

Report to: PLANNING COMMITTEE

Date of Meeting: 01 June 2022

Report from: Assistant Director of Housing and Built Environment

Application address: **Tilekiln Playing Fields, Ingleside, St Leonards-on-sea**

Proposal: **Proposed Development of a 1,950 Capacity Football Stadium, Sports Hall and Gymnasium, 2no. 3G Artificial Pitches with Changing Facilities and Spectator Stand, Multi-Use Games Area with Associated Car and Coach Parking (amended description).**

Application No: **HS/FA/20/00669**

Recommendation: **Grant Full Planning Permission**

Ward: HOLLINGTON 2018
Conservation Area: No
Listed Building: No

Applicant: Hastings United Football Club per PWA Planning 2 Lockside Office Park Lockside Road Preston PR2 2YS

Public Consultation

| | |
|----------------------------------|--------------------------------------|
| Site notice: | Yes |
| Press advertisement: | Yes - General Interest Amended Plans |
| Neighbour Letters: | No |
| People objecting: | 26 |
| Petitions of objection received: | 0 |
| People in support: | 59 |
| Petitions of support received: | 0 |
| Neutral comments received: | 1 |

Application status: Not delegated - 5 or more letters of objection received
Not delegated - 5 or more letters of objection received

1. Site and surrounding area

Tilekiln Playing Fields are located to the north of Ingleside, lying at the north-western edge of the Town. At present, the site comprises 3 full size grass football pitches, with two in the eastern portion of the site and one in the western portion. There is an existing car park in the south-eastern corner of the site, together with a changing room facility. A line of trees splits the west and east portions of the site. Tree coverage is present around the boundaries of the site, screening the site in its entirety from the wider area.

The site is bounded by Queensway to the north-west and Ancient Woodland to the south, with Castleham and Churchfields Employment Areas to the north-east and south-west respectively. Residential properties lie approximately 50m to the south of the site, accessed from Church Wood Drive and Ingleside. Along Queensway lies the Enviro 21 Business Park, which houses a restaurant, cinema and three industrial/storage units. Beyond this is Marline Valley Nature Reserve, classified as a Site of Special Scientific Interest (SSSI), a Local Nature Reserve, a Local Wildlife Site and an Ancient Woodland.

Vehicular access to the site is currently provided via Ingleside to the south-eastern corner, with access to the existing car park. A public right of way (footpath) runs along the southern side of the site along the northern perimeter of the woodland, linking Queensway with Ingleside.

The surrounding area is characterised by a mix of industrial, residential, commercial, retail and leisure uses. The site is within Flood Risk Zone 1 with no landscape or heritage designations.

The site is identified on the Local Plan Proposals Map as designated Sports Pitches & Playing Fields.

Hastings United's current stadium, known as The Pilot Field, is situated 5.6km to the east of the proposed development site. An outline planning application (HS/OA/20/00673) has been submitted alongside this planning submission for its redevelopment for 86 residential dwellings.

Relevant site constraints

- Public Right of Way
- Partially within Great Crested Newts District Licencing Ponds Buffer
- Great Crested Newts District Licencing Impact Risk Zone (part Red, Amber & Green)
- 25m buffer zone of a medium pressure pipeline (SGN) on north-west edge of site
- Hastings Borough Council owned land
- Health & Safety Executive Outer Consultation Zone
- Ancient Woodland directly to the south
- Identified as protected open space (Policy EN8 of Hastings Planning Strategy)

The site is also located adjacent to an opportunity site in the East Sussex County Council Waste and Minerals Local Plan (Churchfields Industrial Estate).

2. Proposed development

Full planning permission is sought for the redevelopment of the site to provide a 1,950-capacity football stadium with floodlit grass pitch, sports hall and gymnasium, together with 2 x 3G floodlit artificial pitches, a multi-use games area (MUGA), changing facilities, spectator stands and associated car and coach parking.

The development is intended to provide a stadium to meet Hastings United Club's ambitions to play in higher leagues, as well as providing ancillary facilities as a revenue stream to provide financial stability for the club. The mix of non-match day ancillary facilities would include integrated conference, hospitality, community, leisure and sport spaces.

The proposal would be developed in 2 phases. The first phase comprises the construction of the football stadium and playing pitches with ancillary facilities. The stadium would have 4 spectator stands around the pitch.

The focal point of the stadium would be the main stand occupying the south west side of the pitch. The proposed stand would include an array of facilities, including the main reception area, ticket office, club/secretary offices, home/away changing rooms and a sports bar and kitchen. External concourses will link spectator areas, with facilities including a kiosk, toilets, first aid and steward areas via turnstiles.

On the upper floor of the main stand, there would be a function room with bar and kitchen, the boardroom, spectator boxes, and a training area/lounge, all which would provide views over the football pitch. The upper level would also provide a gym, control room, store, and toilets. Spectator seating will be present on both ground and first floor levels.

As part of this first phase, two 3G artificial pitches are to be provided to replace the existing grass pitches. An associated spectator stand and changing facility block is proposed which would include four changing rooms with showers and toilets for sports teams and officials. This block will also have a kitchen/servery, meeting/hospitality room, toilets, and a store.

Materials proposed for the main stand are grey blockwork, with aluminium cladding above in a mix of blue, red and black colours. Significant areas of glazing are also proposed. The smaller stands along the northern, eastern and southern perimeter would feature concrete terracing with steel framing. Black aluminium and grey flat panel cladding will be applied to the elevations.

Phase 2 of the development would comprise the construction of a sports hall and gymnasium to adjoin the north-west side of the football stadium's main stand.

The proposed site layout retains the existing pedestrian and vehicle access point off Ingleside to the south-east corner of the site, with an additional pedestrian link to Napier Road.

A total of 139 car parking spaces including 12 accessible spaces are to be provided in Phase 1 of the development, together with 2 dedicated coach parking bays. A further 16 car parking spaces would be provided in Phase 2.

All pitches would be flood lit.

The planned opening times are (subject to the Community Use Agreement):

- Stadium Facilities (including function rooms, lounge, hospitality rooms and training area): 9am until 11pm (with occasional functions until midnight) Mon - Sat; 9am until 7pm Sunday
- MUGA: 9am until 10pm
- The two 3G artificial pitches: 9am until 10pm
- Sports Hall: 9am until 10pm

The proposal is anticipated to provide employment for 19 Full Time and 36 Part Time staff.

This application for full planning permission seeks to provide a new football stadium to compensate for the loss of the existing facilities at Pilot Field, Elphinstone Road. That reciprocal application forms a separate item for consideration by Planning Committee, under planning reference HS/OA/20/00673.

The application is supported by the following documents:

- Air Quality Assessment (Miller Goodall, April 2020)
- Arboricultural Report (Arborsense, September 2020)
- Design and Access Statement (FWP, September 2020)
- Drainage Strategy Statement (Monson, January 2021)
- Ecological Technical Note - Dormice (Avian Ecology, July 2020)
- Ecological Technical Note - Screening (Avian Ecology, April 2020)
- Ecological Technical Note – Reptiles and Lighting Impacts (Avian Ecology, March 2022)
- Preliminary Ecological Assessment (bEk Enviro Ltd, November 2019)
- Final Sporting Need Assessment (PWA Planning, January 2020)
- Flood Risk Assessment (bEk Enviro Ltd, Nov 2019)
- HSE Response Report - Grounds of Consideration (RP Safety Services, June 2021)
- Lighting Design and Assessment (Martin Environmental Solutions, March 2020)
- Noise Assessment (Acoustic Associates Sussex Ltd, March 2020)
- Planning Statement (PWA Planning, September 2020)
- Preliminary Risk Assessment (bEk Enviro Ltd, November 2019)
- Transport Assessment (PSA Design, December 2019)
- Addendum Transport Assessment (PSA Design, March 2021)
- Travel Plan (PSA Design, March 2021)
- Highways Technical Note (PSA Design, May 2021)
- Road Safety Audit (Highway Associates, October 2020)

Relevant planning history

HS/FA/81/00760 Erection of a sports pavilion
Granted 3 February 1982

HS/FA/80/00784 Use of land for the formation of a Helipad
Granted 7 January 1981

Planning application HS/OA/20/00673 in relation to the Pilot Field, Elphinstone Road is also relevant. This is a reciprocal application seeking approval for outline planning permission (seeking approval for access), for the comprehensive redevelopment of the existing site to form 86 residential dwelling units, with associated access works, car parking and landscaping. This application is yet to be determined.

National and local policies

Hastings Local Plan – Planning Strategy 2014

Policy FA1 - Strategic Policy for Western Area

Policy SC1 - Overall Strategy for Managing Change in a Sustainable Way

Policy SC3 – Promoting Sustainable and Green Design

Policy SC7 - Flood Risk

Policy DS2 – Employment Growth

Policy EN2 - Green Infrastructure Network

Policy EN3 - Nature Conservation and Improvement of Biodiversity
Policy EN4 – Ancient Woodland
Policy E2 – Skills and Access to Jobs
Policy E4 – Tourism & Visitors
Policy EN3 – Nature Conservation and Improvement of Biodiversity
Policy EN4 - Ancient Woodland
Policy EN5 – Local Nature Reserves
Policy EN8 - Open Spaces - Enhancement, Provision and Protection
Policy CI1 - Infrastructure and Development Contributions
Policy CI2 - Sports and Leisure Facilities
Policy T3 - Sustainable Transport
Policy T4 - Travel Plans

Hastings Local Plan – Development Management Plan 2015

Policy LP1 - Considering planning applications
Policy DM1 - Design Principles
Policy DM3 - General Amenity
Policy DM4 - General Access
Policy DM5 - Ground Conditions
Policy HC3 – Community Facilities
Policy HN8 - Biodiversity and Green Space

Hastings Draft Local Plan

No site specific policies

Other policies/guidance

National Design Guide
Air quality and emissions mitigation guidance for Sussex (2020)
Rother and Hastings Playing Pitch Strategy (2016)
Sports England - Planning for Sport Guidance (2019)

National Planning Policy Framework (NPPF)

Paragraph 8 sets out the three overarching objectives of the planning system in order to achieve sustainable development. Those are: economic (by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation); social (to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being;); and environmental (to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy)

Paragraph 9 advises that plans and decisions need to take local circumstances into account, so they respond to the different opportunities for achieving sustainable development in different areas.

Paragraph 11 of the NPPF sets out a presumption in favour of sustainable development. For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan

without delay; or

- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 12 of the NPPF states that the development plan is the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan, permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

Paragraph 47 of the NPPF sets out that planning applications be determined in accordance with the development plan, unless material considerations indicate otherwise.

Paragraph 92 of the NPPF sets out that planning policies and decisions should aim to achieve healthy, inclusive and safe places which: a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages; b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Paragraph 93 states that to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community; c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs; d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

Paragraph 120 of the NPPF states, amongst other things, that decisions should promote and support the development of under utilised land and buildings, especially if this would help meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

Paragraph 123 of the NPPF states that Local planning authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to:

- a) use retail and employment land for homes in areas of high housing demand, provided this

would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework; and
b) make more effective use of sites that provide community services such as schools and hospitals, provided this maintains or improves the quality of service provision and access to open space.

Paragraph 124 of the NPPF states that planning decisions should support development that makes efficient use of land.

Paragraph 130 states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 134 of the NPPF states that development that is not well designed should be refused but that significant weight should be given to development that reflects local design policies and government guidance on design and development of outstanding or innovative design which promotes high levels of sustainability and raises the standard of design in the area, provided they fit with the overall form and layout of their surroundings.

Paragraph 135 of the NPPF seeks to ensure that the quality of an approved development is not materially diminished between permission and completion through changes to the permitted scheme.

Paragraph 183 of the NPPF states that decisions should ensure a site is suitable for its proposed use having regard to ground conditions and risks arising from land instability and contamination.

Paragraph 184 of the NPPF sets out that where sites are affected by land stability or contamination, responsibility for securing a safe development rests with the developer and/or landowner.

Paragraph 185 of the NPPF states that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development - and avoid noise giving rise to significant adverse impacts on health and the quality of life; b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their

recreational and amenity value for this reason; and c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

3. Consultation comments

Sport England – **no objection subject to the imposition of conditions** (Conditions 23-25)
Initially had a holding objection pending requested further information. Following re-consultation on additional information, Sport England confirmed the proposal meets exceptions E4 & E5 of Sport England Playing Field Policy.

Parks and Open Spaces – no response received.

Southern Water - **no objection subject to the imposition of condition** (Condition 14)
Identifies capacity within the sewer network to manage foul sewerage and surface water runoff disposal; and Southern Water can facilitate water supply to service the proposed development, both subject to a formal application for connection.

East Sussex County Council (Highways) **no objection subject to the imposition of conditions and Section 106/278 Agreements** (Conditions 4-13)
Initially had a holding objection pending requested further information. Following the receipt of additional information, the Highway Authority do not consider the proposal to have an unacceptable impact on highway safety or network capacity. Furthermore, the level of parking provision is acceptable.

East Sussex County Council (SUDS) - **no objection subject to the imposition of conditions** (Conditions 14-17)
Initially had a holding objection pending requested further information. Following the receipt of additional information, the Lead Local Flood Authority are satisfied the proposed development is capable of managing flood risk effectively.

East Sussex County Council (Minerals and Waste) – **have advised they have no comments to make on the application.**

Hastings Borough Council (Estates) – **have advised they have no comments to make on the application.**

Hastings Borough Council (Waste) - **no objection.**

Hastings Borough Council (Natural Environment and Resources Manager) - **no objection subject to the imposition of conditions and financial contributions** (Conditions 18-20)
The information and proposals provided are satisfactory in meeting planning policy provision and national guidance where impacts on biodiversity can be mitigated or compensated for through planning conditions and/or the adoption of a S106 legal agreement.

Hastings Borough Council (Environmental Health) - **no objection subject to the imposition of conditions** (Conditions 3, 13, 21 & 22)
No objection in principle subject to the imposition of conditions in relation to submission of a construction plan, hours of work, unsuspected contamination and ensuring mitigation measures set out in the submitted Noise Assessment are implemented.

Hastings Borough Council (Policy) – **no objection** positive economic and health benefits outweigh the policy conflicts.
The site is protected under local Policy EN8 (Open Spaces – Enhancement, Provision and Protection) and development should only take place if the benefit significantly outweighs the

harm and, in line with Policy EN2 (Green Infrastructure Network) to protect public access to the green network and also create opportunities to conserve and enhance biodiversity and green corridors.

Hastings Borough Council (Arboricultural Officer) - **objection**

Suggested amendments to reduce loss of trees, and in the event that planning permission is granted, recommends imposition of conditions (Conditions 27-30).

Hastings Borough Council (Leisure) – **no objection subject to safeguarding community access**

Recommends a Community Use Agreement to maximise the community benefit of the proposed sports facilities, with the involvement of key stakeholders, and to address the loss in terms of access to open space.

Hastings Borough Council (Surveying) – **provided comments** - no new bus shelter required.

Natural England – **have advised they have no comments to make on the application.**

NatureSpace - **no objection, recommend imposition of informative** (Informative 5)

Do not consider the development to have an impact on Great Crested Newts or their habitats.

Health and Safety Executive – **no objection subject to imposition of condition** (Condition 26)

Initially had a holding objection pending requested further information. Following the receipt of additional information, HSE have no objection on safety grounds subject to the Football Club strictly restricting populations within the sensitive areas.

Environment Agency – **have advised they have no comments to make on the application.**

Right Of Way Officer – **no response received.**

East Sussex County (Contributions) - **have advised no contributions are being sought.**

4. Representations

In respect of this application, a wide neighbouring residents consultation exercise was carried out. Site notices were displayed around the perimeter of the site and an advert was placed in the local paper.

In response, a total of 95 representations were received, 31 objections were received from 26 different people, and 63 supporting comments from 59 different people. 1 neutral comment was also received.

A summary of the submitted objections is provided below:

- Increase in the vehicular traffic levels in the area
- Insufficient parking spaces provided for spectators
- Severe traffic disruption on match days
- Access junctions from neighbouring roads are hazardous
- Increase in the noise levels with chants and shouting on match days
- Potential increase in antisocial behaviour
- Impact of floodlights on the residents on match days

- The site is not suitable for the type of development sought due to proximity to residential dwellings
- The site is not suitable, and the club should remain on Elphinstone Road which is more appropriate
- Site is in a deprived part of Hastings and locals would not be unable to afford the facilities
- Not for community benefit
- Loss of well valued recreational open space for local residents
- The proposal would result in the loss of wildlife habitat and have adverse impact on protected species
- Loss of specimen trees / mature trees on the site periphery which add to local amenity

The 63 letters of support received are summarised as follows:

- Ideal location with good access and fewer residents as the area is mainly industrial
- Much needed facility for grassroot and league sports
- The local football club need a venue with improved facilities
- The development would generate employment opportunity for locals in an area with high unemployment
- The development will boost economic growth
- The development will be a great asset for the town
- Good for boosting community spirit, local pride, and cultural capital
- The development will encourage sports and fitness in all especially the younger generation
- Ease instances of antisocial behaviour in youth as they will have a destination for sports

A single representation was received neither objecting nor supporting the application and made the following observations:

- The development would have the potential to increase indiscriminate parking in the area which would need to be addressed; and the appropriateness of Tikekiln for the siting of a stadium development was questioned. Harrow Lane and a location near Queensway were cited as alternative suitable sites.

5. Determining issues

The main issues to consider in this application are; if the proposed development will have an acceptable impact in terms of the key considerations including socio-economic factors, appearance of the area, residential amenity, ecology, arboriculture, transport/highway safety and drainage.

a) Background

The current football stadium for Hastings United Football Club is located at The Pilot Field, Elphinstone Road. The capacity of the existing ground is 4,050 with an average attendance of 469 (per football match), as per figures taken from the 2018/19 season. Football matches are usually Saturday afternoon (but not always) and generally fortnightly (because they play home and away on alternate weeks) subject to the fixture list. The current stadium is therefore seen by the club to be underutilised and it is proposed to be redeveloped for 86 new homes. An outline planning application has been submitted alongside this planning submission for its redevelopment under reference (HS/OA/20/00673). It is a requirement that these applications are determined concurrently, as any loss of the current stadium must be replaced with similar facilities in the Town, in compliance with both local and national policies.

Furthermore, Sport England require the imposition of a conditional requirement for the approval of planning permission of the new stadium at Tilekiln, before the grant of permission for the residential development at Pilot Field can be considered, in a reciprocal arrangement.

b) Principle

Policy LP1 of the Hastings Development Management Plan 2015, paragraph 4.3 of the Hastings Planning Strategy 2014 and paragraph 11 of the NPPF set out a presumption in favour of sustainable development. Chapter 6 of the NPPF seeks to build a strong, competitive economy to create jobs and prosperity. In addition, it also notes the importance that the planning system can play in facilitating social interaction and creating healthy and inclusive communities as well as supporting social, recreational and cultural facilities.

The site is within a sustainable location with reasonable access to public transport, shops, services and facilities. Policy CI2 of the Hastings Planning Strategy is relevant in that it seeks to retain Sports and Leisure Facilities and allows redevelopment where this would upgrade those facilities or they are reinstated elsewhere on the site. Subject to the loss of the existing playing fields being acceptable as discussed in detail below, the principle of providing a sports stadium at this location, together with ancillary sporting development is considered acceptable subject to other planning considerations and Local Plan policies.

c) Loss of existing use and proposed new use

The land at Tilekiln is designated in the proposals map as a Sports Pitch and Playing Field and as such Hastings Planning Strategy 2014 (Policy CI2) is relevant. Policy CI2 does not allow for the reduction in size or loss of playing fields unless:

- the existing facilities are of a poor and unsustainable quality and surplus to requirements; or
- the proposal would serve to upgrade the sports facilities, or reinstate them elsewhere on the site; or
- the proposed development is necessary to meet an important national, regional, or local need and alternative provision is made that enhances, or is equivalent to, existing recreational facilities.

In addition, Sport England will oppose the granting of planning permission which would result in loss of or prejudice the use of playing fields, unless the development meets at least one of its five exceptions:

E1 - A robust and up to date assessment has demonstrated, to the satisfaction of Sport England, that there is an excess of playing field provision in the catchment, which will remain the case should the development be permitted, and the site has no special significance to the interests of sport.

E2 - The proposed development is for ancillary facilities supporting the principal use of the site as a playing field, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.

E3 - The proposed development affects only land incapable of forming part of a playing pitch and does not:

- reduce the size of any playing pitch;
- result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
- reduce the sporting capacity of the playing field to accommodate playing pitches or the

capability to rotate or reposition playing pitches to maintain their quality;

- result in the loss of other sporting provision or ancillary facilities on the site; or
- prejudice the use of any remaining areas of playing field on the site.

E4 - The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:

- of equivalent or better quality, and
- of equivalent or greater quantity, and
- in a suitable location, and
- subject to equivalent or better accessibility and management arrangements.

E5 - The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.

In assessing the development against Sport England's Policy Exception E4 states that:

The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:

- of equivalent or better quality, and
- of equivalent or greater quantity, and
- in a suitable location, and
- subject to equivalent or better accessibility and management arrangements.

Furthermore, in assessing the development against Sport England's Policy Exception E5 states that:

- The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.

The Sport England assessment of this proposal against these exceptions can only be done in combination with parallel application HS/OA/20/00673 for the Pilot Field (Hastings United's existing ground). The Pilot Field development would result in the loss of the existing playing field there, and its relocation to Tilekiln. At Tilekiln, a new grass pitch within the proposed stadium, two 3G pitches, a MUGA and Sports Hall would be provided, in place of the 3 existing grass pitches.

In pursuit of being able to fully assess the proposal, at Sport England's request, the applicant provided additional supporting information, in the form of a Final Sporting Needs Assessment, amended site plan, proposed fencing plan and additional usage information for the 3G pitches. The evidence provided in support of the application has been assessed by Sport England and found to be credible. They are satisfied that the proposed new stadium at Tilekiln will provide a like-for-like replacement for the grass pitch at Pilot Field; and, that development of the remaining playing field at Tilekiln, to provide two full size 3G pitches and a MUGA as part of the first phase of development, will deliver a new outdoor facility for sport that is of sufficient benefit to the development of community sport, to outweigh the loss of the existing pitches, further enhanced when the Sports Hall is completed in Phase 2 of the proposed development. As such, Sport England raise no objection to the proposal, subject to the first phase of the Tilekiln development being constructed and made available first, before the existing football pitch at the reciprocal site (The Pilot Field) is developed for housing; and, that the 3G pitches (constructed to FIFA & FA standards and in accordance with the approved layout) and MUGA are made available and subject to a Community Use Agreement

prior to the first use of the stadium. This will be secured by the imposition of Condition 23, should planning permission be granted.

In term of the Local Plan, it is acknowledged that the proposed development will result in the loss of the existing playing fields made up of 3 full size playing pitches, as well as the loss of an easily accessible site for recreation when not in formal use for sporting purposes. However as discussed above, the proposal will replace the site's existing grassed playing fields with a new stadium and two 3G artificial grass pitches for all weather use, together with other ancillary facilities to provide replacement 'Sport and Leisure Facilities' in line with Policy CI2 and Sport England's Exceptions Policy. In its current form, the site is in a less than optimal state, with the Council's own Playing Pitch Strategy (2016) noting that whilst the football pitches at the site are generally of a good quality; they are prone to waterlogging during the winter months limiting the usability of the space. The provision of all weather and high-quality sporting facilities in this location will therefore increase the useability of the space for its intended purpose, as designated in the Local Plan under Policy CI2. Furthermore, the development of a comprehensive sport and leisure facility of this size and scale will be significant not only in terms of creating new employment opportunities and construction jobs, but also for the opportunities that will arise for training, sporting development, apprenticeships and work placements.

It is intended that the resultant facilities would not only be used by Hastings Football Club, but also by partner organisations and the wider community. With the benefit of improved facilities, both individuals and community groups would gain the maximum football and sports outcomes, with pre-arranged and structured access during the day and evenings. To that end, should planning permission be approved, it is essential that genuine community access to the proposed facilities is safeguarded. In accordance with Sport England guidance and that of the Council's Leisure Manager, a Community Use Agreement would secure benefits to both the wider football community, as well as the local community. The imposition of Condition 23 will ensure that such a Community Use Agreement is submitted to, and approved in writing by the Local Planning Authority, in consultation with Sport England, prior to the commencement of development above ground. Such an agreement must include:

- Pricing policy;
- Hours of use;
- Access by all use (including non-members);
- Management responsibilities; and
- Mechanisms for review.

The loss of open space which is accessible to the community on an ad hoc basis is regrettable, and in this regard, it is noted that as well as the site being designated as a sports and leisure facility in the Local Plan, the recreation ground is also subject to protection set out in Policy EN8 due to its contribution to the green infrastructure network, where Policy EN2 seeks to preserve public access to managed open space on such sites. With this in mind, in this instance the harm from the loss of unrestricted public access to the open green space the site currently provides, is considered to be significantly outweighed by the benefits of providing new employment opportunities and construction jobs in accordance with Policy DS2, as well as through promoting healthy lifestyles from the provision of modern sports facilities, to improve the health and wellbeing of the local community. Furthermore, the ensuing potential for the growth of the football club could result in greater attendances, and consequently more visitors to the Town, with the economic benefits that arise from that in accordance with Policy E4. As such, it is considered the provision of a multipurpose, all weather, all year round modern sports facility for the Town, as well as a fitting new home for the local football club, would warrant a departure from the development plan Policy EN8, which seeks to protect and enhance existing open spaces that are of Town wide significance

through the green infrastructure network (Policy EN2), of which Tilekiln Playing Field is a site afforded protection under this policy.

In conclusion, the proposal is in accordance with Policy C12 of the Hastings Planning Strategy and meets the exceptions set out by Sport England for the loss of playing fields through providing equivalent or better facilities that would benefit development of sport, which along with the socio-economic benefits, would outweigh the loss of the existing playing fields and accessible open space.

d) Impact on appearance of area

The focal point of the development would be the main West stand of the proposed stadium, which with extensive glazing over the entrance has a strong modern design and contemporary form. Due to the scale of the proposed development, it would be a visually prominent addition to a largely undeveloped site. But given the proposed use, which is intended to be a landmark structure to signpost the ambition and status of the club, this is not in itself inappropriate. The stadium and associated facilities are intended to be a destination for the local community, and making a statement is intentional.

Notwithstanding this, the site is well screened from the locality by existing mature boundary vegetation that is to be retained for the most part. This will ensure that visual impact from Queensway and Ingleside would be limited, especially when the trees are in leaf. The most significant views, however, will be of the stadium from its south-eastern approach on Ingleside, towards the main stand, entrance and public concourse, which forms the 'hub' of the development; and, also from the Napier Road elevation to the east where one of the smaller proposed stands would be seen in the foreground, with the main stand as the backdrop.

Nevertheless, the views from around the entrance from Ingleside, and from around the pedestrian link on Napier Road are important, as this is the main approach for most users of the stadium and is its 'public face'. It needs to be visible as it is designed to be seen, creating a legible entrance and marking its importance to the route. The siting of the main entrance, and the interaction of the ground floor activities (club bar, shop, turnstiles) with the other commercial uses proposed on the ground floor is appropriate, as these uses and the new public space between them, will provide a liveliness and sense of place that would help create an identity for the development.

The application is supported by indicative materials which include aluminium cladding, flat panel cladding, painted steelwork and facing blockwork for the new stadium, as well as aluminium cladding to the stands. These materials are typical of development of this type (and also similar to the surrounding industrial units), although the variety of materials proposed is welcomed, to avoid a utilitarian appearance. Should planning permission be granted, Condition 32 is imposed to require further details of all materials used in the external walls of the development to be submitted for approval, to ensure that the character and appearance of the surrounding area is not harmed.

Overall, it is considered the design of the stadium, fencing and ancillary facilities is appropriate for the proposed use. Therefore, subject to the imposition of Condition 32, the development is considered to be acceptable in terms of appearance, and subsequently in accordance with Policy DM1 of the Development Management Plan 2015.

e) Layout

In regard to the site layout, the proposed development is focused around the three main football pitches. At the north-east end of the plot nearest to the site entrance would be the Hastings United football stadium featuring the floodlit grassed pitch. The majority of the rest of the site to the south-west of the main stadium would be taken up by two 3G artificial pitches.

The proposed site layout retains the existing vehicle access from Ingleside at the south-east corner of the site, linking to an internal road which would wrap around the north-east and south west side of the stadium, serving the three respective vehicle parking areas; immediately north of the site entrance (from which there would be a new pedestrian access from Napier Road), on the north east side of the stadium and to the south west of the stadium. Highway officers have no concerns regarding the internal road layout subject to securing by condition sufficient road and footway widths, parking bay dimensions and manoeuvring space (see Highway section below). The submitted tracking drawings demonstrate the proposed layout would enable a coach to negotiate the site.

Aside from the three main pitches, the layout also includes a Multi-Use Games Area (MUGA) adjacent to the north-east perimeter of the site, a changing block facility and small (100 capacity) spectator stand on the south eastern edge of the furthest south west 3G pitch.

Phase 2 of the development would provide a Sports Hall and Gymnasium with their own dedicated shared surface area and vehicle parking spaces. These would be on the north-west side of the site attached to and projecting from the north-west side of the main stand.

In terms of the stadium, the proposed new home of Hastings United, the main two storey stand would be on the south-west side of the ground, with an external concourse to the south-eastern end of the stand. The main stand would house the club's main amenities, including the players changing facilities. Three smaller further spectator stands would be provided on each of the other three sides of the pitch.

Policy DM3 of the Development Management Plan 2015 requires that there is adequate space for storage of waste and the means for its removal, including adequate turning space for refuse vehicles. The submitted plans show that this can be accommodated, and the Council's Waste Management Team raise no objection to the proposal.

Overall, it is considered the proposed layout makes good use of land for the proposed use. Policies DM1 and DM3 of the Development Management Plan are therefore complied with in terms of layout.

Health and Safety aspect of layout

Part of the site falls within the outer Health and Safety Executive (HSE) consultation zone for a major hazard site. In this instance it relates to the proximity to Plastica Ltd which has consent for storage of hazardous chemicals. In such circumstances the HSE is a statutory consultee.

For the purposes of the Health and Safety Executive, the development is classed as 'Outdoor Use by Public', with a sensitivity level 4 (SL4). This level of sensitivity is predominantly associated with open-air developments likely to attract the general public in numbers greater than 1000 people at any one time, including sports stadia which are not in daily use. HSE guidance advises against any SL4 developments to be located within any of their consultation

zones.

Upon assessment, the HSE has noted that only part of the site fell within the outer consultation zone, with the remainder of the site being located outside of it. Namely, the East stand along Napier Road, part of the stadium pitch, the Multi Use Games Area (MUGA) and some car parking spaces to the eastern side of the site are within the outer consultation zone.

The site layout and how they present in the proposed use of the site is believed to have presented a challenge for the Health & Safety Executive in forming a methodology for site safety and security. The specific set of circumstances present in this instance, needed evaluating outside the standard methodology.

Hastings United Football Club in consultation with the HSE has agreed to restrict the maximum population within the outer consultation zone to 750 people (less than the 1000 threshold). To accommodate this, the maximum population of the proposed East stand of the football stadium has been reduced to 500 people; the remainder of the spectators on the eastern side of the pitch (not in the covered stand) will be restricted to 200 people (in addition to those in the East stand i.e. 700 in total); and the maximum population of the MUGA would be 50 persons at any one time. Further to this the North stand has been moved outside of the consultation zone.

The Health and Safety Executive therefore does not raise an objection to the development, subject to the imposition of Condition 26 to ensure strict adherence to the capacity limits set out above.

f) Impact on neighbouring residential amenities

The majority of built development in the area surrounding the application site is primarily light industrial/commercial premises. The nearest residential receptors are the modern housing developments around Coneyburrow Gardens east of Ingleside (with a large Tesco superstore immediately to the west); and around Chatfield Close & Harvey Close also to the east of Ingleside (to the north of the supermarket). The closest point to the application site from the western edge of these residential areas is approximately 50m from the site entrance, and approximately 100m from the easternmost car parking area and the eastern edge of the stadium. It is of note that there is a dense band of woodland either side of Ingleside between these housing estates and the application site. As such, it is considered these established trees would screen any visual impact of the proposed development from the occupants of these dwellings, other than occasional glow from the floodlights when in use. Equally, for the same reason overlooking and overshadowing would not be an issue.

Concerns have been raised by objectors regarding the potential impact of the development on the amenities of neighbouring properties through increased noise levels on match days from supporters chanting. In this regard the application is accompanied by a supporting Noise Assessment. This acknowledges that sound levels produced by the development would be audible on matchdays from the noise sensitive receptors. However, the noise levels would be below the average ambient noise for the site, which combined with the infrequency of matches (in the main fortnightly), would not be considered to have a significantly adverse effect on neighbouring occupiers. Equally, in terms of the Multi Use Games Area (MUGA) the findings of the Noise Assessment conclude that with the mitigation methods outlined therein implemented, the noise levels would be below the average ambient noise levels for the location. Furthermore, the noise levels emitted from the proposed bar and function rooms are unlikely to cause noise nuisance to surrounding receptors. As such, the Council's Environmental Health officers agree that with the proposed mitigation

implemented, the noise and disturbance to residential occupiers would be within acceptable levels and they raise no objection. A Construction Management Plan should be secured by condition to minimise disturbance during construction and mitigate any harm or damage (Condition 13).

Overall, it is considered that there is sufficient space separation from the proposed development and the nearest residential properties, with extensive natural screening which would help to ensure that any impact on existing and future occupiers in the area is minimised. In any case, any noise and disturbance from the proposed development would not exacerbate any impact that already exists from the activities at other nearby land uses. As such, the proposal complies with Policy DM3 of the Development Management Plan in this regard.

g) Ecology

The application is supported by a Preliminary Ecological Assessment and supplemented by technical notes relating to Ecology; Dormice; and Reptiles and Lighting Impacts. The application is also accompanied by a Bat Survey, and a Lighting Assessment. The site is considered to be of low conservation value and there is no evidence of use of the site by protected species. The site is not considered suitable habitat for Dormice and no further surveys are required. Furthermore, no adverse impact on reptiles is identified and again no further surveys are required. The Council's Ecology Officer is satisfied with these findings.

Whilst the application site in itself is of limited ecology value, the development site is adjacent to designated Ancient Woodland and Churchwood Local Nature Reserve. The proposed development is also close to the Marline Valley Woods nationally designated Site of Special Scientific Interest (SSSI), a Local Nature Reserve, which is designated for its Ancient Woodland habitats and biodiversity. In terms of the latter, with a busy carriageway between the site and the SSSI, there is no green interconnectivity between the site, and this designated area. Therefore, the supporting ecological documents conclude there would be no significant adverse effects (direct or indirect) on designated sites or Ancient Woodland in relation to land take, hydrology, or air quality. Bat activity was recorded in the adjacent woodland, and it is accepted the removal of some trees and the proposed lighting would have potential to impact on roosting bats. However, as the submitted surveys acknowledge that the boundary treatment would be largely retained and that as the site would remain unlit for the majority of the hours of darkness, the bat population would not be unduly impacted. The Council's Ecology Officer concurs with these findings, subject to the imposition of a condition to secure the specific lighting requirement to protect Bats foraging routes (Condition 20).

Whilst the Ecology Officer has no objection to the proposal and accepts the findings of the submitted supporting documents, in line with national planning guidance, it is noted that planning decisions should contribute to and enhance the natural environment by minimising impacts on and where possible provide net gains for biodiversity. The proposed development would attract large numbers of people in close proximity to habitats of both national and local importance. To that end, to compensate for the increased pressure on adjacent designated sites, further enhancements and management of these sites should be secured through a s106 legal agreement, to mitigate against any biodiversity impacts from the proposed development, as well as the imposition of a planning condition to minimise impact during construction (Condition 19). This requirement is in accordance with Policies, EN3, EN4 and EN5 of the Hastings Local Plan – Planning Strategy 2014, which seeks to protect the natural environment and designated sites from harm and to provide mechanisms for enhancing local sites impacted by development.

In regard to the above, it is noted that whilst the Environment Act 2021 is now in force, there remains no requirement in planning law for a 10% biodiversity net gain and as such, this has not been formally assessed as part of the application. However, given the proximity of the development to nationally designated sites of nature conservation importance, the Council needs to ensure that these areas are not harmed by the increase of visitors to the area. Therefore, it is proposed as part of the Section 106 Agreement to secure contributions towards enhancements and management of the designated areas. Such a contribution would mitigate against adverse impacts on the Local Nature Reserves and Site of Special Scientific Interest arising from the development proposal and provide for appropriate biodiversity enhancements. This accords with current planning policies and the National Planning Policy Framework. Mandatory biodiversity net gain, as set out in the Environment Act, will only be required in planning applications in England once the Town & Country Planning Act (TCPA) is amended which is likely to occur in 2023.

Great Crested Newts

The development falls within the red Impact Zone for Great Crested Newts. There are 2 ponds within 250m of the application site, and 3 more ponds within 500m. However, there is limited connectivity between them and the development site, with little in the way of suitable habitat on the site itself. As such, it is not considered that the proposed development will have an impact Great Crested Newts or their habitat, subject to the imposition of a precautionary informative (Informative 5).

h) Trees

The existing site has substantial tree cover around the entire boundary, as well as a line of trees across the site between two of the pitches. These are not subject to a Tree Protection Order (TPO), however, there is Ancient Woodland adjacent to the site.

Consequently, the application is accompanied by an Arboricultural Report which surveyed 421 of the trees. Of these approximately 100 trees would need to be removed to facilitate the proposed development (none of which form part of the Ancient Woodland). This includes the linear band of trees across the site in their entirety. There are no significant trees in this group. Equally where trees are to be lost around the perimeter, none are substantial, and they are parts of groups of trees where there are trees behind them to maintain amenity value. As such, the proposal would not adversely impact on the landscape.

Overall, whilst acknowledging that the loss of trees is regrettable and the objection of the Council's Arboricultural Officer, the layout has been amended to retain as many of the existing trees as possible, and a substantial amount of trees will be retained (76%). Furthermore, replacement trees and enhanced landscaping, along with tree protection measures can be secured by condition.

In conclusion, the development as outlined above would provide significant socio-economic and health benefits for the local community, and in the planning balance this outweighs the loss of a small proportion of the existing trees, where retained tree coverage would adequately screen and soften the proposed development. As such the proposal is acceptable in this regard subject to the imposition of (Conditions 27-30).

i) Highway safety/parking

The application has been subject to extensive consideration and discussion with the Highway Authority, resulting in an addendum to the Transport Assessment being submitted, alongside a Travel Plan. Following which, the Highway Authority have withdrawn their initial objection to

the proposal based on insufficient supporting information to assess the highways implications of the development, subject to the imposition of conditions and highway works secured through a Section 278/106 Legal Agreement. Key highway considerations are as follows:

Site accessibility

The site is well connected to the local and principal road network, making it readily accessible by car and coach. However, Ingleside, from which the site has existing vehicular access, has no footways on either side. There is an existing footway on the western side of Napier Road which runs to the north-east, and a formal pedestrian access to the site will be provided from this footway. However, the lack of footways in the vicinity prevents walking being an attractive option. In order to make the proposal acceptable from a sustainable transport point of view, new footways of an appropriate width will be required on Ingleside to link the site to existing pedestrian routes from bus stops at Tesco via Coneyburrow Gardens, together with pedestrian crossing points with dropped kerbs and tactile paving on Ingleside and in Coneyburrow Gardens. This together with improvements to bus stops, bus information displays and connecting pedestrian links would increase the likelihood of supporters using the bus stops that are within reasonable walking distance. Furthermore, the club can provide match day bus season tickets, and a private shuttle bus will be provided between the railway station and the Town Centre, to the proposed stadium.

Overall, the existing site is not well located from an accessibility perspective, however, the measures outlined above would encourage supporters to use sustainable modes of transport such as buses and walking, which will be secured through a Section 278/106 Legal Agreement, should permission be granted, which will improve the existing situation.

Site access

The proposed new stadium will be served via the existing site access from Ingleside. The access will be reconstructed with a width of approximately 6m with appropriate junction kerb radii either side, and it has been demonstrated that the access as agreed can accommodate buses and coaches in a safe and convenient manner. It will, however, be necessary to secure increased visibility splays over and above those normally required (Condition 6) given that Ingleside lacks frontage and does not share the normal characteristics of a typical urban street. Overall, the Highway Authority consider the proposed access arrangements to be acceptable in principle, subject to detailed design considerations secured through a Section 278 Agreement.

Car parking

The new football ground will be provided with a total of 139 car parking spaces (including 12 accessible spaces), together with 2 coach parking spaces. Parking provision will be located to the west and east of the stadium with the informal overspill parking area located to the south. The assessments carried out as part of the submitted Transport Assessment identify 105 car trips on average match days, which the proposal can accommodate along with spaces for staff and away supporters. Furthermore, the 2 coach spaces would accommodate the away team and travelling supporters.

There is currently limited spectator parking provision at the Pilot Field, the current home of Hastings United Football Club, and as such, the proposed parking provision for the new stadium would be significantly greater. The proposal greatly reduces the need for spectators to park on street, subject to monitoring once the site becomes operational. In accordance with the submitted Transport Assessment trip generation calculations, the proposal also provides spare capacity for larger attendance games. The proposed shuttle bus that will run

from the railway station and Town Centre, together with other measures in the Travel Plan (to be secured through the Section 106 Agreement) would be considered to have a significant impact on the number of car trips to the site and thereby would reduce the demand for parking at the site. Taking account all of the above the Highway Authority are satisfied the parking capacity to be provided would be sufficient for the anticipated number of car trips the site would generate on matchdays. As such, there would not be pressure to park on the street, which in any event, would probably be in the nearby industrial estate at times when it is quiet. This would need to be monitored as part of the Travel Plan when the site becomes operational, with any mitigation subsequently identified by the surveys also secured through the s106 legal agreement.

Similarly, detailed assessment has been undertaken in respect of the ancillary uses proposed (3G pitches, MUGA, sports hall and function room), which will not be operational at the same time as the football stadium on a match day. These assessments identify that the likely trip generation, assuming a worst-case scenario that all the facilities are fully occupied at the same time, would not generate significant volumes of traffic and the impact on the operation of the local road network would be minimal.

Cycle parking

Safe, covered and secure cycle parking will need to be provided within the site. Details of this provision will be required to be submitted to and approved in writing by the Local Planning Authority, prior to the first use of the development should planning permission be approved (Condition 10).

Impact on the surrounding road network

Traffic generated on match days would not coincide with peak traffic times in the area. The application states that the number of off-peak trips generated on match days would not severely impact on the operation of the site access or nearby junctions.

It has been determined in the Transport Assessment that at the Queensway/Napier Road junction, the proposals would result in increased traffic of just 6.2% and 4.1% in the weekday and Saturday periods, respectively. These increases are considered to be within an accepted range of daily fluctuations and accordingly should not have a significant impact on the junction's functionality, particularly during off-peak periods where there are not currently any existing capacity issues. It is also noted that these percentages assume a worst case that 80% of trips will be made via this junction, whereas in reality, this is likely to be lower. As such, Highways officers are satisfied the development proposal would not exacerbate peak time conditions on the Queensway/Napier Road junction.

The assessment of the Ingleside/Church Wood Drive junction also indicates that 'with development' flows are significantly lower than the PM Peak flows at the Queensway/Napier Road junction. Consequently, Highways officers are also satisfied this junction can accommodate match day traffic.

Overall, following the above assessments of the two critical junctions nearest the site, the Highway Authority raise no objection regarding the development impact on the highway network from either a highway safety or capacity perspective.

Travel Plan

A Travel Plan has been provided for the development proposal. The Travel Plan covers most of the points required although the full Travel Plan requirements will be agreed at a later date.

and will be secured by a Section 106 Legal Agreement, should permission be granted.

In light of the above considerations, the Highway Authority are satisfied that the development traffic can be accommodated on the highway network without it being detrimental from a highway safety or capacity perspective. In addition, it is considered that the level of car parking proposed within the site is sufficient to meet the parking demands on match days, although this will be subject to the measures detailed above being provided as part of the proposal, to improve accessibility to the site and to encourage supporters to travel to matches via non-car modes of transport secured through a Section 278/106 Agreement (see section m) below). As such, the proposed development is considered to be in accordance with Policy DM4 of the Development Management Plan 2015 and would provide safe access to and within the site.

j) Flood risk and drainage

Flood risk

The application site lies within Flood Zone 1, the area at lowest risk of flooding. Developments in this flood zone do not usually require a site-specific Flood Risk Assessment, although due to the major scale of the proposed development, National Planning Policy requires a formal assessment of the site's suitability for the proposed development, with a view to ensuring flood risk is not increased elsewhere.

As a result, the application is supported by a full Flood Risk Assessment, which applies the sequential test in accordance with Policy SC7 of the Hastings Planning Strategy 2014 and the National Planning Policy Framework. This confirms that the proposed use of the site is an appropriate form of development within this Flood Zone, negating the need for further assessment. Policy SC7 is therefore complied with.

Drainage

The Lead Local Flood Authority initially had a holding objection to the site drainage strategy, due to insufficient information to assess the flood risk. An amended Drainage Strategy was submitted, which proposed to discharge the surface water runoff to the watercourse located to the south of the site (rather than discharge to the public sewer) with attenuation tanks and a rainwater harvesting tank to manage and discharge surface water via six separate outfalls. The red line location plan was amended to facilitate the establishment of outfalls across third party land along with agreement of the landowner for the surface water to be discharged into the watercourse. This approach is considered acceptable by the Lead Local Flood Authority, subject to a further detailed drainage strategy that includes; a survey of the condition of the watercourse; that any remedial work identified as necessary is carried out; and that the detailed drainage design should show amongst other things how the outfalls would connect to the watercourse and how excess capacity is managed (Condition 14). Subject to this condition it is considered that surface water run off can be appropriately managed without increasing flood risk elsewhere, following construction of the development. Foul water is proposed to discharge into the existing sewer and a formal application would need to be made to Southern Water in this regard (Informative 6).

Taking the above into account, it is considered that the proposed development is appropriate in this location and will not increase the risk of flooding either within the site or elsewhere. Policy SC7 of the Hastings Planning Strategy is therefore complied with.

k) Environmental Impact Assessment

The proposed development falls within Schedule 2, Part 10 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. As such, a screening opinion has been carried out which concluded that the development will not have significant effects on the environment that would justify a separate Environmental Impact Assessment to be provided with the application.

l) Air quality and emissions

An Air Quality Assessment has been submitted as supporting information for the application process. Following a review of the existing air quality around the site, the assessment concludes the site is suitable for the proposed sporting use with regards to air quality. Impact of the vehicle emissions associated with the proposed use on local air quality is not considered to be significant. The implementation of the recommended mitigation would be in accordance with air quality and emissions mitigation guidance for Sussex. Further to this, the Technical Note: Ecology submitted with the application concludes potential effects of the proposed development on air quality, in relation to designated sites or ancient woodland, is considered not to be significant. Environmental Health has been consulted and are satisfied with air quality assessment.

Lighting

The application is accompanied by a Lighting Design & Assessment which sets out that a lighting scheme has been designed to provide sufficient luminance for the proposed sporting activities on the site, whilst minimising the impact on neighbouring land uses, including the highway. The road lighting adjacent to the site has a higher lux level than the proposed lighting for the site, and as such the light overspill from the site would not be intrusive and would not adversely impact on adjacent land. Further to this, the submitted Technical Note: Ecology states that illumination levels as designed are not considered to create light spill into the woodlands or SSSI which would be likely to have significant adverse effects. Environmental Health officers are satisfied with the lighting assessment. The development is therefore in accordance with Policy DM6 of the Hastings Development Management Plan (2015).

m) Planning obligations

The following planning obligations and financial contributions will be required as a result of the development:

Highways:

- The provision of a new access into the site off Ingleside.
- Provision of a footway with a minimum width of 2.0m alongside the site access which will continue into the site.
- New footways on both sides of Ingleside to link the site access to the existing pedestrian facilities in Coneyburrow Gardens and through to Tesco's. Details to be agreed.
- Pedestrian crossing points with dropped kerbs and tactile paving on Ingleside and Coneyburrow Gardens as required.
- A pedestrian link from the north of the site to be tied into the existing pedestrian facilities on the south side of Napier Road.
- Possible improvements to bus stops.
- A minimum of four real time bus information displays prominently positioned at high pedestrian-traffic areas of the development, so as to show departure times of buses

from Hollington Tesco or Juniper Close.

- A robust site travel plan would also need to be put in place as detailed above (including audit fee of £6,000).
- A financial contribution (£5,000) to fund the Traffic Regulation Order required to implement any parking restrictions necessary.
- Shuttle bus service and match day bus tickets.

Biodiversity:

- S106 agreement to secure enhancement and management of both Churchwood Local Nature Reserve (LNR) and Marline Valley LNR/SSSI.
 - Financial contributions of £5,000 per annum for a 30 year period (£150,000) for the management and upkeep of Churchwood and Marline Valley Woods Local Nature Reserves to improve biodiversity and mitigate pressure on these sites.
 - Contributions would go towards footpath improvements; tree management; biodiversity monitoring; invasive species control; conservation groups; and onsite signage and map boards.
- S106 Agreement Monitoring fee of £500.

6. Conclusion

The proposal to provide a new football stadium with ancillary sporting facilities on the site of Tilekiln playing fields, for Hastings United Football Club to replace the existing stadium facilities at Pilot Field, is acceptable in principle subject to the relevant material planning considerations, development plan policies and national planning guidance.

The proposal has socio-economic benefits in that it would provide employment during construction and afterwards when the development becomes operational, alongside facilitating healthy lifestyles by providing social, recreational and cultural facilities. These benefits would outweigh the loss of the existing stadium and the existing playing fields and accessible open space, through providing better facilities to be utilised by the local community, that would help the development of sport.

The proposal has been assessed as having an acceptable impact on the appearance of the area; the layout is appropriate for the proposed use and in regard to Health & Safety; the impact on residential occupiers in the area would be within acceptable limits; with appropriate mitigation there would be no significant adverse impact on matters of ecology or nearby designated sites; the proposal would not be detrimental to highway safety subject to measures to encourage sustainable means of transport being secured; and, the drainage strategy is appropriate and would not increase flood risk.

As such, whilst acknowledging the loss of the existing playing fields and a small proportion of the trees is regrettable, given overall that limited harm has been identified and the proposal would provide significant economic, health and wellbeing benefits, the planning balance tilts in favour of the proposed development, which is recommended for approval subject to the recommended conditions, and the recommended mitigating measures and contributions secured by legal agreement.

These proposals comply with the Development Plan in accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004 which states:

"If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

The Human Rights considerations have been taken into account fully in balancing the planning issues.

7. Recommendation

A) That the Planning Services Manager be authorised to issue planning permission upon completion of an agreement under S106 of the Town and Country Planning Act to secure:

Section 278 Agreement to provide:

- **A new access into the site from Ingleside**
- **A footway with a minimum width of 2m alongside the site access, which will continue into the site**
- **New footways on both sides of Ingleside to link the site access to the existing pedestrian facilities in Coneyburrow Gardens and through to Tesco Extra on Churchwood Drive**
- **Pedestrian crossing points with dropped kerbs and tactile paving on Ingleside and Coneyburrow Gardens as required**
- **Pedestrian link from the north of the site to be tied into the existing pedestrian facilities on the south side of Napier Road**
- **Improvements to bus stops**
- **Minimum of four real time bus information displays positioned at high pedestrian traffic areas of the development**

Section 106 Agreement to provide:

- **Site Travel Plan and audit fee (£6,000); including completion of monitoring reports; provision of shuttle bus service and match day bus tickets**
- **Surveys as required by the highways authority and any mitigation identified**
- **Financial contribution to fund the Traffic Regulation Order (TRO) to implement any necessary parking restrictions (£5,000)**
- **Financial contributions of £5,000 per annum for a 30 year period (£150,000) for management and upkeep of Churchwood and Marline Valley Woods Local Nature Reserves to enhance biodiversity and mitigate pressure on these sites**
- **Community Use Agreement for use of 3G pitches and MUGA**
- **S106 Agreement Monitoring fee of £500**

In the event that the Agreement is not completed by 31st September 2022 that the application be refused on the grounds that it does not comply with the provisions of the National Planning Policy Framework, the relevant policies (policies EN2, EN8 and

CI2) of the Hastings Local Plan, The Hastings Planning Strategy, or the Hastings Local Plan, Development Management Plan unless an extension of time has been agreed in writing by the Planning Services Manager.

B) Subject to the above

Grant Full Planning Permission subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. The development hereby permitted shall be carried out in accordance with the following approved plans:

6237-L001 B, 6237-L002, 6237-L003 A, 6237-L004 I, 6237-L005 D, 6237-L006, 6237-L007 A, 6237-L008 A, 6237-L009 A, 6237-L010, 6237_ L011B, 6237-L012 A, 6237_L0126237-SK(00)01, 6237-SK(00)02, 6237-SK(00)03, AS/TPP/14-9-2020 3 and T3143-001
3. With the exception of internal works, the building works required to carry out the development allowed by this permission must only be carried out within the following times:-

08.00 - 18.00 Monday to Friday
08.00 - 13.00 on Saturdays
No working on Sundays or Public Holidays.

These hours of operation also apply to deliveries to and from the premises during construction.
4. No part of the development shall be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport and/or as advised by the Highway Authority.
5. No part of the development shall be occupied until the vehicular access serving the development has been constructed in accordance with the drawings approved as part of this consent and as amended as part of the s278 Agreement and detailed design.
6. Prior to the first use of the access, visibility splays of 2.4 metres by 70 metres shall be provided in both directions. These visibility splays shall thereafter be kept free of all obstructions over a height of 600mm on Ingleside.
7. The completed access shall have maximum gradients of 4% (1 in 25) from the channel line, or for the whole width of the footway/verge whichever is the greater and 11% (1 in 9) thereafter.

8. The development shall not be occupied until parking areas have been provided in accordance with plans/details to be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.
9. Car parking spaces shall measure 2.5m by 5m (with an extra 50cm on either dimension when adjacent to a wall or fence).
10. The development shall not be occupied until covered and secure cycle parking areas have been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles.
11. The new roads shall be designed and constructed to the Highway Authority's standards with a view to their subsequent adoption as publicly maintained highway. Details and evidence of this must be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, prior to first use of the development hereby approved.
12. No development shall commence on site until the detailed drawings, including levels, sections and constructional details of the following have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority:

Proposed road(s):

- Surface water drainage
- Outfall disposal
- Street lighting

The development shall be carried out in accordance with the details approved and no use of any building approved shall occur until those works have been completed.

13. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan to take account of highway and environmental protection issues, has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Construction Management Plan shall be implemented and adhered to in full throughout the entire construction period. The Construction Management Plan shall provide details as appropriate, but not be restricted to, the following matters:
 - a programme and phasing of the demolition and construction work, including roads, footpaths, landscaping and open space,
 - location of temporary site buildings, compounds, construction material, and plant storage areas used during demolition and construction,
 - the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and egress and routing of vehicles during construction,

- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works,
- measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s),
- details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination,
- measures to control the emission of dust and dirt during construction,
- a scheme for recycling/disposing of waste resulting from demolition and construction works,
- protection of pedestrian routes during construction,
- restoration of any damage to the highway [including vehicle crossovers and grass verges].

An indicative programme for carrying out the works should be included within the Construction Management Plan.

14. (i) Prior to the commencement of development, a detailed Foul and Surface Water Drainage Strategy/System shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage system shall incorporate the following:
- a) Detailed drawings and hydraulic calculations. The hydraulic calculations shall take into account the connectivity of the different surface water drainage features. The calculations shall demonstrate that surface water flows can be limited to 18.2 l/s for all rainfall events, including those with a 1 in 100 (plus climate change) annual probability of occurrence.
 - b) The details of the outfall of the proposed drainage system and how it connects into the watercourse shall be submitted as part of a detailed design including cross sections and invert levels.
 - c) A survey of the watercourse shall be undertaken to ensure that it is in suitable condition to receive runoff from the proposed development. Any remedial works shall be carried out where necessary prior to construction.
 - d) The detailed design shall include information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely.
 - e) The detailed design of the surface water drainage features (underground tank) shall be informed by findings of groundwater monitoring between autumn and spring at the location of the proposed tank. The design should leave at least 1m unsaturated zone between the base of the drainage structures and the highest recorded groundwater level. If this cannot be achieved, details of measures which will be taken to manage the impacts of high

groundwater on the hydraulic capacity and structural integrity of the drainage system should be provided.

(ii) Development shall then be carried out in accordance with the details approved and no use of any part of development hereby approved shall occur until those works have been completed.

15. Prior to the commencement of development, a Maintenance and Management Plan for the entire drainage system shall be submitted to and approved in writing by the Local Planning Authority to ensure the designed system takes into account design standards of those responsible for maintenance. The Maintenance and Management Plan shall cover the following:

- a) This plan should clearly state who will be responsible for managing all aspects of the surface water drainage system, including piped drains.
- b) Evidence of how these responsibility arrangements will remain in place throughout the lifetime of the development.

The approved Maintenance and Management Plan shall thereafter remain in place for the lifetime of the development.

16. Prior to the commencement of development, measures to manage flood risk, both on and off the site, during the construction phase should be submitted to and approved in writing by the Local Planning Authority. This may take the form of a standalone document or incorporated into the Construction Management Plan for the development.

17. Prior to occupation of the development, evidence (including photographs) should be submitted showing that the drainage system has been constructed as per the final agreed detailed drainage designs.

18. No development shall take place until the measures outlined in the submitted statements and reports listed below have been fully implemented, unless the programme for such measures is otherwise specified within that document in which case the works shall be carried out in accordance with the timescales contained therein. The submitted statements and reports are:

- Arboricultural Report (Arborsense, September 2020)
- Preliminary Ecological Assessment (bEk Enviro Ltd, November 2019)
- Ecological Technical Note - Dormice (Avian Ecology, July 2020)
- Ecological Technical Note - Screening (Avian Ecology, April 2020)
- Ecological Technical Note - Reptiles & Lighting Impacts (Avian Ecology, March 2022)

19. No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Environmental Management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the

following:

- a) Risk assessment of potentially damaging construction activities;
- b) Identification of "biodiversity protection zones";
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- d) The location and timing of sensitive works to avoid harm to biodiversity features;
- e) The times during construction when specialist ecologists need to be present on site to oversee works;
- f) Responsible persons and lines of communication;
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period in accordance with the approved details.

20. Prior to the first use of the facilities hereby permitted, a "lighting design strategy for biodiversity" shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for bat species and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging;
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places; and
- c) indicate hours of illumination restrictions.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior written consent from the Local Planning Authority.

21. In the event that contamination is found to be present upon completion of the works, before any part of the development is first occupied or brought into use a verification report demonstrating the effectiveness of the remediation works carried out and a completion certificate confirming that the approved remediation scheme has been implemented in full shall both have been submitted to, and approved in writing by, the Local Planning Authority.

The verification report and completion certificate shall be submitted in accordance with the approved scheme and undertaken by a competent person in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

22. All construction shall be stopped immediately in the event that contamination not previously identified is found to be present on the development site and details of the contamination shall be reported immediately in writing to the Local Planning Authority.

Development shall not re-start on site until the following details have been submitted to, and approved in writing by, the Local Planning Authority:

- a) a scheme outlining a site investigation and risk assessments designed to assess the nature and extent of any contamination on the site
- b) a written report of the findings which includes, a description of the extent, scale and nature of contamination, an assessment of all potential risks to known receptors, an update of the conceptual site model (devised in the desktop study), identification of all pollutant linkages and identified as unnecessary in the written report, an appraisal of remediation options and proposal of the preferred option(s) identified as appropriate for the type of contamination found on site and
- c) a detailed remediation scheme designed to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment. The scheme should include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and a verification plan outlining details of the data to be collected in order to demonstrate the completion of the remediation works and any arrangements for the continued monitoring of identified pollutant linkages;

and before any part of the development is occupied or used a verification report demonstrating the effectiveness of the remediation works carried out and a completion certificate confirming that the approved remediation scheme has been implemented in full shall both have been submitted to, and approved in writing by, the Local Planning Authority.

The above site works, details and certification submitted shall be in accordance with the approved scheme and undertaken by a competent person in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

23. No development shall commence above ground until a Community Use Agreement in consultation with Sport England has been entered into, and a copy of the completed approved Community Use Agreement has been provided to the Local Planning Authority. The Agreement shall apply to the 2 x 3G pitches, the MUGA and to the ancillary facilities on the site and include details of pricing policy, hours of use, access by users (including non members), management responsibilities and a mechanism for review including triggers to provide the Phase 2 facilities. The development shall not be used otherwise than in strict compliance with the completed Community Use Agreement.

24. The development hereby permitted shall not be brought into use until:

- a) certification is received, submitted to and approved in writing by the Local

Planning Authority that demonstrates the Artificial Grass Pitches have met FIFA Quality Concept for Football Turf – FIFA Quality or equivalent International Artificial Turf Standard (IMS); and,

b) confirmation is received, submitted to and approved in writing by the Local Planning Authority that demonstrates the pitches have been registered on the Football Association's Register of Football Turf Pitches.

25. The grass pitch and stadium facilities shall not be brought into use until the 2x 3G pitches and MUGA as shown on Drawing no. 6237_L004 Rev I have been constructed and made available for community use.
26. When the football stadium hereby permitted is in use the following restrictions shall be adhered to at all times:
 - The maximum population of the East stand shall be 500.
 - The maximum population of the eastern side of the pitch shall be 200 (in addition to those in the East Stand).
 - The maximum population of the MUGA shall be 50.
27. No development above ground level shall take place until there has been submitted to and approved by the Local Planning Authority a Scheme of Soft Landscaping, which shall include indications of all existing trees and hedgerows on the site including details of those to be retained, together with measures for their protection in the course of development. New soft landscaping details shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate together with an implementation programme. All soft landscaping shall be carried out in accordance with the approved Scheme of Soft Landscaping.
28. No works or development shall take place above ground until full details of all proposed tree planting, and the proposed times of planting, have been submitted to and approved in writing by the Local Planning Authority, and all tree planting shall be carried out in accordance with those details thereafter.
29. If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same.
30. No development shall take place until temporary protective fences to safeguard the trees and/or hedges to be retained on the site have been erected in accordance with the current BSI 5837 standards as set out in the submitted Arboricultural Report (Arborsense 17.09.20) and Tree Protection Plan (AS/TPP/14-09-2020). All such fences shall be kept in a sound, upright and complete condition until the development has been completed and/or the Local Planning Authority confirm in writing that the works have been sufficiently completed for the fencing to be removed.

31. No development shall be brought into use until the measures outlined in the submitted statements and reports listed below have been fully implemented, unless the scheme(s), or programme(s) of measures contained within the statements and reports is otherwise first varied, by way of prior written approval from the Local Planning Authority. The submitted statements and reports are:
- Air Quality Assessment (Miller Goodall, April 2020)
 - Flood Risk Assessment (bEk Enviro Ltd, November 2020)
 - Lighting Design and Assessment (Martin Environmental Solutions, March 2020)
 - Noise Assessment (Accoustic Associates Sussex Ltd, March 2020)
 - Preliminary Risk Assessment (bEk Enviro Ltd, November 2019)
32. No development shall take place above ground until details of the materials to be used in the construction of all buildings/stands hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
33. The premises shall not be used except between the following hours:-
- 07.00 - Midnight Monday - Saturday
09.00 - 19.00 Sunday and Bank Holidays
34. The stadium facilities shall not be used until a bin store has been provided in accordance with approved details which shall be submitted to and approved in writing by the Local Planning Authority and shall thereafter be retained for that purpose.

Reasons:

1. This condition is imposed in accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. For the avoidance of doubt and in the interests of proper planning.
3. To safeguard the amenity of adjoining residents.
4. To encourage and promote sustainable transport.
5. To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.
6. To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.
7. To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

8. To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.
9. To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.
10. In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development.
11. In the interest of highway safety and for this benefit and convenience of the public at large.
12. In the interests of highway safety and for the benefit of the public at large.
13. In the interests of highway safety and the amenities of the area and to minimise the amount of construction and demolition waste being disposed of in landfill sites in accordance with the East Sussex County Council Supplementary Planning Document on Construction and Demolition Waste.
14. In order to secure a well-planned development that functions properly and in order to prevent increased risk of flooding.
15. In order to secure a well-planned development that functions properly and in order to prevent increased risk of flooding.
16. In order to secure a well-planned development that functions properly and in order to prevent increased risk of flooding.
17. In order to secure a well-planned development that functions properly and in order to prevent increased risk of flooding.
18. To ensure that any adverse environmental impacts of development activities are mitigated.
19. To ensure that any adverse environmental impacts of development activities are mitigated.
20. To ensure that any adverse environmental impacts of development activities are mitigated.
21. To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
22. To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

23. To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport.
24. To ensure the development is fit for purpose and sustainable, provides sporting benefits and to accord with Development Plan Policy CI2 of the Hastings Planning Strategy 2014.
25. To ensure the satisfactory quantity, quality and accessibility of compensatory provision which secures a continuity of use and to accord with Development Plan Policy CI2 of the Hastings Planning Strategy 2014.
26. To maintain the safety of the public at large.
27. Biosecurity is very important to minimise the risks of pests and diseases being imported into the UK and introduced into the environment.
28. To mitigate loss of trees on the site.
29. To mitigate loss of trees on the site.
30. The retained trees make an important contribution to visual amenity and biodiversity.
31. To ensure a satisfactory standard of development.
32. In the interests of the visual amenity of the area.
33. To protect the amenity of the area
34. To protect the amenity of the area

Notes to the Applicant

1. Failure to comply with any condition imposed on this decision may result in enforcement action without further warning.
2. Statement of positive engagement: In dealing with this application Hastings Borough Council has actively sought to work with the applicant in a positive and proactive manner, in accordance with paragraph 38 of the National Planning Policy Framework.
3. This permission is the subject of an obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).
4. This Authority's requirements associated with this development proposal will need to be secured through a Section (106/184/171/278) Legal Agreement between the applicant and East Sussex County Council. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

5. The applicant is reminded that, under the Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended), it is an offence to: deliberately capture, disturb, injure or kill great crested newts; damage or destroy a breeding or resting place; deliberately obstructing access to a resting or sheltering place. Planning approval for a development does not provide a defence against prosecution under these acts. Should great crested newts be found at any stages of the development works, then all works should cease, and Natural England should be contacted for advice.
6. A formal application for connection to the public foul sewerage system is required in order to service this development. Please read the New Connections Services Charging Arrangements documents which are published at <https://beta.southernwater.co.uk/infrastructure-charges>
7. Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications/> For artificial grass pitches it is recommended that you seek guidance from the Football Association on pitch construction when determining the community use hours the artificial pitch can accommodate. The FA has also indicated that it wishes to be involved in the CUA review group with partner clubs to monitor community football development outcomes.
8. The applicant is advised that pitches to be used for Step 1 and Step 2 level football matches should be built in accordance with FIFA Quality Concept for Football Turf - FIFA Quality Pro and Steps 3 to 6 should be built in accordance with FIFA Quality as a minimum and tested annually as per league rules.

Officer to Contact

Mr Paul Howson, Telephone 01424 783279

Background Papers

Application No: HS/FA/20/00669 including all letters and documents