65. As set out above, the proposed development will not result in an increase in the overall number of staff or students at the campus. Accordingly, baseline figures for the existing staff and student population is provided to support HDC's calculations:
- 250 Staff
 - 2,710 Students

11. Conclusion

- 11.1. The Technology Centre will provide modern, fit-for-purpose flexible teaching accommodation responding to an existing shortfall in the quality and quantity of science teaching at Collyers. The new buildings and associated landscaping, create a new focal point and a clear, legible arrival space for college students and staff realising Collyer's 500-year vision.
- 11.2. This Planning Statement assesses the proposed development against the Development Plan, as well as other national and local planning policies and guidance, and considers all relevant material considerations. The principle of development is supported by both national and local planning policy, promoting the delivery of high-quality educational development and the efficient use of land. The site has been subject to extensive layout optioneering to ensure optimal land use and minimise impact on the College's playing field. The development also delivers high-quality design, enhances the historic environment, safeguards residential amenity, protects existing landscape, provides comprehensive landscaping and biodiversity enhancements, and promotes sustainable transport.
- 11.3. The proposals have been subject to a comprehensive consultation process including pre-application discussions with officers from HDC and WSCC Highways, as well as engagement with key local stakeholders and neighbouring residents. Feedback received through this process has been carefully considered and reflected in the proposed design, as summarised in Appendix A of this report.
- 11.4. Accordingly, it is respectfully requested that planning permission be granted, subject to appropriate conditions.

Appendix A – Response to consultation comments

The table below summarises how comments made by Horsham District Council and local stakeholders have been taken into account during the design of the development

	Comment	Who/when	Response
1	Building design		
1.1	Consider small amount of red brick on building to reflect older buildings. Neighbour preference for brick over cladding.	HDC, pre-app #1; Neighbours Aug 25	The accompanying Design and Access Statement demonstrates how the proposed building design responds to and references the existing buildings (inc. the Grade II listed building) on the campus. As befitting a new STEM building, the College's preference is to see the new building as part of a historical continuum – reflecting progress - rather than directly deferring to the older buildings. The preference is not to use brick or stone materials but to construct a building with modern contemporary building methods. To reference the Grade II listed Grammar School the Phase 1 building adopts the verticality of the buttresses of the original building and refers to the geometric patterns of the terracotta brickwork.
1.2	Closer reflection of the Grade II listed building rather than modern buildings nearby on campus, serving as a bookend to the street scene.	HDC pre-app #2 and written response.	The design of both buildings has evolved in response to HDC's written comments following pre-application #2. The intention is to create new landmark entrance buildings to the campus, each with their own identity, while drawing reference from the historic Grammar School buildings (as outlined above), particularly in terms of the scale and articulation of the façade elements. In order to distinguish the proposals from the surrounding modern buildings, the following amendments have been made: • The roof of the Phase 1 building has been extended to form a permeable cantilever, reflecting the surrounding landscape and allowing views of the trees, thereby moving away from the solid roof form of the Library. • Its façade has been revised through the introduction of recessed, traditionally proportioned orthogonal window bays which references the Grammar school building. This approach breaks up the massing and provides a contrast to the existing heavy, horizontally expressed brick buildings.
1.3	Buildings to be inspirational & prompt questions.	HDC pre-app #2	The design of both buildings has evolved in response to HDC's written comments following pre-application #2. The proposed cantilevered roof of the Tech building is intended to prompt questions on materials, structure and construction. The façade is articulated through a disciplined grid system, introducing a sense of formality to the composition while reflecting the organisation of the internal spaces. This approach demonstrates a considered architectural response that supports long-term flexibility. Internally, the central atrium is conceived as an open space, exposing the structural elements and building services.
1.4	Design should consider how materials would age	HDC pre-app #2	The longevity of materials has been a key consideration throughout design development. A central aspiration of the project is to contribute to the realisation of Collyer's 500-year vision and to create a lasting legacy for Horsham, with the ambition that this development will achieve a comparable significance to that of the Grammar School in its time. This will remain an important focus for the wider team during the tender process and throughout the next stage of development, in collaboration with the appointed contractor.
1.5	Phase 2 building – to not be a secondary building, and consider façade for elevation facing neighbours.	HDC pre-app #2 HDC pre-app #3	Following the 2 nd pre-application meeting, the design has been amended to create a stronger relationship between the two buildings. The Phase 2 Building will be physically integrated with the Phase 1 Building, incorporating landscaped steps on the front façade of the Phase 2 Building that provide access to a first-floor connection with the Phase 2 Building. To further enhance integration, both buildings have been revised to incorporate complementary ground-floor fenestration on the north-west-facing elevations, alongside the provision of an outdoor amenity space for the college. The façade addressing the residential properties on Hurst Avenue will be softened by a row of trees. This elevation expresses the building's workshop use, incorporating a series of centrally positioned high-level windows designed to prevent overlooking by students from a standing position, while integrating the structure within the landscape. These are carefully proportioned and located to ensure sufficient internal daylighting while limiting potential overlooking of neighbouring properties.
1.6	Consider activation on the southeastern corner of the building – adjust positioning of staircases and toilets as proposed at pre-app #1	HDC, pre-app #1	Proposals include retaining the existing trees and introducing screening along the southeastern façade. Additionally, the accompanying Design and Access Statement provides a view from Hurst Road (north-west to south-east), which shows the existing tree covering the lower levels of the building, and demonstrates the activation of the upper-level façades on the southeastern corner of the building.
1.7	Concern regarding proximity to homes, overlooking and overshadowing gardens	Neighbours Aug 25	The building is positioned sufficiently far from neighbouring properties to avoid overshadowing (27.1 metres to boundary and 43.2 metres to the nearest neighbouring window).
1.8	Confirmation on the width of the circulation space	HDC pre-app #3	Following pre-app #3 the circulation space between the two buildings has been reviewed, and it is confirmed that it measures over 5 metres (16.4 feet) at its narrowest point. The entrance off the walkway is further recessed, such that for the majority of the route, the distance between the Phase 1 Building and the Phase 2 Building exceeds 7.5 metres (24 feet). As noted during the pre-application meeting, the design seeks to strike a balance between providing sufficient width to accommodate student movement and achieving a sense of enclosure appropriate to the future quad.

	Comment	Who/when	Response
1.9	Rooftop plant noise emissions – application should consider this and provide any necessary mitigation	HDC pre-app #2	The accompanying Noise Statement assesses the proposed plant and confirms the proposal meet limits set out in BS 8233 and WHO guidelines.
1.10	Confirm that there is an accessible route to the top of the landscaped steps.	HDC pre-app #3	There is an accessible route from the Phase 1 building to the top of the Landscaped steps via an accessible lift within the Phase 1 building.
1.11	Ensure sufficient daylight to the Phase 2 building	HDC, pre-app #3	Following pre-app #3, the design of the Phase 2 Building has been further developed to optimise daylight provision: - Classrooms will incorporate fenestration similar to that of the Main Building. - The breakout area will benefit from a generous window facing the playing fields. The workshop space will include windows providing external views, alongside extensive clerestory glazing to introduce north light and achieve glare-free daylight conditions. Low-level windows are minimised to allow for perimeter equipment and wall-mounted storage, and to reduce glare and distraction for health and safety reasons.
1.12	Phase 1 on its own, without the proposed level change, risks the building appearing overpowering and less inviting.	HDC, pre-app #3	Following pre-app #3, the phase 1 proposals have been amended to be more human scale and inviting. From a landscape design perspective, the arrival space is defined at a more human scale by a clear edge of trees and planting on one side, bringing the feeling of the surrounding green fields into the development. On the opposite side, a steady rhythm of building columns creates a sense of enclosure and guides movement, helping to shape an inviting and legible place of arrival. In addition, further design refinement has been carried out in respect of the interim landscaping proposed within the footprint of the Phase 2 building. As illustrated on the accompanying plan, the proposals include areas of rich meadow and low planting zones, incorporating a mix of perennials and shrubs to provide seasonal interest, biodiversity, and a softer landscape character with informal congregation spaces. Seating walls and moveable benches are also proposed to create informal rest areas, to support flexible, temporary use of the space ahead of the Phase 2 development. Given the current lack of outdoor seating and amenity space for students, it is envisaged that this area will provide a valuable interim resource. The proposed furniture will be fully relocatable and can be repositioned elsewhere within the site once Phase 2 is brought forward.
2	Playing field		
2.1	Demonstrate sufficiency of runoff area from pitches or consider netting between pitches and car park	HDC, pre-app #1	Following pre-app #1, proposals include a 1m high chain-linked fence between the pitches and the car park. This chain-linked fence will be screened on both sides by a native hedgerow.
2.2	Sport England objection to loss of playing field land	Sport England response letter	Section 6 and the planning policy assessment above have demonstrated how the site layout has been developed to provide an appropriate balance between and where possible harmonise a range of competing factors (technology facilities, car parking, sports provision); the re-provision of all sports pitches and 5v5 pitches within a reduced area of playing field land; that this is sufficient to meet the college's needs; and that the provision of additional public benefits via community use of the pitches has been robustly considered.
2.3	Council would carry out an on-balance assessment of the proposal's benefit versus this objection – any application should contain a document including clear justification for the loss of playing field to facilitate this assessment.	HDC, pre-app #2	Section 6 in this Planning Statement justifies the loss of the playing fields and confirms that the public benefits of the proposal are considered to outweigh the minor reduction in playing field land.
3	Car park and neighbours		
3.1	Boundary fencing and access – concerns regarding loss of back garden access	Neighbours Aug 25	There is no proposed change to the site boundary fencing or existing access arrangements as part of the scheme.
3.2	Safety and security – concerns regarding formalised vehicular access adjacent to back gates/fences; and potential anti-social behaviour within car park including vehicle speeds	HDC pre-app #2	The car park has been designed to actively manage driver behaviour by narrowing the carriageway and introducing landscaping. Additionally, contrasting surfacing is proposed at key points to highlight informal crossing areas and to visually break up the extent of the car park A Car Parking Management Plan is accompanying this planning application to provide comfort to neighbours on users, opening times, and lighting/noise management, which will be carefully controlled by the College.
3.3	Request that the main access on Hurst Road geometries are kept tight within reason and gates setback.	WSCC pre-app #2	The main access has been amended in accordance with the advice provided, please refer to the accompanying Transport Statement for more information.
3.4	WSCC confirmed Transport Statement to be submitted within application - Include commentary on EV's - Include travel plan measures	WSCC pre-app #2	The submitted Transport Statement includes commentary on EV's and travel plan measures.
3.5	Car Park Management Plan should be submitted and secured by way of condition.	WSCC pre-app #2	The Car Parking Management Plan has been submitted as part of this application.

	Comment	Who/when	Response
3.6	Preference for low level lighting	Neighbours Aug 25 HDC, pre-app #2	As confirmed in the accompanying Design and Access Statement – 4m columns are proposed following a site optioneering study. The proposed lighting columns will sit under ULP GN01 Obtrusive Light Guidance limits for neighbouring residents as confirmed in the assessment set out in the Design and Access Statement. Mitigation measures are also proposed as detailed in the Car Parking Management Plan.
3.7	Proposal is part of wider Masterplan – concerns regarding future development. Query rationale behind car park configuration/location – including suggestion of future access through caretaker's house to Hurst Avenue.	Neighbours Aug 25	This application relates to the proposed Technology Centre only. The configuration of the car park arises from the intention to minimise impact on the playing field, and access to the northern end of Hurst Avenue is not proposed. The site layout optioneering study is demonstrated in the accompanying Design and Access Statement.
3.8	Visual impact of car park (proximity of car park to gardens)	Neighbours Aug 25	A section drawing within the Design and Access Statement, which shows sight lines from gardens and windows and indicates that with proposed screening and the ground levels the car park will have minimal visual impact.
3.9	Noise impact of car park	Neighbours Aug 25	As demonstrated in the accompanying Car Parking Management Plan, and in the Noise statement, the design of the car park ensures that it meets best practice BS 8233 and WHO noise guidelines.
4.0	Landscape, ecology and arboriculture		
4.1	Boundary treatment – mixed feedback but generally preference for lower level planting adjacent to car park to allow sunlight into gardens, and taller planting to the south-west adjacent to building to provide screening	Neighbours Aug 25	Based on the feedback provided the proposals have developed to accommodate residential requests – 3-3.5 multi-stem trees along the boundary are proposed to provide screening. A section drawing within the Design and Access Statement demonstrates this. The sun path travels to the south of the existing housing, meaning that any possibility of overshadowing from existing and proposed trees is limited and would only occur, if at all, towards the very end of the day.
4.2	Recommend using large parkland-style trees adjacent to the sports pitch, including lime trees similar to those found on Richmond Road.	HDC pre-app #2	The Landscape Architects have taken on board comments in regard to tree species, bearing this in mind, we feel the appropriate species have been chosen for there location form and habit and include Tillia.
4.3	0.25ha of modified grassland proposed along newly proposed car park should be graded as 'moderate' (rather than 'good' in BNG assessment given location, shading from trees, and difficulty in management.	HDC BNG Officer response; May 25	This has been addressed in the BNG assessment.
4.4	Further evidence to be provided within BNG assessment, on existing conditions of existing trees.	HDC BNG Officer response; May 25	Evidence of the existing condition of trees can be found in the accompanying Arboricultural Statement and BNG Assessment.
4.5	Proposed tree avenue on site layout is congested – reflect recommended minimum planting distances depending on species (also applied to planting near trees to be retained)	HDC BNG Officer response; May 25	This has been reflected in the Landscape section of the Design and Access Statement – confirming that there is a minimum 5 metres gap between proposed and existing trees.
5.0	Construction phase		
5.1	Construction Management Plan to be secured via planning condition.	WSCC pre-app #2	It is agreed that a Construction Management Plan will be secured via planning condition.
5.2	Trees T42 and T70 outlined potential for bat roosting in Arb Report. Updated Bat Survey to be completed, alongside assessment of noise from construction phase will need mitigating.	HDC BNG Officer response; May 25	A Bat Survey has been completed and the results of the survey (including that T42 and T70 have negligible suitability for roosting) are included within the accompanying PEA.
6.0	Planning Strategy		
6.1	Any formal application should justify the needs of the college to expand	HDC pre-app #2	Section 3 of this planning statement includes the justification for the college to expand its facilities
6.2	BNG gains are classed as 'significant' so the Council will seek to secure these via S106.	HDC pre-app #2	Noted
7.0	Drainage and Water Neutrality		
7.1	No longer require sequential test - submit a site-specific flood risk assessment	HDC pre-app #2	A Flood Risk Assessment & Surface Water Drainage Strategy accompanies this application.
7.2	Water neutrality no longer a requirement – any submission confirm number of staff & students to calculate potential water use	HDC pre-app #2	There will be no uplift in the number of staff or students as a result of the development. However, we have provided HDC with the existing number of students and staff in Section 10 of this report.