HIGHFIELD JUNIOR SCHOOL, EASTBOURNE

DESK STUDY

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1.0 INTRODUCTION

1.1 Hemsley Orrell Partnership has been instructed by Michael Cook Associates to undertake a desk study for proposed developments at Highfield Junior School in the Hampden Park area of Eastbourne.

1.2 The school is located in the Hampden Park area of Eastbourne midway between Hampden Park Station and the Willingdon Levels.

1.3 The school was constructed in the 1950’s and prior to this the site had been undeveloped. Historically the Cinque port of Hydnye was located just north of the school but this was built over by residential development north of the school in the 1930’s.

1.4 The proposal is to locate a new temporary building over a grass area to the south of the existing school buildings between the main building and Dallington Road. The temporary building will be utilised as a nursery and an area of car parking is proposed as part of the construction to service the nursery.

1.5 Proposals are to utilise porous paving and attenuation to reduce storm water run-off rates from the proposed development. Foul drainage will be linked into the existing school system.

1.6 The scope of this report is restricted to potential ground contamination and environmental impact and does not cover above ground hazards, ecological sensitivities, biological or horticultural hazards or structural hazards unless specially referred to in the context of this report. This report makes reference to flood risk but does not constitute a full FRA in accordance with current Planning Policy Statement 25 (PPS25).

1.7 Advice and recommendations given in this report are provided for information purposes only and are not exhaustive

1.8 At the time of writing, a site walkover has not been undertaken and responses from the Environmental Health officer, and some service providers have not been received. The information in this report is based on the received data, the Envirocheck report and data received from preliminary online searches.
2.0 SITE HISTORY

2.1 The first development in the vicinity of the site as shown on the historical maps was in 1911, with construction of a sewage pumping station adjacent to the proposed development on the south west corner of the site.

2.2 The Hampden Park area and railway line residential expansion occurs from 1932 and residential houses are constructed around the site in 1938.

2.3 The school building first shows on the 1951 map correlating with the timeline on the school website. The building then changes shape on the 1962 map to the current formation and it is unclear if this is a reconstruction or just an extension of the original school building.

2.4 The industrial site/business park south of the school is constructed from 1961 – 1980s. Full historical mapping is included in the Envirocheck in Appendix I.

2.5 Prior to 1901, the land in the Hampden Park area was part of the Ratton Estate, owned by Lord Willingdon. Ratton is mentioned in the Doomsday survey of 1087 but by the end of the 19th Century, Lord Willingdon agreed to sell 78 acres to Eastbourne corporation.

2.6 The Hydneye located on the west boundary of the school site is named to commemorate the lost medieval village of Hydneye which was sited just north of the school site. The location of the village is shown on the 1930’s mapping in the Envirocheck in Appendix I. Hydneye was important enough to be a member of the Cinque Ports however, decay set in in the 13th Century as longshore drift silted up the entrance to the small harbour. The village depopulated further after the Black Death and then disappeared altogether early in the 1900s.

3.0 DEVELOPMENT PROPOSALS

3.1 Current proposals are to install a temporary classroom block adjacent to the existing school buildings and construct additional parking spaces to serve this. Architectural proposals for this development can be seen in Appendix II.
4.0 GEOLOGY AND TOPOGRAPHY

4.1 The local topography of the site area is generally flat with the area being associated with Willingdon Levels.

4.2 A topographical survey of the site has been undertaken and this shows ground levels to be in the vicinity of 4m AOD to 3.5m AOD at the southern boundary of the site. A copy of the topographical survey is included in Appendix II.

4.3 A watercourse is present along the southern boundary of the site called the Brickfield Ditch. This ditch drains surface water eastwards towards Willingdon Levels and is highlighted on the Environment Agency mapping as a main river. It is assumed storm water runoff from the site and surrounding area drains into this ditch.

4.4 The geological maps show generally alluvium surface deposits with gault mudstone over chalk at depth as the local geology of the site. Geological mapping is included in the Envirocheck in Appendix I.

5.0 SERVICES AND DRAINAGE

5.1 Service information is included in Appendix IV.

5.2 From discussions with the janitor on site, it is clear and existing 200mm diameter sewer runs underneath the proposed development south of the existing building. The intention is for this to remain in situ with the temporary building constructed around the existing drain.

5.3 This drain can be seen to be non-adoptable from the Southern Water sewer records in Appendix V therefore, providing the sewer is adequately protected, it will not need a diversion as part of the proposed works.

5.4 Foul drainage for the existing school is routed to the south of the school where it is assumed it connects to the adoptable foul sewer in The Hydnye.

5.5 Further service records will be added to this report on their receipt as these were not available at the time of writing.

6.0 INFRASTRUCTURE

6.1 The site is currently accessed from Dallington Road to the south with car parking present at the south east corner of the site.

6.2 The existing main site access will remain, but an adjacent car park area to serve the temporary accommodation will be created as part of the new development.

6.3 Secondary access to the rear of the school is available from The Hydnye to the west and also from Port Road at the north east corner.
7.0 FLOOD RISK

7.1 It can be seen from the Envirocheck flood data map that the site is located on the boundary of flood zones 2 & 3 with the far north portion of the site clear of the predictive flood zone.

![Map of BN22 9BX at scale 1:10,000](image)

7.2 The risk at the site is tidal from overtopping of existing seafront sea defences or breach said defences therefore, as the risk is tidal in nature, this can be predicted and warnings issued. Further flood risk data is included in the Envirocheck in Appendix I.

7.3 As the site is located within flood zone 3, a site specific FRA will be required as part of the Planning process.

7.4 With regards to specific flood risk to the building, as it is a temporary structure, the building will be raised above existing ground level due to the method of founding the structure. This will allow the building to be positioned clear of the flood zone.

7.5 In the event of any flood warnings, the building can be evacuated through the existing building to the north of the site, which is shown clear of the predicted flood zone.
8.0 CONTAMINATION

8.1 The site has had a fairly uneventful history with no record of previous major developments or industrial use prior to construction of the building onsite in the 1950s. The Envirocheck in Appendix I lists available data on contamination.

8.2 It is unclear from the historical mapping whether the building showing constructed in the 1950s is the original or has been reconstructed or extended in the 1960s.

8.3 The historical mapping in the Envirocheck highlights the site as potentially contaminative industrial use however, the contamination mapping does not seem to support this and the mapping on the EA website also does not highlight any industrial use of the site. It is assumed that this is due to the connection with the Brick works adjacent.

8.4 A brick works was located directly to the east of the site from 1910 onwards up to the 1960s, when the brick works were removed.

8.5 The mapping also shows the water course (Brickfield Ditch) running along the southern boundary of the site as being partially infilled. This ditch is shown on the Environment Agency records as a main river therefore any connection or works to this ditch will require specific consents from the EA.

8.6 The site sensitivity mapping in the Envirocheck shows the recreation ground directly south of the site to be a Local Authority landfill site. The data sheet within the Envirocheck shows no pollution events have occurred onsite or any other industrial use.

8.7 Discharge consents, pollution controls and pollution instances have been recorded within 250m of the site, the nearest of which was a miss-constructed foul sewer discharging 19m away from the site into the water course. The nearest pollution control licence is for circa 200m away from the site in the industrial estate to the south.

8.8 At the time of writing no information was received from the local Environmental health officer or petroleum officer. The report will be updated in due course on receipt of this information. A walkover site survey will also be conducted at this stage.
9.0 CONSTRUCTION CONSIDERATIONS

9.1 Ground investigations will need to be carried out to determine the existing nature of the foundations, surface build up and geotechnical data. These will also be required encompass contamination assessment and risk assessment. This investigation can be in the nature of boreholes, trial pits or window samples around the site of any proposed development.

9.2 The existing sewer present onsite is to be maintained in its existing location. Foul drainage from the site will be connected to this sewer or other existing foul drain runs on site.

9.3 Foundations for the proposed temporary classroom will need to be taken down to below the invert of this sewer and protection measures to the sewer put in place to prevent any damage to the sewer for the duration of the presence of the temporary structure.

9.4 Storm water runoff will need to be managed onsite as the construction is proposed over an area of existing green landscaping/grassed area.

9.5 Porous tarmac for car parking areas will limit runoff however, runoff from the roof area will need to be attenuated, or discharge to soakaway, within the development area.

9.6 The use of Sustainable Urban Drainage Systems (SUDS) at the site will manage storm water runoff from the proposed development. The ground investigation should include soakage testing BRE365 to determine the soakage rate and suitability of the sustainable urban drainage systems.

9.7 The site is served by gas electric and telecommunication services; additional connections will need to be discussed with the school and statutory undertakers to establish capacity.

10.0 CONCLUSIONS

10.1 This study has identified possible sources of contamination at the site through adjacent brick works and landfill to the south of the site. Although risk is considered to be low, further investigation should be carried out to determine the extent of possible contamination.

10.2 The contamination assessment can be carried out as part of the intrusive site investigation required to determine foundation and external works construction. Any remediation measures can then be determined following the intrusive site investigation.

10.3 Storm water runoff will need to be managed on site as the development is proposed over an area of green space. Any external hard surface is proposed to be a permeable surface to replicate the existing situation but roof runoff may need to be attenuated to reduce off site peak flows to the existing runoff rates.

10.4 HOP are still awaiting information from service providers, Environmental Health Officers and the Environment Agency at the time of writing this report and therefore, information from these bodies cannot be included however, the report will be updated on receipt of this information.

10.5 Information in this report is based on the information provided by others. HOP cannot be responsible for any inaccuracies in any information provided.