

PLANNING APPLICATIONS COMMITTEE

Wednesday, 4th March, 2020

10.00 am

**Council Chamber, Sessions House, County Hall,
Maidstone**





AGENDA

PLANNING APPLICATIONS COMMITTEE

Wednesday, 4th March, 2020, at 10.00 am Ask for: **Andrew Tait**
Council Chamber, Sessions House, County Telephone: **03000 416749**
Hall, Maidstone

*Tea/Coffee will be available from 9:30 **outside the meeting room***

Membership (13)

- Conservative (10): Mr R A Marsh (Chairman), Mr R A Pascoe (Vice-Chairman),
Mr M A C Balfour, Mrs R Binks, Mr A Booth, Mr A H T Bowles,
Mr P C Cooper, Mr H Rayner, Mr C Simkins and Mr J Wright
- Liberal Democrat (1): Mr I S Chittenden
- Labour (1) Mr J Burden
- Independents (1) Mr P M Harman

UNRESTRICTED ITEMS

(During these items the meeting is likely to be open to the public)

A. COMMITTEE BUSINESS

1. Membership
To note the appointment of Mr A H T Bowles to the Committee in place of Mrs P A V Stockell.
2. Substitutes
3. Declarations of Interests by Members in items on the Agenda for this meeting.
4. Minutes - 5 February 2020 (Pages 1 - 8)
5. Site Meetings and Other Meetings

B. GENERAL MATTERS

1. General Matters

C. MINERALS AND WASTE DISPOSAL APPLICATIONS

D. DEVELOPMENTS TO BE CARRIED OUT BY THE COUNTY COUNCIL

1. Proposal GR/951 (KCC/GR/0192/2019) - Proposed new build block to accommodate a 1 f.e expansion and demolition of existing buildings at St George's CE School, Meadow Road, Gravesend; KCC Education and Governors of St George's CE School (Pages 9 - 32)

E. MATTERS DEALT WITH UNDER DELEGATED POWERS

1. County matter applications (Pages 33 - 36)
2. County Council developments
3. Screening opinions under Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (None)
4. Scoping opinions under Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (None)

F. KCC RESPONSE TO CONSULTATIONS

1. Application CA/19/00557/OUT Location - Land south of Osborne Gardens, Herne Bay Proposal - Outline application for proposed residential development for up to 180 dwellings with site access, open space and associated infrastructure following demolition of 2 no. dwellings (Pages 37 - 42)
2. Application SW/18/502190/EIHYB Location - Land North Quinton Road, Sittingbourne, Kent ME10 2SX Proposal - Full Planning Application - Phase 1 North - Erection of 91 dwellings accessed from Grovehurst Road, public open and amenity space (including an equipped children's play area) together with associated landscaping and ecological enhancement works, acoustic barrier to the A249, internal access roads, footpaths, cycleways, parking, drainage (including infiltration basins and tanked permeable paving), utilities and service infrastructure works. Full Planning Application - Phase 1 South - Erection of 252 dwellings (including 34 affordable dwellings) accessed from Quinton Road, public open and amenity space, together with associated landscaping and ecological enhancement works, internal access roads, footpaths, cycleways and parking, drainage (including infiltration swales, ring soakaways and permeable paving), utilities and service infrastructure works. (Pages 43 - 48)
3. Tonbridge and Malling Borough Council - Local Plan Post Submission Consultation (Pages 49 - 52)
4. Thanet District Council Local Plan Main Modifications (Pages 53 - 54)

G. OTHER ITEMS WHICH THE CHAIRMAN DECIDES ARE URGENT

EXEMPT ITEMS

(At the time of preparing the agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public)

03000 416814

Tuesday, 25 February 2020

(Please note that the background documents referred to in the accompanying papers may be inspected by arrangement with the Departments responsible for preparing the report. Draft conditions concerning applications being recommended for permission, reported in section D, are available to Members in the Members' Lounge.)

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KENT COUNTY COUNCIL**PLANNING APPLICATIONS COMMITTEE**

MINUTES of a meeting of the Planning Applications Committee held in the Council Chamber, Sessions House, County Hall, Maidstone on Wednesday, 5 February 2020.

PRESENT: Mr R A Marsh (Chairman), Mrs R Binks, Mr A Booth, Mr D L Brazier (Substitute for Mr M A C Balfour), Mr J Burden, Mr I S Chittenden, Mr P C Cooper, Mr P M Harman, Mr J P McInroy (Substitute for Mr R A Pascoe), Mr H Rayner, Mr C Simkins, Mr I Thomas (Substitute for Mrs P A V Stockell) and Mr J Wright

IN ATTENDANCE: Mrs S Thompson (Head of Planning Applications Group), Mr J Wooldridge (Principal Planning Officer - Mineral Developments), Mr P Hopkins (Principal Planning Officer), Mr D Joyner (Transport & Development Manager) and Mr A Tait (Democratic Services Officer)

UNRESTRICTED ITEMS**1. Minutes - 4 December 2019**

(Item A3)

RESOLVED that the Minutes of the meeting held on 4 December 2019 are correctly recorded and that they be signed by the Chairman.

2. General Matters

(Item B1)

The Head of Planning Applications Group informed the Committee that following the consideration and referral of the Dover Grammar School for Boys application (DOV/19/01120 / KCC/DO/0195/2019), the Secretary of State had decided that the former Dover Grammar School for Boys building was not of listable quality. The Committee's decision to grant permission for the demolition of existing buildings and the erection of a new teaching block (Minute 19/61) had therefore been confirmed.

3. Application TW/19/1343 (KCC/TW/0093/2019) - Replacement processing plant and ancillary office and welfare buildings involving variation of Condition xvii of Permission TW/79/353 and the submission of details pursuant to Conditions iii (b), xiv, xv, xvi, xviii and xxii of Permission TW/79/753 at Stonecastle Farm Quarry, Whetsted Road, Five Oak Green, Tonbridge; Tarmac Ltd

(Item C1)

(1) Representations from the Local Member, Ms S Hamilton had previously been circulated to the Committee.

(2) The Head of Planning Applications Group reported the receipt of late correspondence requesting that consideration of the application be deferred. She stated that, having considered these representations, she did not consider that there were any grounds to amend the report or its recommendations.

(3) Mr A Chilvers, Mr S Gledhill and Mrs C Mackonochie addressed the Committee in opposition to the application. Mr M Pendock and Mr A Bate (Tarmac Ltd) spoke in reply.

(4) The Committee decided to amend the lighting condition in order to specify that it would be designed to minimise light spill. It also added two Informatives. The first of these advised to effectively comply with the condition regarding the requirement to maintain the access road in good order so as to minimise noise and dust impact. The second advised that the applicant should explore the potential for the provision of a 3-phase electric power supply to the plant site to replace the permitted diesel generators and install and use such a power supply as soon as reasonably possible.

(5) On being put to the vote, the recommendations of the Head of Planning Applications Group were unanimously agreed as amended in (4) above.

(6) RESOLVED that:-

- (a) permission be granted to the application subject to conditions, including conditions covering the re-imposition of the conditions imposed on Permission TW/79/753 (amended or deleted as necessary to reflect subsequent approvals or what is now permitted); the rated output of the processing plant being restricted to no more than 20 tonnes per hour; processed material stockpiles being restricted to no more than 6m in height; external lighting being designed to minimise light spill and only being used when necessary and as proposed; a new landscape, restoration and aftercare scheme for the plant site, stockpiling areas, access road, silt lagoon and clean water lagoon being submitted to the County Planning Authority for approval within 6 months of the date of the permission being given; a 52dBLAeq, 1hr, free-field noise limit for operations at the plant site; a 70dB(A) LAeq 1h, (free field) noise limit for up to 8 weeks in a year for restoration and plant construction operations; operations (including the use of generators) being restricted to the daytime period only (i.e. the permitted hours of use); no use of the processing plant on Saturdays (unless agreed beforehand in writing by the County Planning Authority); mobile plant used at the site employing white noise reversing alarms (rather than "bleepers"); the implementation of the new Dust Attenuation Scheme; the implementation of the Flood Evacuation Plan; the applicant seeking to ensure that the weighbridge and welfare offices are positioned 1.2m above ground level; access / egress to the A228 from Whetsted Road whereby HGVs leaving the site turn left onto Whetsted Road and left again (also Whetsted Road), heading north on the A228 before navigating on their final routing at the southern end of the East Peckham by-pass, and traffic arriving at the site turns right into the site from Whetsted Road; the existing area of scrub at the tip of the clean water lagoon and a strip of vegetation to the west of the proposed development area not being removed unless this takes place in accordance with an appropriate ecological mitigation strategy which is first submitted to and approved in writing by the County Planning Authority; and no waste materials being imported onto the site; and

- (b) the applicants be advised by Informative that:
- (i) they should coordinate silt and vegetation clearance works with the Environment Agency to ensure that the flow of water is maintained in surface water channels whilst minimising impact on biodiversity and maintaining connectivity;
 - (ii) they should engage positively with the local community and respond appropriately to any concerns that are raised by local residents about any noise, dust / air quality or other issues that may arise once operations resume at the quarry;
 - (iii) they should continue to engage with the local community through the Stonecastle Farm Quarry Liaison Group;
 - (iv) they should effectively with the condition regarding the requirement to maintain the access road in good order so as to minimise noise and dust impact; and
 - (v) they should explore the potential for the provision of a 3-phase electric power supply to the plant site to replace the permitted diesel generators and install and use such a power supply as soon as reasonably possible.

**4. Proposal SE/19/3123 (KCC/SE/0239/2019) - Erection of single storey activity hall on existing car park and relocation of 11 parking spaces within the site at Riverhead Infants School, Worships Hill, Riverhead, Sevenoaks ;
Governors of Riverhead Infants School**

(Item D1)

(1) The Head of Planning Applications Group reported correspondence from the Local Member, Mr N J D Chard which included a suggestion that a Local Liaison Group be set up to meet on a regular basis in order to improve dialogue between the School and the local community with an invitation being extended to the local County and Borough Councillors and Members of the two Parish Councils. The Committee agreed to add an Informative to this effect.

(2) Mr Martin Denton addressed the Committee in opposition to the application. Mr Michael Mamalis (GAD Architecture) spoke in reply on behalf of the applicants.

(3) The Committee decided to strengthen the landscaping condition by specifying that replacement trees should be planted. It also added an Informative asking the applicants to consider the provision of passive infrastructure, including accessibility to an adequate electrical supply and ducting to enable the installation of electric car charging points.

(4) On being put to the vote, the recommendations of the Head of Planning Applications Group were unanimously agreed as amended in (1) and (3) above.

(5) RESOLVED that:-

- (a) permission be granted to the proposal subject to conditions, including conditions covering the standard 3 year time limit; the development be

carried out in accordance with the permitted details; the submission for approval of details of external materials; measures to protect existing trees during construction, including those set out in the Arboricultural Method and Impact Statement; the submission for approval of a preliminary risk assessment, site investigation, options appraisal and remediation strategy and a verification plan and report to meet Environment Agency requirements concerning the potential for historic land contamination and the protection of controlled waters; the restriction of infiltration of surface water drainage into the ground and restriction of piling or any other foundation designs using penetrative methods to address comments raised by the Environment Agency in respect of unforeseen contamination found during development; the submission of a Construction Management Plan; construction hours being limited to between 0800 and 1800 on Mondays to Fridays and 0900 to 1300 on Saturdays with no work on Sundays or Bank Holidays; measures to control dust during construction; the provision and permanent retention of relocated vehicle car parking spaces prior to occupation of the site; the annual review of the School Travel Plan via Jambusters; the submission of external lighting details; the submission of details of ecological enhancements within 6 months of works commencing; the submission of details of the proposed landscape planting, including replacement trees, native species and those species suitable for bee pollination where appropriate; the submission of details of the archaeological field evaluation works specification and timetable prior to the commencement of the development; hours of use for the proposed hall during School term time being limited to between 0750 and 1815 on Mondays to Fridays, 0900 to 1400 hours on Saturdays with no use on Sundays or Bank Holidays (except for: access for cleaners and staff between 0630 and 2000 on Mondays to Fridays, 0750 to 2100 on Mondays to Fridays on no more than 12 occasions per year during School term time, 0700 to 1800 on Saturdays and 0700 to 1600 on no more than 1 occasion per year during School term time, 0900 to 1400 on no more than 2 occasions per year during School term time; hours of use outside of the hall outside of School term time being limited to 0900 to 1600 on Mondays to Fridays with no use on Saturdays, Sundays and Bank Holidays; and a requirement for the drop off/pick up loop and all of the 43 parking spaces within the site to be used in connection with the use of the activity hall, including the breakfast and afterschool club during school term time and for the community use of the activity hall during School Term time and outside of School Term time; and

- (b) the applicant be advised by Informative :-
- (i) of advice from the County Council's Ecology Advice Service concerning the timing of works outside of the bird breeding season;
 - (ii) of the need to consult the relevant water companies in respect of the restriction of drainage systems for the infiltration of surface water to the ground;

- (iii) of the advice from Transport Planning that the two spaces accessed off the drop off loop should be allocated so that members of staff are not entering the area unnecessarily;
- (i) that the School is encouraged as part of the development to consider the provision of passive infrastructure, including accessibility to an adequate electrical supply and ducting, to enable the installation of electric car charging points to be installed when needed; and
- (iv) that the School is requested to establish a Local Liaison Group comprising Members from the two local Parish Councils, representative(s) from the School, the local District Councillor and the local County Councillor to meet on a regular basis in order to improve the dialogue between the School and the local community.

5. Matters dealt with under Delegated Powers

(Item E1)

(1) The Head of Planning Applications Group reported an Urgent Decision taken under Sections 10.15 and 10.16 of Part 2 of the Constitution. This was an **application from Robert Body Haulage for urgent activity at Borough Green Landfill to facilitate the M20 Road Works in February and March 2020.**

(2) Following discussions with the relevant KCC Local Member (Mr H Rayner) and the Chairman of the Planning Applications Group (Mr R A Marsh), the Head of Planning Applications Group had used her delegated powers to agree that Borough Green Landfill could open to allow the proposed works on those days and times referred to enable the request set out below:

“Robert Body Haulage Limited has been approached by the company that are doing the M20 road improvements at the moment. They have lane closures in place over four weekends in February and March 2020 where they need to dig out the old carriage way and lay the new Type 1 Sub-base on a Saturday, so they can put the tarmac down on the Sunday. I have been in touch with other local landfill sites and they have the same working hours as us, 07.00 HRS to 13.00 HRS on a Saturday. With works taking place at junction 4 and on the M26 slip road, we are the closest landfill site to the works as you know.

I have attached the dates, times, locations and estimated tonnage for your consideration.

1 Bottom of M26 C/B on slip 08/02/20: 20 loads muck away and 360t Type 1 sub-base Dig 06:00-13:00 T1 10:00-16:00;

2 Bottom of Jct 4 C/B on slip 15/02/20: 35 loads muck away and 640t Type 1 sub-base Dig 06:00-18:00 T1 10:00-21:00;

3A Bottom of Jct 4 L/B off slip 29/02/20: 25 loads muck away and 460t Type 1 sub-base Dig 06:00-15:00 T1 15:00-23:00

3B Bottom of Jct 4 L/B off slip 07/03/20: 26 loads muck away and 480t Type 1 sub-base Dig 06:00-15:00 T1 10:00-18:00

We are Sourcing the Type 1 sub-base from Hanson's at Allington"

(3) In coming to the decision to grant the request, all concerned had given considerable weight to the desirability of securing a solution to the waste disposal needs associated with the M20 roadworks, the lack of available alternatives and the fact that it would not otherwise have been possible to secure any formal planning permission in time to facilitate the proposed operations.

(4) For the avoidance of doubt, the approval only related to those operations necessary for the stated works. The additional hours were not permitted to be used for the receipt of other waste or other operations not directly associated with what had been proposed. The approval was also given on the understanding that HGVs would be routed to and from the site via that part of Wrotham Road (A227) to the north of the site access, the A20 (north of the M20), the M26 and M20.

(5) RESOLVED to note matters dealt with under delegated powers since the last meeting relating to:-

- (a) County matter applications;
- (b) County Council developments;
- (c) Screening Opinions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017;
- (d) Scoping Opinions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (None); and
- (e) The Urgent decision taken under Sections 10.15 and 1016 of Part 2 of the Constitution as set out in (1) to (4) above.

6. KCC Response to Consultations

(Item F1)

(1) Mr J Burden informed the Committee that as Leader of Gravesham BC, he would not participate in any discussion of KCC's response to Gravesham BC's Local Validation List (Item F5).

(2) RESOLVED to note Kent County Council's responses to the following consultations:-

- (a) Application 19/00025/AS Location - Land between railway line and Willesborough Road, Kennington, Kent. Proposal - 'Hybrid planning application seeking: outline planning permission (all matters reserved except for points of access) for up to 437 dwellings; formal and informal open space incorporating SuDS; and associated services, infrastructure and groundworks; and (ii) full planning permission for the erection of 288 dwellings; the creation of serviced plot of land to facilitate the delivery by Kent County Council of a two-form entry primary school with

associated outdoor space and vehicle parking; a new Bowls Centre including a clubhouse of 292 sq m, ancillary buildings and a bowling green; a local centre to provide 280 sq m of A1 (retail), 180 sq m of A1 (retail foodstore) , 100 sqm A3 (café), 75 sq m A5 (takeaway), 190 sq m D2 (gym/fitness studio space), open space incorporating SuDS; vehicle parking; and associated services, structural landscaping, infrastructure and groundworks. **Subject to an Environmental Impact Assessment**;

- (b) Tonbridge and Malling Borough Local Plan - Additional Information Consultation;
- (c) Canterbury District Local Plan Review - Draft Sustainability Appraisal and Strategic Environmental Assessment Scoping Report;
- (d) Ash Parish Council Neighbourhood Development Plan - Regulation 14;
- (e) Gravesham Borough Council Local Validation List (Local List) of Validation Requirements for Planning Applications;
- (f) Folkestone & Hythe District Council - Core Strategy Review Submission Draft 2019 Consultation – Proposed Amendments;
- (g) Folkestone & Hythe Core Strategy Review Submission Draft 2019 consultation on Revised Housing Requirement;
- (h) Application SE/19/02616 for 850 homes at Stonehouse Park, Broke Hill Golf Course, Halstead, Sevenoaks;
- (i) Application TM/13/01535/OAEA (Phase 3, Kings Hill). The application includes details of a Landscape Strategy pursuant to Condition 23 (partial discharge), Landscaping Scheme pursuant to Condition 24 (partial discharge) and details of external lighting pursuant to Condition 33 (partial discharge) of the same Consent; and
- (j) Application SE/19/05000/HYB Location - DSTL Fort Halstead Crow Drive Halstead Sevenoaks KENT TN14 7BU Proposal - Hybrid application comprising, in outline: development of business space (use classes B1a/b/c) of up to 27,659 sq m GEA; works within the X enclave relating to energetic testing operations, including fencing, access, car parking; development of up to 750 residential dwellings; development of a mixed use village centre (use classes A1/A3/A4/A5/B1a/D1/D2); primary school; change of use of Fort Area and bunkers to Historic Interpretation Centre (use class D1) with workshop space and; associated landscaping, works and infrastructure. In detail: demolition of existing buildings; change of use and works including extension and associated alterations to buildings Q13 and Q14 including landscaping and public realm, and primary and secondary accesses to the site.

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SECTION D
DEVELOPMENT TO BE CARRIED OUT BY THE COUNTY COUNCIL

Background Documents: the deposited documents; views and representations received as referred to in the reports and included in the development proposals dossier for each case; and other documents as might be additionally indicated.

Item D1

Proposed new build block to accommodate a 1FE expansion, and demolition of existing buildings at St George's CofE School, Meadow Road, Gravesend – GR/19/951 (KCC/GR/0192/2019)

A report by Head of Planning Applications Group to Planning Applications Committee on 4 March 2020.

Application by Kent County Council Education & St Georges CofE School for a new build block to accommodate a 1 Form of Entry expansion to the school, with associated hard and soft landscaping, and demolition of the existing H Block and V Block, at St Georges Church of England School, Meadow Road, Gravesend, Kent DA11 7LS – GR/19/951 (KCC/GR/0192/2019).

Recommendation: Planning permission be granted, subject to conditions.

Local Member: Mr Burden and Dr Sullivan

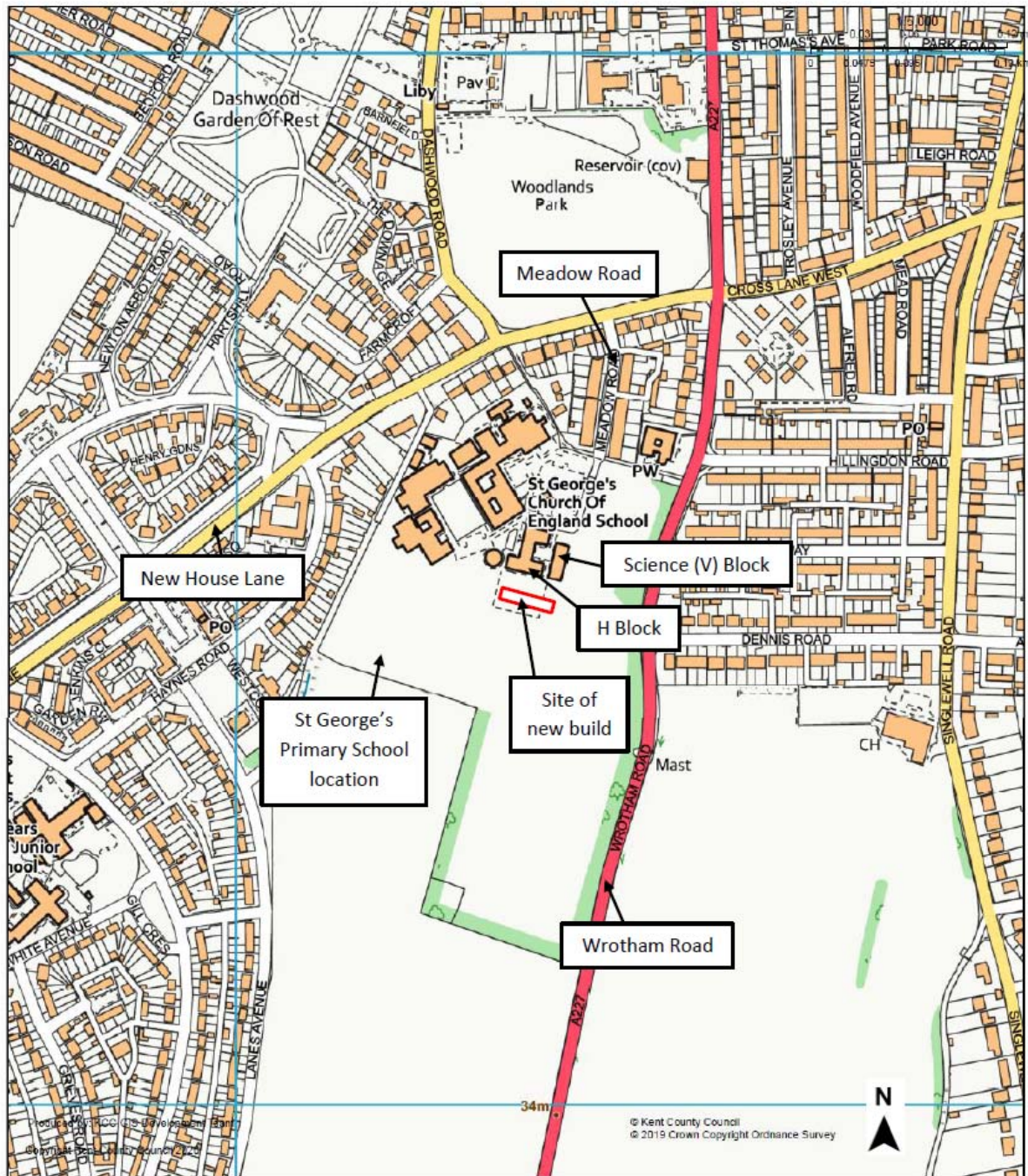
Classification: Unrestricted

Application Site

1. St Georges Church of England (CofE) School is 6 form of entry (FE) secondary school, located approximately a mile to the south of Gravesend Town Centre. The School became an Academy in 2011, but due to the identified educational need to expand this school (see paragraphs 5 & 6) the County Council is the applicant and determining authority in this case. The School is accessed via Meadow Road, a residential street off New House Lane, which provides through access to the school site only. Wrotham Road, a main route into Gravesend Town Centre from the Tollgate A2 junction to the south, runs along the eastern boundary of the School site. A second pedestrian access to the school has recently been opened, via the newly completed Primary School site to the south.
2. The existing school buildings are located to the north west of the site, adjacent to the Meadow Road access, with properties in Meadow Road and New House Lane to the north backing onto the site. Properties in Haynes Road back onto the western site boundary. St Georges CofE Primary School has recently been constructed to the south of the secondary school buildings, on an area that was previously playing field (see paragraph 8). The Primary School has a separate vehicular access via Westcott Avenue, to the south west of the site. Beyond the Primary School, a secure fence line and mature trees and thick scrub form the southern boundary of the educational campus, beyond which lies an open agricultural field which is owned by the County Council. The Secondary School's playing fields occupy the eastern half of the school site, extending the full length of the site from north to south. The playing fields are bordered on all four sides by a line of mature trees.

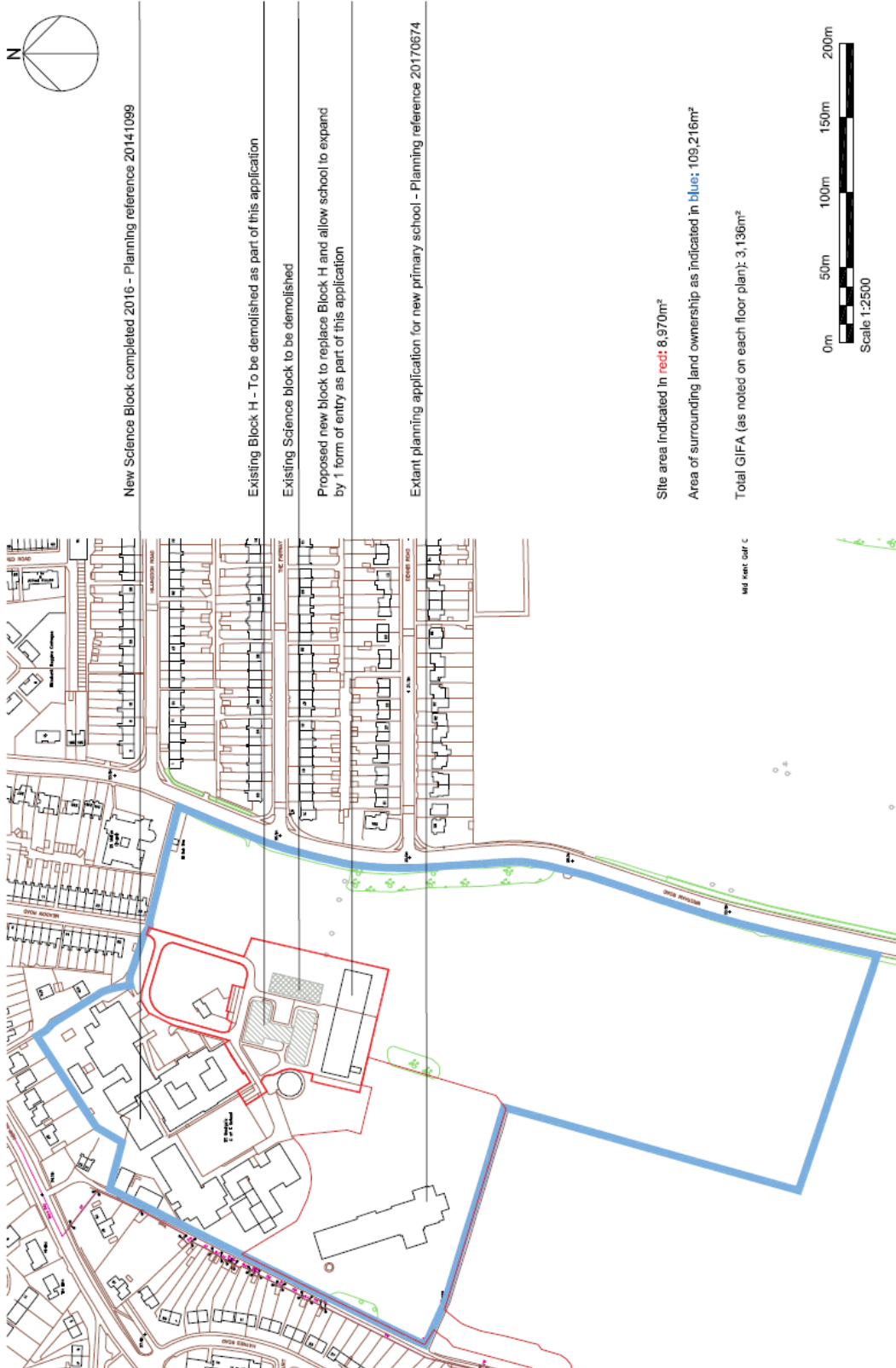
Proposed new build block to accommodate a 1FE expansion, and demolition of existing buildings at St George's CofE School, Meadow Road, Gravesend – GR/19/951 (KCC/GR/0192/2019)

Site Location Plan



Proposed new build block to accommodate a 1FE expansion, and demolition of existing buildings at St George's CofE School, Meadow Road, Gravesend – GR/19/951 (KCC/GR/0192/2019)

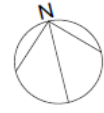
Existing Site Plan



D1.3

Proposed new build block to accommodate a 1FE expansion, and demolition of existing buildings at St George's CofE School, Meadow Road, Gravesend – GR/19/951 (KCC/GR/0192/2019)

Existing H Block to be Demolished

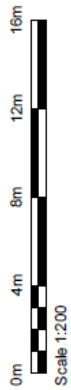
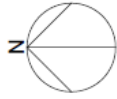


Images of existing block to be demolished

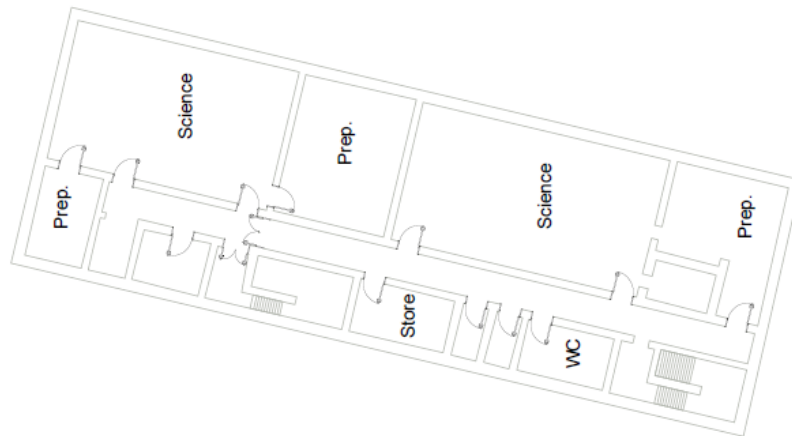


Proposed new build block to accommodate a 1FE expansion, and demolition of existing buildings at St George's CofE School, Meadow Road, Gravesend – GR/19/951 (KCC/GR/0192/2019)

Existing Science (V) Block to be Demolished

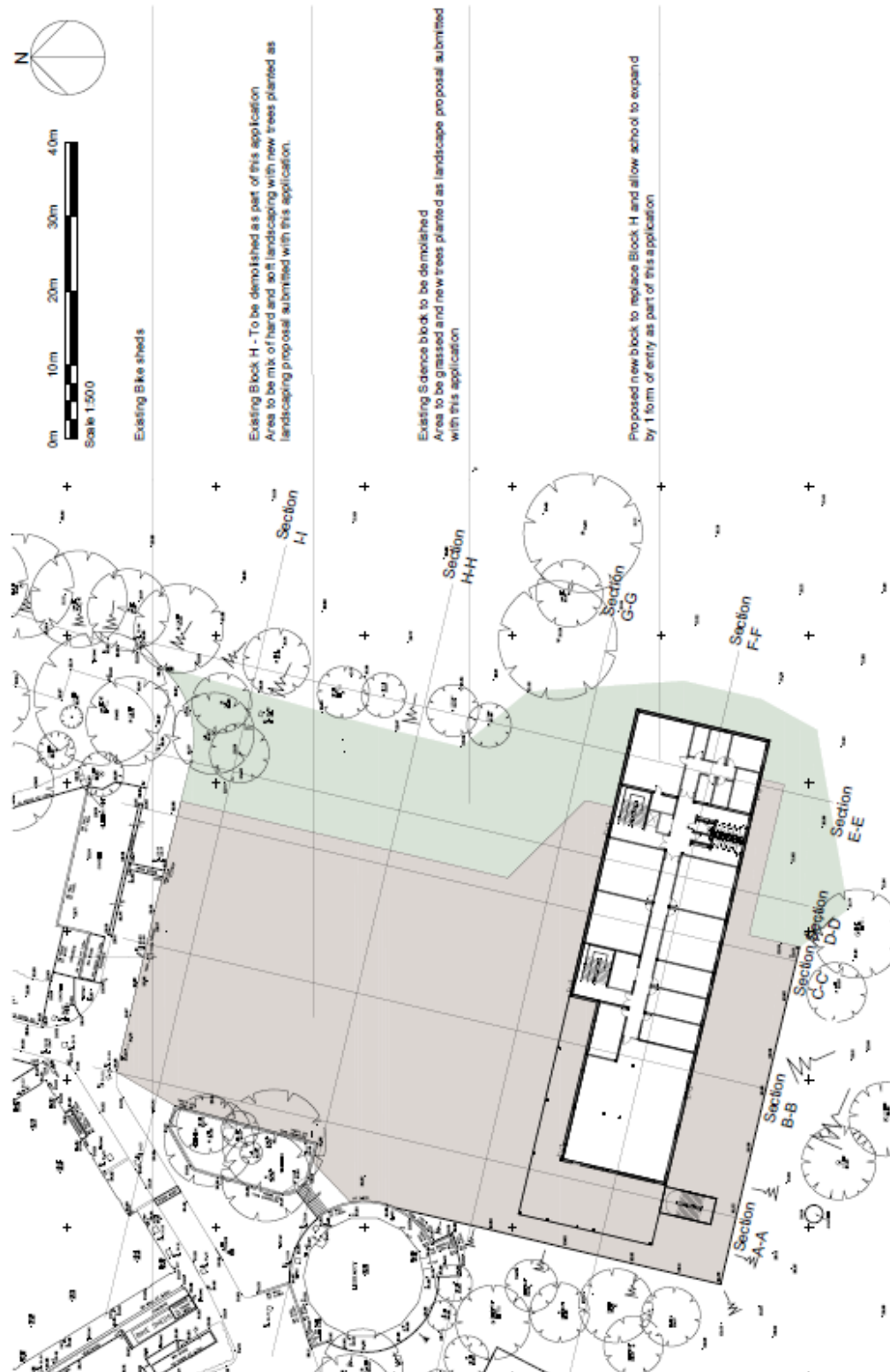


Images of existing block to be demolished



Proposed new build block to accommodate a 1FE expansion, and demolition of existing buildings at St George's CofE School, Meadow Road, Gravesend – GR/19/951 (KCC/GR/0192/2019)

Proposed Site Plan



Proposed new build block to accommodate a 1FE expansion, and demolition of existing buildings at St George's CofE School, Meadow Road, Gravesend – GR/19/951 (KCC/GR/0192/2019)

Proposed Elevations/Visualisations



Northern View of New Block



Southern View of New Block

Proposed new build block to accommodate a 1FE expansion, and demolition of existing buildings at St George's CofE School, Meadow Road, Gravesend – GR/19/951 (KCC/GR/0192/2019)

3. To the south of the School site, beyond the agricultural field owned by the County Council, outline planning permission has been granted by Gravesham Borough Council for the development of a 17.46ha site to provide 400 dwellings and associated infrastructure and access. The planning application, reference GR/20141214 was approved in January 2018. The Borough Council are currently considering various reserved matters and details pursuant to condition applications relating to that application.
4. There are no protected trees within the site, no ecological or landscape designations, and the site is not within a Conservation Area, nor within the setting of any Listed Buildings.

A site location plan is attached.

Background & Need

5. The Kent County Council (KCC) Commissioning Plan for Education Provision in Kent 2020-2024 states that demand for school places within Gravesham continues to exceed capacity. The primary contributory factor in generating that demand is high birth rates, with Gravesham continuing to have birth rates above the National and Kent averages. However, added to that, planned housing growth, such as the housing development to the south of the application site referred to in paragraph 3 above, will further contribute to the deficiencies in secondary school places. Furthermore, that increased demand is showing no signs of reducing over the forecast period.
6. The Area Education Officer has advised that all secondary schools within the Borough (which have the necessary site capacity) are subject to expansion plans to enable the Education Authority (KCC) to meet the existing and future demand. Without the expansion of St Georges as part of that expansion programme, the deficit is unlikely to be fully addressed, which would result in pupils having to travel to schools outside of the borough to access a school place. The Education Officer further advises that St Georges has agreed to admit a 'bulge' Year 7 class for September 2020 to meet demand, which does not require any additional infrastructure. However, without the accommodation proposed in this application, the School could not accommodate an additional form of entry (FE) intake from September 2021 onwards.

Relevant Site History

7. As outlined in paragraph 1 above, St Georges CofE Secondary School became an Academy in 2011, meaning that the County Council is no longer the Planning Authority for the site (as the County Council would not normally be the applicant). Prior to 2011, the County Planning Authority dealt with various applications at the site, the most recent of which was for the retention of two modular buildings in 2008 (GR/08/826).
8. As referenced in paragraph 2 of this report, the County Planning Authority granted planning permission for a *'new build 2 storey 420 place Primary School with car park, playground, floodlit artificial pitch, and associated landscaping with new access road, footpaths, highway improvements (including the widening of Westcott Avenue and the*

D1.8

Proposed new build block to accommodate a 1FE expansion, and demolition of existing buildings at St George's CofE School, Meadow Road, Gravesend – GR/19/951 (KCC/GR/0192/2019)

provision of a footpath link to Lanes Avenue) and service connections' on the south eastern section of the secondary school playing field on the 7 December 2017. That application, GR/17/674 (KCC/GR/0165/2017), was considered at the Planning Applications Committee on the 8 November 2017.

9. Following conversion to an Academy in 2011, the Borough Council have determined various applications at the site, most notably the following;
- 20141099 (demolition of existing science (V) block and erection of two storey replacement science block);
 - 20171114 (demolition of existing H block and erection of a two storey building to provide replacement teaching facilities); &
 - 20190054 (demolition of existing H block and erection of a two storey building to provide replacement teaching facilities) *NB. This application amended the design and footprint of the development approved under consent reference 20171114*

It is important to note that none of the above three applications have been implemented.

10. As will be set out below, this application now proposes the demolition of both the existing H and Science (V) block, and replacement accommodation. Additional accommodation is also included within the new building to accommodate the 1 FE expansion required to meet educational need within Gravesham.

Proposal

11. This application proposes a new build block to accommodate a 1 form of entry (FE) expansion to the school, with associated hard and soft landscaping. The demolition of the existing H and V (science) blocks is also proposed, and the applicant advises that both blocks are currently vacant as they are no longer fit for purpose. The School is currently 6FE with a published admission number (PAN) of 180. It is proposed to increase this PAN to 210 (7FE), adding an additional 30 pupils to each year group incrementally, resulting in an eventual capacity of 1050 pupils in years 7 to 11.
12. The H and V (science) blocks are located to the south east of the existing built development on site, as identified on the application drawings/site plan. It is proposed that both of these buildings are to be demolished on completion of the new build, and replacement hard play space and soft landscaping/tree planting be provided under the footprint of these buildings. The proposed new teaching block would be located on an existing area of hard play, to the south of the H and V blocks.
13. The proposed development would result in the removal of 21 individual trees, and the partial removal of a group of trees (2 out of 6). None of these trees are identified as being of high amenity value. A Landscape Strategy is submitted with this application which shows that 34 replacement trees (native and/or wildlife attracting) would be planted on site, in addition to general soft landscaping/shrub planting.
14. The proposed building would accommodate teaching spaces for Maths, English, Music and Media, as well as a 6th Form area, Dance/Drama studio and office space. The building would have a rectangular footprint, orientated east/west, and would be three

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storeys in height for the most part, with two storey accommodation at both the east and western ends of the building. The external materials proposed include a red brickwork plinth, high pressure laminate rainscreen cladding system in red and grey, and dark grey powder coated aluminium windows and doors. The building would have a flat roof.

15. This application does not propose to alter existing vehicular and/or pedestrian access arrangements, and does not propose any additional car parking on site. The applicant advises that the 1FE expansion would result in an additional 2 members of staff. The submitted Transport Assessment states that there are 84 existing car parking spaces on site, comprising formally marked bays and informal areas of hard standing at various locations around the site, and that the this operates under capacity at the moment.
16. The applicant advises that the building has been designed to ensure that the building is energy efficient, incorporating an energy efficient building fabric, a natural ventilation system and other passive measures through the architectural design to reduce energy consumption and carbon emissions beyond what is typical for a new build.

The application is accompanied by a Planning, Design & Access Statement, Transport Statement & Technical Note, Travel Plan, Arboricultural Impact Assessment, Preliminary Ecological Appraisal, Bat Protection Strategy, Ground Investigation Report, Surface Water Drainage/SuDs Assessment, Sustainable Design Report & Education Need Statement.

Planning Policy

17. The following Guidance/Statements and Development Plan Policies summarised below are relevant to the consideration of the application:

- (i) **National Planning Policy Framework (NPPF) February 2019** and the **National Planning Policy Guidance** (March 2014), sets out the Government's planning policy guidance for England, at the heart of which is a presumption in favour of sustainable development. The guidance is a material consideration for the determination of planning applications but does not change the statutory status of the development plan which remains the starting point for decision making. However, the weight given to development plan policies will depend on their consistency with the NPPF (the closer the policies in the development plan to the policies in the NPPF, the greater the weight that may be given).

In determining applications, the NPPF states that local planning authorities should approach decisions in a positive and creative way, and decision takers at every level should seek to approve applications for sustainable development where possible.

In terms of delivering sustainable development in relation to this development proposal, the NPPF guidance and objectives covering the following matters are of particular relevance:

- achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;

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- consideration of whether the opportunities for sustainable transport have been taken up and safe and suitable access to the site can be achieved for all people;
- that the planning system contributes to and enhances the natural and local environment;
- meeting the challenge of climate change and flooding and incorporating SuD's;

In addition, Paragraph 94 states that: *The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools.*

- (ii) **Policy Statement – Planning for Schools Development (15 August 2011)** which sets out the Government's commitment to support the development of state-funded schools and their delivery through the planning system. In particular the Policy states that the Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity of provision in the state funded school sector, to meet both demographic needs, provide increased choice and create higher standards.

(iii) **Development Plan Policies**

Gravesham Local Plan Core Strategy (2014)

Policy CS01 Sustainable Development - States that a positive approach will be taken which reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and in the Core Strategy.

Policy CS10 Physical and Social Infrastructure – States that support will be given to proposals that protect, retain or enhance existing physical and social infrastructure, including schools.

Policy CS11 Transport – States that new development should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel.

Policy CS12 Green Infrastructure – Amongst other things seeks to protect, conserve and enhance landscape character, biodiversity, habitats and species.

Policy CS13 Green Space, Sport and Recreation – States that new development should seek to make adequate provision for and to

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protect and enhance the quantity, quality and accessibility of green space, playing pitches and other sports facilities.

Policy CS18 Climate Change – Sets out criteria for new developments with regard to flood risk, water quality, sustainable drainage and surface water runoff, water demand management and carbon reduction.

Policy CS19 Development and Design Principles – Sets out criteria for new development, that includes (amongst other things) the need to avoid causing harm to the amenity of neighbouring occupants, including loss of privacy, daylight and sunlight, and avoid adverse environmental impacts in terms of noise, air, light and groundwater pollution and land contamination. New development should be visually attractive and locally distinctive, and must conserve and enhance the character of the local built, historic and natural environment.

The adopted **Gravesham Borough Local Plan First Review 1994** (relevant saved policies).

Policy T1 - The Local Planning Authority will consider the impact on the transport system and on the environment of traffic generated by new development and would wish to ensure that all proposed developments are adequately served by the highway network.

Policy P3 - The Borough Council will expect development to make provision for vehicle parking, in accordance with Kent County Council Vehicle Parking Standards.

Consultations

18. **Gravesham Borough Council** raises no objection to this application and comments as follows:

“The Borough Council raises no objection to the principle of the development and would request that Kent County Council determines the application in accordance with the adopted local and national planning policy, and takes into account all the material considerations raised by consultees and third parties.”

Kent County Council Highways and Transportation raise no objection to this application subject to conditions requiring:

- the implementation of the submitted School Travel Plan and adherence to the initiatives set out within it, and ongoing updating, monitoring and review. The Travel Plan must be published and updated via the County Councils 'Jambusters' system;
- the submission of details of parking restrictions at the junction of Meadow Road with New House Lane for the written approval of the County Planning Authority prior to first occupation of the development. The applicant must thereafter make 'best endeavours' to implement a Traffic Regulation Order (TRO) relating to those parking restrictions, with all cost of the TRO borne by the applicant; and

D1.12

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- no parking of contractors vehicles or any other vehicle associated with the construction of the development within the school staff car park or in Meadow Road.

Highways and Transportation further advise that they attended a meeting with representatives from the School, DHA Transport Consultants (on behalf of the applicant) and Gravesham Borough Council's Highways Development Manager on 5th December 2019 to discuss the concerns that had been raised by local residents and to observe the way the School helps to control vehicle movements in Meadow Road. As a result of the meeting and the opportunity to observe the conditions in Meadow Road at the end of the school day, Highways and Transportation are satisfied that the existing congestion issues in Meadow Road are not significant and that the additional pupil numbers as a result of this application would not significantly exacerbate those issues. The School are also actively managing and monitoring the situation.

Highways and Transportation further note that travel surveys undertaken in 2019 demonstrate that, due to a fairly localised catchment, together with the introduction of a new walking route from the west adjacent to the primary school, that the percentage of pupils arriving (33%) and departing from school (26%) by car is relatively low and this could be improved by the implementation of the School Travel Plan which has been submitted as part of this application and approved by KCC's School Travel Plan Advisor.

The County Council's School Travel Plan Advisor raises no objection to this application and has approved the submitted School Travel Plan via the County Council's online 'Jambusters' system.

Sport England raises no objection to the application. The proposal is considered to meet Sport England's 'exception 3' of their playing fields policy in that the proposed development would affect land incapable of forming part of a playing pitch and does not adversely affect existing playing field/sports provision.

Environment Agency raises no objection to the proposed development subject to conditions regarding ceasing work should previously unidentified land contamination be found and infiltration of surface water. Advice to the applicant is provided with regard to the disposal of waste material, and such advice could be relayed by way of an informative.

The County Council's Biodiversity Officer raises no objection to this application and is satisfied that sufficient ecological survey work has been undertaken to demonstrate that protected species would not be affected by the proposed development, subject to a condition requiring the submission and written approval of a detailed Bat Mitigation Strategy prior to any works commencing on the demolition of the H & Science (V) block.

The Bat Mitigation Strategy must include the following, and be implemented as approved:

- Bat emergence surveys
- Overview of mitigation required
- Detailed methodology to implement mitigation

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- Timings of the proposed works (including confirmation from the School that the timings are acceptable)
- Details of bat roosts to be incorporated into the site if not required for mitigation (in the event that bats are not recorded roosting).

The County Council's Biodiversity Officer further advises that the buildings to be demolished have been assessed as having high potential for bats and that at least 3 bat emergence/dawn re-entry surveys would normally be expected to have been carried out on the buildings and a report submitted with the planning application. As these were not undertaken, and it is now not the appropriate season to undertake such surveys, to enable the applicant to demonstrate the appropriate mitigation could be carried out a worst-case scenario mitigation strategy has been submitted.

The County Council's Biodiversity Officer highlights that it is recommended that necessary surveys are carried out prior to determination to ensure that the County Council can fully understand the impact a proposed development would have on roosting bats. However, in this case, the Biodiversity Officer advises that the submitted worst-case scenario mitigation strategy does demonstrate that appropriate mitigation could be implemented within the site if planning permission is granted. Therefore, no objection is raised, subject to the submission of a detailed Bat Mitigation Strategy before demolition works commence.

The County Archaeologist no comments received to date.

The County Council's Flood Risk Management Team (SuDs) raises no objection to the application and considers that the submitted Sustainable Surface Water Drainage Scheme is acceptable. However, a condition of consent is required to secure the submission and approval of a Verification Report regarding the Surface Water Drainage Scheme prior to occupation of the development.

Local Member

19. The local County Members, Mr J Burden and Dr L Sullivan, were notified of the application on 9 September 2019. No views have been received to date.

Publicity

20. The application was publicised by an advertisement in a local newspaper, the posting of 3 site notices and the individual notification of 123 residential properties.

Representations

21. In response to the publicity, 8 letters of representation have been received from 7 local residents. A summary of the main planning issues raised/points of objection is set out below:
- No objection is raised to the building itself;
 - Support is expressed for the need to increase available school places;

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- The application refers to Years 7 to 11 only, what about sixth form numbers?
- The application refers to just 2 additional members of staff, how can that be correct?
- Concern is raised regarding additional school traffic in Meadow Road - which is the only vehicular access/egress from the school;
- Meadow Road is a narrow residential road with on street parking and no turning space, leading straight into the school site. With parking on both sides of the road, the carriageway becomes single track;
- Residents already experience issues with parking and access at peak school times;
- Parents parking on New House Lane obscure visibility for those turning in/out of Meadow Road;
- Concerns are expressed that emergency vehicles would not be able to access Meadow Road at peak school times;
- Pupils walk and cycle in local roads, which is dangerous;
- The school claim that they have a policy to stop parents using Meadow Road for pick-up/drop-off. The school may ask in letters to parents but this is not enforceable on a public road;
- Construction vehicles should not use Meadow Road – an alternative access must be found. Previous use of Meadow Road for construction access resulted in a collapsed gas main and damage to parked cars;
- An alternative permanent entrance to the school should be proposed, via Wrotham Road or the new housing development to the south for example;
- Parking controls should be introduced on Meadow Road; and
- Increased parking should be provided on the school site;

Discussion

Introduction

22. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 19 above. Section 38(6) of the 2004 Planning and Compulsory Purchase Act states that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Therefore, this proposal needs to be considered in the context of Development Plan Policies, Government Guidance, including the National Planning Policy Framework (NPPF) and the Planning for School Development Policy Statement, and other material planning considerations arising from consultation and publicity.
23. In this case the key determining factors, in my view, are the principle of the development and need, access and highway matters, design, massing and siting including landscaping matters, general amenity matters, and the policy support for the development of schools to ensure that there is sufficient provision to meet growing demand, increased choice and raised educational standards, subject to being satisfied on other material considerations.

Principle of the Development/Need

24. As outlined in paragraph 17 of this report, great emphasis is placed within planning policy generally, specifically paragraph 94 of the NPPF, on the need to ensure that a

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sufficient choice of school places is available to meet the needs of existing and new communities. The NPPF states that Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. The NPPF further states that Planning Authorities should give great weight to the need to create, expand or alter schools. The Policy Statement – Planning for Schools Development (15 August 2011) also sets out the Government's commitment to support the development of state funded schools and their delivery through the planning system. There is a presumption in favour of the development of state funded schools expressed in both the NPPF and the Policy Statement – Planning for Schools Development. Further, Gravesham Local Plan Core Strategy (2014) Policy CS10 states that support will be given to proposals that protect, retain or enhance existing physical and social infrastructure, including schools.

25. Kent County Council, as the Strategic Commissioner of Education Provision in the County, is responsible for ensuring that there are sufficient school places of high quality for all learners. As set out in paragraphs 5 & 6 of this report, the Kent County Council (KCC) Commissioning Plan for 2020-2024 states that demand for school places within Gravesham continues to exceed capacity. The primary contributory factor in generating that demand is high birth rates, with Gravesham continuing to have birth rates above the National and Kent averages. However, added to that, planned housing growth will further contribute to the deficiencies in secondary school places. Furthermore, that increased demand is showing no signs of reducing over the forecast period.
26. The Area Education Officer has advised that all secondary schools within the Borough (which have the necessary site capacity) are subject to expansion plans to enable the Education Authority (KCC) to meet the existing and future demand. Without the expansion of St George's as part of that programme, the deficit is unlikely to be fully addressed, which would result in pupils having to travel to schools outside of the district to access a school place. The Education Officer further advises that St George's have agreed to admit a 'bulge' Year 7 class for September 2020 to meet demand, which does not require any additional infrastructure. However, without the accommodation proposed in this application, the school could not accommodate an additional FE intake from September 2021 onwards.
27. Based on the above, in my view, it is evident that there is a clear case of need for additional secondary school places within the Gravesham Borough. The applicant has demonstrated a need for school places which will be outstripped by demand unless additional places are provided. Support for the provision of school places is heavily embedded in the NPPF, the Planning for School Development Policy Statement, and local Planning Policy, and I consider that the need for the development should be given significant weight in this instance. I therefore accept the need for the expansion of St George's CofE School, subject to being satisfied on the relevant material considerations set out below.

Access and Highway Matters

28. As set out in paragraph 21 of this report, the 8 letters of representation received raise objection to this application on the grounds of access and highway matters, specifically concerns regarding additional traffic using Meadow Road (both construction traffic and

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resulting school traffic upon completion), increased parking and congestion on local roads, highway safety and the need for an alternative school access.

29. As set out in paragraph 1 of this report, the school site is accessed via Meadow Road, a residential street off New House Lane, which provides through access to the school site only. Meadow Road is a residential street, with on street parking to both sides of the road, resulting in a single width main carriageway. A second pedestrian access to the school has recently been opened, via the newly completed Primary School site to the south. This application is not proposing any changes to the existing access arrangements to the site, and no additional on-site car parking is proposed. The applicant advises that the 1FE expansion would result in an additional 2 members of staff due to changes in class sizes, and an additional pupil capacity of 150 in years 7 to 11, resulting in an eventual capacity of 1050 pupils (years 7 to 11).
30. This application is accompanied by a Transport Assessment (TA), a TA Technical Note and a School Travel Plan. Before discussing the points of objection raised by local residents it is important to note that Kent County Council Highways and Transportation (H&T) raise no objection to this application, subject to conditions regarding the implementation of the School Travel Plan, the provision of parking restrictions at the Meadow Road/New House Lane junction and parking limitations for vehicles associated with construction (see below for more detail). It should also be noted that the submitted School Travel Plan has been approved by the County Council's School Travel Plan Advisor via the County Council's online Jambusters System.
31. The submitted Transport Assessment states that there are 84 existing car parking spaces on site, comprising formally marked bays and informal areas of hard standing at various locations around the site, and that this operates under capacity at the moment. Although the proposed 1 FE expansion would result in an additional 150 pupils in years 7 to 11, as stated above, the applicant advises that just 2 additional members of staff would be required. The applicant states that currently in years 8 to 11 the school have 8 classes for the 180 (6FE) pupils per year group, which equates to about 22/23 pupils per class. In year 7, there are 7 classes for the 180 pupils. The School propose to keep the same number of classes in years 8 to 11 but to increase class sizes to 26/27 pupils per class to accommodate the additional 30 pupils in each year group. The School would need to add an additional class to year 7 to bring the total number of classes in that year group up to 8 to accord with years 8 to 11. The applicant advises that that extra class would have a requirement for 1 additional teacher only. Further, an additional teacher would be required for years 9 to 11 to cover the GCSE options classes. This would bring the total number of additional staff up to 2. I have sought clarification with regard to support staff and have been advised by the applicant that the School would not need any additional full or part time staff in that regard.
32. Given this information, H&T are satisfied that the additional 2 staff parking spaces required as a direct result of this application could be accommodated within the existing provision onsite as the 84 spaces are currently not all used. Given the assurances provided by the applicant with regard to staff numbers, and the views of H&T, I am satisfied that this application would not result in additional parking pressures on local roads as a result of the increased staff and pupil numbers associated with the expansion.

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33. However, concern has also been raised by local residents regarding the use of Meadow Road and other local roads by school traffic, mainly parents dropping off and picking up pupils at the start and end of the school day. The School states that they do encourage parents not too use Meadow Road for pick-up and drop-off and, given the restrictive nature of the road with regard to limited parking, single track carriageway and lack of turning area, I would consider its appeal to parents to be limited. That being said, some parents do use Meadow Road and other local roads for pick up and drop off, and it is accepted that, at times, that must be a nuisance for local residents and cause congestion and access issues. However, in this instance, we need to assess whether the proposed expansion would exacerbate these existing concerns to a level that would warrant refusal of the application.
34. As noted in paragraph 30 above, this application is accompanied by a Transport Assessment (TA), a TA Technical Note and a School Travel Plan. H&T have assessed the content of these documents and, in addition, have attended a meeting on site with representatives from the School, the applicant's Transport Consultants and Gravesham Borough Council's Highways Development Manager to discuss the concerns that have been raised by local residents and to observe the way the School helps to control vehicle movements in Meadow Road. As a result of that meeting and the opportunity to observe the conditions in Meadow Road at the end of the school day, H&T are satisfied that existing congestion issues in Meadow Road are not significant and that the additional pupil numbers as a result of this application would not significantly exacerbate any existing highway, access and/or parking concerns such that refusing planning permission is justified. Further, H&T consider that the School are also actively managing and monitoring the situation, although it is recognised that if parents are parking legally and safely the school cannot require them to park elsewhere.
35. Local residents have suggested that parking restrictions should be introduced on Meadow Road to prevent parents from parking at peak school times. Having considered this, H&T advise that this is not necessary given the fact that they do not consider the existing and/or proposed access and parking arrangements to be a significant cause of concern. However, the issue of parents parking dangerously, on the corner of Meadow Road/New House Lane has been identified as a potential highway safety concern by local residents. As a result of these concerns, H&T recommend that a condition should be imposed, should permission be granted, which would require the submission of details of parking restrictions at the junction of Meadow Road with New House Lane prior to first occupation of the development. The applicant must thereafter make 'best endeavours' to implement a Traffic Regulation Order (TRO) relating to those parking restrictions, with all costs of the TRO borne by the applicant (the School/KCC Education). Subject to the imposition of this condition, and considering the views of H&T, I am satisfied that parking on the local highway by parents at peak school times would not have an undue impact on highway safety, and that further parking restrictions are not deemed necessary at this time.
36. Meadow Road is the only vehicular access into the school site, and it has been suggested by local residents that an alternative access into the site should be provided. First, it is important to note that the recently completed Primary School to the south of the site does have a pedestrian link into the Secondary School site, which does spread

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pedestrian access and aid in reducing the number of pupils using Meadow Road. There is also a pedestrian link from Wrotham Road to the school access at the south of Meadow Road, again reducing the number of pupils using Meadow Road for access. However, the provision of an alternative vehicular access has been raised with H&T and the applicant and it is considered that, in this instance, as H&T are satisfied with the existing vehicular access arrangements (subject to conditions), that there is no justification or requirement for the applicant to provide an alternative. In addition, such an alternative access would require the addition of a new vehicular access onto Wrotham Road which may not meet with approval from H&T as it is a main route into Gravesend from the A2. In addition, due to level changes a significant amount of earth works would be required, in addition to a loss of mature boundary trees and a loss of land used as playing field. Given that H&T are satisfied with the existing access arrangements at this site, and the subsequent lack of a highways objection to this application, and the other planning issues that an additional access would create, I see no justification to pursue this matter further at this time.

37. Highways and Transportation further note that the submitted School Travel Plan includes travel surveys undertaken in 2019. Those surveys demonstrate that, due to a fairly localised catchment area of the School, together with the introduction of the new walking route from the south via the primary school, that the percentage of pupils arriving (33%) and departing from school (26%) by car is relatively low and this could be improved by the implementation of the School Travel Plan. It should be noted that the submitted School Travel Plan has been approved by the County Council's School Travel Plan Advisor via the Jambusters system. However, should permission be granted, H&T consider that a condition of consent should be imposed requiring the implementation of the submitted School Travel Plan and adherence to the initiatives set out within it, and ongoing updating, monitoring and review. Further, the Travel Plan must be published and updated via the County Council's 'Jambusters' system. I consider that the imposition of this condition would further aid in reducing the number of pupils travelling to school by car by ensuring that the Travel Plan and its targets are regularly reviewed and updated, and by making the Travel Plan available for public viewing resulting in the School having to be accountable to its contents. Therefore, should permission be granted, the above condition should be imposed upon the consent.
38. Lastly, concern has also been raised regarding the suitability of Meadow Road as a construction access. This will be discussed later in this report, although I note that the access has been used for previous construction activities at the site (albeit residents advise that cars and the road were damaged) and that H&T would only agree to Meadow Road being used as a construction access if they were satisfied with the applicants construction proposals. Although a permanent alternative vehicular access into the site is not justified or required as a result of this application, as discussed above, if H&T were not satisfied that Meadow Road could be used safely by vehicles associated with construction activities, an alternative temporary construction access would be required.
39. In summary, H&T, as the Highway Authority, do not consider that the impact of the school expansion is likely to lead to "severe" highway safety or congestion problems, although it is accepted that, as with any school, some local disruption may result but this

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is of short duration and during term time only. In considering the above, and in light of the views of H&T, I consider that subject to the imposition of conditions regarding the implementation of the submitted School Travel Plan and adherence to the initiatives set out within it, and the submission of details of parking restrictions at the junction of Meadow Road with New House Lane prior to first occupation of the development, with the applicant thereafter making 'best endeavours' to implement a Traffic Regulation Order (TRO) relating to those parking restrictions, that overall the development would not have a significantly detrimental impact overall on the local highway network. I therefore see no overriding reason to refuse this application on highway and access grounds.

Design, Massing and Siting including General Amenity Matters, Sustainable Design and Landscaping

40. Whilst the design, massing and siting of the built development as proposed has not met with objection, these matters do require consideration in the determination of this application. The NPPF sets out guidance and objectives for development proposal, and includes a requirement for a high quality design and a good standard of amenity for all existing future occupants of land and buildings. Further, Gravesham Local Plan Core Strategy (2014) Policy CS19 sets out development and design principles, and states that new development must conserve and enhance the character of the local built, historic and natural environment. In my view, the proposed teaching block is proposed in a location that would not impact upon residential amenity due to the degree of separation and the significant level of screening from existing buildings and proposed/existing landscaping. The siting of the accommodation is, in my view, logical and practicable, and I am satisfied that the built development as proposed would not significantly adversely affect local amenity and/or the wider landscape.
41. With regard to the design of the building, the applicant advises that the design has been based on a robust analysis of the character and existing context of the site, including the eclectic mix of existing built form on the school site. The development would result in the demolition of two existing buildings which are of very limited architectural merit and are no longer fit for purpose, hence they are currently not used by the school. As set out in paragraph 9 of this report, Gravesham Borough Council have approved previous applications for the demolition and replacement of these building, so the principle of the replacement of these substandard buildings has been tested through the planning process and accepted. Further, the proposed new building would meet the space requirements of the modern curriculum and would arguably be of greater architectural merit than the buildings being replaced.
42. As set out in paragraph 14 of this report, the external materials proposed include a red brickwork plinth, rainscreen cladding in red and grey, and dark grey powder coated aluminum windows and doors. Although acceptable in principle, in my view, it would be appropriate to seek further and final details of all materials to be used externally pursuant to condition, should permission be granted. Subject to the imposition of that condition, I do not consider that the design of the building would have a significantly detrimental impact upon the appearance or amenity of the locality and, therefore, would be acceptable.

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43. The applicant advises that sustainable design has been integrated into the building concept. As set out in paragraph 16, the applicant advises that the building has been designed to ensure that the building is energy efficient, incorporating an energy efficient building fabric, a natural ventilation system and other passive measures through the architectural design to reduce energy consumption and carbon emissions. Whilst we would normally expect an array of solar panels/PVs on a new building with a flat roof on a school site to help meet the developments sustainability credentials, we have undertaken considerable dialogue with the applicant regarding this matter and they have advised that their inclusion would have 'significant financial implications' and that the building meets its sustainability objectives in terms of the other design features referred to above. Nonetheless, the applicant is now considering the inclusion of some solar panel/PV provision into the project. I am continuing to maintain dialogue with the applicant regarding the potential provision of solar panels/PVs on this site and I will update the Committee further on this matter at the meeting.
44. As set out in paragraph 13 of this report, the proposed development would result in the removal of 21 individual trees and the partial removal of a group of trees (2 out of 6), none of which are identified as being off high amenity value. The application documentation includes detailed landscaping proposals which identify the location for the planting of 34 replacement/additional trees, all of which would be native and/or wildlife attracting, including species to attract bees. Additional details of hard and soft landscaping, such as the inclusion of unmown areas for wildlife habitat, and the surfacing of the proposed playground area following the demolition works, are also provided. Tree protection details are also included within the application documentation. Given the above, I am satisfied that the application documentation includes sufficient information regarding proposed landscaping and also protection of trees to be retained. However, should Members be minded to grant permission, I would recommend that conditions of consent be imposed to ensure that the development is undertaken in accordance with the submitted details, and that any deviation from the approved landscaping specification would require further approval.

Biodiversity

45. With regard to ecology and biodiversity matters, a Preliminary Ecological Appraisal and 'worst case scenario' Bat Mitigation Strategy have been submitted in support of this application. As set out in paragraph 18 of this report, the buildings proposed to be demolished (H and Science 'V' block) have been assessed as having high potential for bats and that at least 3 bat emergence/dawn re-entry surveys would normally be expected to have been carried out on the buildings and a report submitted with the planning application.
46. Although it is recommended that necessary ecological surveys are carried out prior to determination of an application to ensure that the impact of a proposed development on protected species can be fully understood, in this case, the County Council's Biodiversity Officer advised that a worse-case scenario mitigation strategy could be submitted. This was due to the fact that the required bats surveys were not undertaken prior to the submission of the application, and it is now not the appropriate season to undertake such surveys. The worse-case scenario mitigation strategy was therefore required to enable

Proposed new build block to accommodate a 1FE expansion, and demolition of existing buildings at St George's CofE School, Meadow Road, Gravesend – GR/19/951 (KCC/GR/0192/2019)

the applicant to demonstrate that appropriate mitigation could be carried out following the post decision completion of the necessary surveys, should permission be granted.

47. The County Council's Biodiversity Officer consider that the worse-case scenario mitigation strategy does demonstrate that appropriate mitigation could be implemented within the site if planning permission is granted. Therefore, no objection is raised, subject to the submission of a detailed Bat Mitigation Strategy before demolition works commence on the H & Science (V) block.

The Bat Mitigation Strategy must include the following, and be implemented as approved:

- Bat emergence surveys
- Overview of mitigation required
- Detailed methodology to implement mitigation
- Timings of the proposed works (including confirmation from the schools that the timings are acceptable)
- Details of bat roosts to be incorporated into the site if not required for mitigation (in the event that bats are not recorded roosting).

48. In addition, I consider that a further condition of consent should be imposed to ensure that there is no tree removal during the bird breeding season, unless supervised by a suitably qualified ecologist. Subject to the imposition of the conditions outlined above, I am of the view that the development would not have a detrimental impact upon ecology/biodiversity interests

Drainage and Land Contamination

49. The Environment Agency and the County Council's Flood Risk Team (SuDs) both raise no objection to this application subject to the imposition of conditions. The Flood Risk Team consider that the submitted Sustainable Surface Water Drainage Scheme is acceptable and require no further details to be submitted prior to commencement of the development. However, a condition requiring the submission and approval of a Verification Report regarding the approved Sustainable Surface Water Drainage Scheme prior to occupation of the development is required. The Environment Agency also require a condition to control surface water drainage into the ground. Should permission be granted, the conditions as outlined above would be imposed upon the consent to ensure that drainage of the site was both sustainable and effective.

50. With regard to land contamination, the Environment Agency requests a condition be attached to any consent regarding how works should proceed should any contamination be found during construction. Therefore, should permission be granted, a condition would be imposed covering this matter.

Construction Matters

51. Given that there are neighbouring residential properties, if planning permission is granted it would, in my view, be appropriate to impose a condition restricting hours of demolition and construction to protect residential amenity. I recommend that works should be undertaken only between the hours of 0800 and 1800 Monday to Friday and

Proposed new build block to accommodate a 1FE expansion, and demolition of existing buildings at St George's CofE School, Meadow Road, Gravesend – GR/19/951 (KCC/GR/0192/2019)

between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays.

52. The applicant has submitted a Construction Management Strategy for consideration in the determination of this application. H&T have assessed the information included within this strategy, which includes details of site set up and location of the construction compound, details of how construction activities would be managed to avoid peak school times, and tracking information demonstrating that construction vehicles could safely use Meadow Road, amongst other matters. H&T are satisfied with the submitted information and have accepted that Meadow Road could be used safely by vehicles associated with the construction of the development. I am therefore satisfied that, in this instance, further details relating to construction management are not required to be submitted pursuant to condition. However, should permission be granted, I consider that a condition of consent should be imposed requiring the construction of the development to be carried out in strict accordance with the submitted Construction Management Strategy. Further, as recommended by H&T, a further condition should be imposed to ensure that all contractors vehicles and other vehicles associated with the development (construction and demolition) do not park within the school staff car park or in Meadow Road. Subject to the imposition of the conditions outlined above, I am satisfied that the construction of the development would not have a significantly detrimental impact on the local highway network or the amenity of the locality.

Conclusion

53. This application seeks the provision of additional accommodation for secondary education places in the Gravesham area by expanding St George's Church of England School by 1FE. The proposal has given rise to a variety of issues, including the impact of the development on the local highway network, general amenity impact, design and sustainability matters, and the need to ensure that there is a sufficient choice of school places available to meet community needs. In my view, the development would not give rise to any significant material harm and is in accordance with the general aims and objectives of the relevant Development Plan Policies. The development is in accordance with the principles of the National Planning Policy Framework and the Planning Policy Statement for Schools (2011). Subject to the imposition of the conditions outlined throughout this report, I consider that the proposed development would not have a significantly detrimental impact on the local highway network, the amenity of local residents and other material considerations, and would accord with the principles of sustainable development as set out in the NPPF. In addition, support for the provision of school places is heavily embedded within the NPPF, the Planning for Schools Development Policy Statement, and local planning policy, and this development would satisfy a required need for secondary school places in the Gravesham area. Therefore, I recommend that permission be granted subject to appropriate conditions.

Recommendation

54. I RECOMMEND that PERMISSION BE GRANTED, SUBJECT TO the imposition of conditions covering (amongst other matters) the following:
- a 3 year time limit for implementation;

Proposed new build block to accommodate a 1FE expansion, and demolition of existing buildings at St George’s CofE School, Meadow Road, Gravesend – GR/19/951 (KCC/GR/0192/2019)

- the development to be carried out in accordance with the permitted details;
- the submission and approval of all materials to be used externally;
- landscaping scheme, including additional tree planting, soft landscaping, hard surfacing, and ecological enhancements to be provided in accordance with the submitted details unless otherwise agreed;
- tree protection methods, as shown on the submitted drawings, to be adopted to protect trees to be retained;
- the submission of a detailed Bat Mitigation Strategy before demolition works commence on the H & Science (V) block.
- no tree removal during the bird breeding season;
- the implementation of the submitted School Travel Plan and adherence to the initiatives set out within it, and ongoing updating, monitoring and review. The Travel Plan must be published and updated via the County Councils ‘Jambusters’ system;
- the submission of details of parking restrictions at the junction of Meadow Road with New House Lane for the written approval of the County Planning Authority prior to first occupation of the development. The applicant must thereafter make ‘best endeavours’ to implement a Traffic Regulation Order (TRO) relating to those parking restrictions, with all cost of the TRO borne by the applicant;
- the submission and approval of a Verification Report regarding the approved Sustainable Surface Water Drainage Scheme prior to occupation of the development;
- no infiltration of surface water drainage into the ground other than with the approval of the County Planning Authority;
- measures to control development should land contamination be identified;
- hours of working during construction and demolition to be restricted to between 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays;
- the construction of the development to be carried out in strict accordance with the submitted Construction Management Strategy;
- all contractors vehicles and other vehicles associated with the development (construction and demolition) must not park within the school staff car park or in Meadow Road.

55. I FURTHER RECOMMEND THAT the applicant BE ADVISED of the following informatives:

- The applicant’s attention is drawn to the letter from Highways and Transportation in which it is noted that it is the responsibility of the applicant to ensure that all necessary highway approvals and consents where required are obtained, including a Traffic Regulation Order.
- The applicant’s attention is drawn to the letter from the Environment Agency in which advice is provided with regard to the disposal of waste material;

Case officer – Mary Green	03000 413379
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Background documents - See section heading
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E1 COUNTY MATTER APPLICATIONS AND DETAILS PURSUANT PERMITTED/APPROVED/REFUSED UNDER DELEGATED POWERS - MEMBERS' INFORMATION

Since the last meeting of the Committee, the following matters have been determined by me under delegated powers:-

Background Documents - The deposited documents.

- | | |
|---------------|---|
| DO/19/1102/R3 | Details of an Updated Construction Management Plan pursuant to Condition 3 of planning permission DO/19/1102.
Land to the rear of 'The Crescent', Snowdown, Dover, Kent CT15 4JP
Decision: Approved |
| FH/19/860 | Full planning permission for the construction and operation of a waste collection point.
Land to the east of Dungeness Road, Dungeness, Romney Marsh, Kent
Decision: Permitted |
| TM/19/2091 | The construction and operation of a Manufactured Aggregates Facility including associated hardstanding and external plant.
Hermitage Quarry, Hermitage Lane, Maidstone, Kent ME16 9NT
Decision: Permitted |

**E2 COUNTY COUNCIL DEVELOPMENT APPLICATIONS AND DETAILS
PURSUANT PERMITTED/APPROVED UNDER DELEGATED POWERS
MEMBERS' INFORMATION**

Since the last meeting of the Committee, the following matters have been determined by me under delegated powers:-

Background Documents – The deposited documents.

- AS/19/705/R19 Details of a specification and timetable for a phased programme of archaeological work pursuant to Condition 19 of planning permission AS/19/705.
Parcel PS1 to the south of Mock Lane on the Chilmington Green development in Ashford
Decision: Approved
- CA/19/2221 Proposed expansion to Water Meadows Primary School involving;
a) Erection of a free standing 2 storey classroom block with associated hard standing and canopy
b) Provision of 4no. additional car parking spaces
c) Internal alterations to the existing school to increase hall provision, improve circulation and upgrade windows/doors.
Water Meadows Primary School, Shaftesbury Road, Hersden, Canterbury, Kent CT3 4HS
Decision: Permitted
- DO/17/1057/RA Non-Material Amendment to planning application DO/17/1057 for the reconfiguration of the approved perforated polyester powder coated steel screens.
Land on the South East Side of Archers Court Road, Whitfield, Kent, CT16 3HU
Decision: Approved
- MA/18/504729/R11 Details of the location and completion of bat boxes, bird boxes and sparrow terrace pursuant to Condition 11 of planning permission MA/18/504729.
Lenham School (formally Swadelands School), Ham Lane, Lenham, Maidstone, Kent ME17 2LL
Decision: Approved
- SE/18/1521/R21 Details of external site/security lighting pursuant to Condition 21 of planning permission SE/18/1521.
Seal C Of E Primary School, Zambra Way, Seal, Sevenoaks, Kent TN15 0DJ
Decision: Approved
- TW/19/239/R5 Details of a scheme of landscaping and tree planting pursuant to Condition 5 of planning permission TW/19/239.
Bennett Memorial Diocesan School, Culverden Down, Tunbridge Wells, Kent TN4 9SH
Decision: Approved

E3 TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – SCREENING OPINIONS ADOPTED UNDER DELEGATED POWERS

Background Documents –

- *The deposited documents.*
 - *Town and Country Planning (Environmental Impact Assessment) Regulations 2017.*
 - *The Government’s Online Planning Practice Guidance-Environmental Impact Assessment/Screening Schedule 2 Projects*
- (a) Since the last meeting of the Committee the following screening opinions have been adopted under delegated powers that the proposed development does not constitute EIA development and the development proposal does not need to be accompanied by an Environmental Statement:-
- None
- (b) Since the last meeting of the Committee the following screening opinions have been adopted under delegated powers that the proposed development does constitute EIA development and the development proposal does need to be accompanied by an Environmental Statement:-
- None

E4 TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – SCOPING OPINIONS ADOPTED UNDER DELEGATED POWERS

- (b) Since the last meeting of the Committee the following scoping opinions have been adopted under delegated powers.

Background Documents -

- *The deposited documents.*
- *Town and Country Planning (Environmental Impact Assessment) Regulations 2017.*
- *The Government’s Online Planning Practice Guidance-Environmental Impact Assessment/Preparing an Environmental Statement*

None

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SECTION F KCC RESPONSE TO CONSULTATION

Background Documents - the deposited documents; views and representations received as referred to in the reports and included in the development proposals dossier for each case; and other documents as might be additionally indicated.

KCC Response to Consultations

Reports to Planning Applications Committee on 4 March 2020.

These reports set out KCC's responses to consultations.

Recommendation: To note the reports

Unrestricted

1. Introduction and Supporting Documents.

The County Council has commented on the following planning matters. A copy of the response is set out in the papers. These planning matters are for the relevant District/Borough or City Council to determine.

F1 CA/19/00557/OUT Location - Land south of Osborne Gardens, Herne Bay Proposal - Outline application for proposed residential development for up to 180 dwellings with site access, open space and associated infrastructure following demolition of 2 no. dwellings

County Council's response to Swale Borough Council on the above

F2 SW/18/502190/EIHYB Location - Land North Quinton Road, Sittingbourne, Kent ME10 2SX Proposal - Full Planning Application - Phase 1 North – Erection of 91 dwellings accessed from Grovehurst Road, public open and amenity space (including an equipped children's play area) together with associated landscaping and ecological enhancement works, acoustic barrier to the A249, internal access roads, footpaths, cycleways and parking, drainage (including infiltration basins and tanked permeable paving), utilities and service infrastructure works. Full Planning Application - Phase 1 South - Erection of 252 dwellings (including 34 affordable dwellings) accessed from Quinton Road, public open and amenity space, together with associated landscaping and ecological enhancement works, internal access roads, footpaths, cycleways and parking, drainage (including infiltration swales, ring soakaways, and permeable paving), utilities and service infrastructure works. Outline Planning Application - for up to 857 new dwellings (including 10% affordable housing, subject to viability), a site of approximately 10 ha for a secondary and primary school, a mixed-use local centre, including land for provision of a convenience store, public open and amenity space (including equipped children's play areas), together with associated landscaping and

ecological enhancement works, acoustic barrier to the A249, internal access roads, footpaths, cycleways and parking, drainage (including a foul water pumping station and sustainable drainage systems), utilities and service infrastructure. All matters reserved, except for access for the school's site from Grovehurst Road

County Council's response to Swale Borough Council on the above.

F3 Tonbridge and Malling Borough Council - Local Plan Post Submission Consultation

County Council's response to Tonbridge and Malling Borough Council on the above

F4 Thanet District Council Local Plan Main Modifications

County Council's response to Thanet District Council on the above

Background documents; As set out in the reports.



Canterbury City Council

Highways and Transportation

Ashford Highway Depot

4 Javelin Way

Ashford

TN24 8AD

Tel: 03000 418181

Date: 11 February 2020

Application - CA/19/00557/OUT

Location - Land south of Osborne Gardens, Herne Bay

Proposal - Outline application for proposed residential development for up to 180 dwellings with site access, open space and associated infrastructure following demolition of 2 no. dwellings.

Thank you for your further consultation to the Highway Authority on the above application for which we have the following observations and comments on the submitted Technical Note on transport.

Development proposals

Parking

The applicant has acknowledged that there will be a need for further parking provision however has not provided any useful indication as to what the provision will be other than to meet the KCC standards within IGN3. It is recommended that the applicant submits a propose parking strategy for clarity. Understanding that this is an outline application, should the applicant not provide this then a tightly worded condition would be required.

The applicant has not confirmed their proposals for EV charging. A further condition will therefore be required to ensure that all on plot parking is provided with external sockets available for EV charging, along with 10% of any parking associated with flats to have active EV charging points.

Refuse Servicing

A condition will be required to submit a refuse strategy drawing demonstrating vehicle tracking for an 11.4m refuse vehicle including demonstration of maximum carrying distances of 55m compliant to the Planning Authorities policy. Any drawing submitted for reserved matters should demonstrate the collection points.

HGV Construction Traffic Routing

Demonstration of 12m rigid delivery lorry movements has now been provided along with a detailed assessment of suggested alternative solutions. It is also recognised that a further vehicle parking study was completed in December 2019 to assess the likely demand accessibility of the approach roads. This was completed between 14:00 and 15:00 and has been compared to the earlier study for Terminus Road. It is however incorrect to approximate the levels of parking one road to that of another. There could be a number of variables to a road layout such as the availability of off-street parking, proximity and accessibility to differing

shops or services that vary the peak demand times. The note submitted suggests that peak levels of parking recorded for Osborne Gardens would not exceed 28 at a time of 15:30. Having inspected the site on the 5th February I observed 34 vehicles parked at 10:00. Using the applicants estimation formula on the difference between my observed 34 and the applicants estimated 16 parked vehicles at 10:00am would result in 59 vehicles being parked in the applicants suggested 15:30 peak. The applicant has also assumed onsite provision being 170 spaces. Using only one side of the road this would require a maximum length of 1020 metres of road to be available on one side with the road itself measuring approximately 710m in length. On the basis of my own observations I would consider that parking at its peak would be nearing capacity.

Construction routing

Option 1. The submitted transport note acknowledges that there is insufficient road width for construction vehicles to egress from Osborne gardens, Eastern end, as originally proposed and subsequently discounted.

Option 2. The right turn manoeuvre into Osborne Gardens is extremely tight and would require full width of the road. In addition, there is limited forward visibility and a potential safety concern for slow moving right turning vehicles. TRO's would be necessary throughout Osborne Gardens that would require ongoing inspection and potential enforcement.

Option 3. As above this route would require TRO's to be in place for Osborne Gardens but also the narrow roads to the East through Reculver. The egress movement from Osborne Gardens also demonstrates a striking of the protective bollards on the Northern pavement.

Option 4. The proposed access through Puffin Road would utilise narrower streets unsuitable for the volume of construction traffic necessary for this development. The volume of construction traffic for the proposed development is incomparable to the approved 40 home extension of the existing settlement.

Option 5. The proposed route through the allocated site to the East is considered to be the most safe and appropriate that can be reasonably achieved. The applicant previously had ownership of the land over which the route would follow and therefore has had every ability to secure it. The route avoids the areas of safety and amenity concern and as such is the required construction routing of the Highway Authority.

In conclusion the Highway Authority remains of the opinion that routing construction traffic through the residential streets to the North of the site cannot be satisfactorily achieved and would cause unnecessary and avoidable harmful impact to highway safety and amenity. The site forms part of the wider allocation and construction traffic can be accommodated through the wider allocation land with direct links to the strategic network. Any other alternatives would clearly cause unnecessary and avoidable negative impact and must therefore be discounted. Construction traffic must therefore come through the allocated and to the East as envisaged when the site was allocated.

Further consideration has been given in respect of providing clarity on the anticipated trigger at which construction access through the Taylor Wimpey site should be available. It is considered that a trigger should be set for construction access to be available to this applicant prior to the completion of the first phase (194) dwellings or opening of the school, whichever is the sooner. This will therefore enable construction access to be sooner than previously proposed and provides a further certainty as to the timescale expected.

Mickleburgh Hill/Reculver Road Junction- The applicant has responded positively by including the zebra crossing as requested. The junction improvements will be required by condition as a Section 278 scheme.

Reculver Road – The applicant has presented a scheme to reduce the speeds through Beltinge High Street and improve the pedestrian environment and permeability through the locality. Drawings S451-PL-SK-009 to 020 are generally agreed however it is considered that area to the South of Maritime Avenue would not meet the current criteria for a 20 MPH zone. It is therefore recommended that drawings SK-017 to 20 be amended to remove the 20MPH infrastructure and that drawing 17 includes the provision of the 20MPH gateway in close proximity to Maritime Avenue. Details of the proposed gateway feature will need to be approved. Following those suggested amendments to the drawings we will require a Stage 1 Road Safety Audit to be completed for the scheme prior to us making final comments. The scheme will be expected to be delivered by condition through a Section 278 agreement and prior to any occupation.

Reculver Road/Sea View Road junction – The applicant has proposed that a mini roundabout be installed at this location and it is agreed that this would offer an improvement to the current layout. As above a Stage 1 Road Safety Audit will be required at this stage and to be delivered through a Section 278 agreement.

Junctions of Reculver Road/Sea View, King Edward Avenue/Mickleburgh Hill and Reculver Road/Blacksole Bridge capacity assessments – Further information regarding the capacity assessments for these junctions as been submitted and reviewed. Following review, it is agreed that no further testing is required on the existing layouts.

Walking and Cycling

The proposed 20MPH scheme largely addresses the concerns raised leaving one issue remaining. A further crossing is necessary to complete the pedestrian link on the South side of Blacksole bridge. A pavement extension of approximately 10 metres is required on the East side of the Margate Road to avoid pedestrians having to walk in the road in an area where this development will substantially increase the vehicular traffic flows. A drawing of the scheme will need to be included within the application with the improvements made prior to the access road to Osborne Gardens being opened.

Terminus Drive

Having reviewed the comments and drawings provided, it is agreed that the closing of Terminus Road to the North is difficult to achieve due to an inability to provide a turning head. The suggested one-way South Bound only movements could be considered as an alternative however is likely to increase speeds through the route. The intention of stopping up of the road is to deter additional traffic associated with the application from using Terminus Road due to restricted visibility at its Northern end. It is considered that a turning head could be provided South of Holmscroft Road on Terminus Road and that this would address the concern. A drawing is therefore requested that demonstrates that approach.

Concluding Summary

The Highway Authority retains a **holding objection** on the application subject to further information being provided. On receipt of the above requested information, we would be hopeful of being in a position to issue our final response detailing the required outline conditions and Section 106 contributions.

Resolution for this applications contribution towards the Herne Relief Road must also be secured prior to determination. This is again not mentioned in the application submission.

Taylor Wimpey have been requested to make payment of the full allocation requirement for contributions on the understanding that payments will be equalised through private negotiations. Unless we receive assurance that this application has appropriately contributed to the Herne Relief Road, at the appropriate time, then this application should be deemed non-compliant with site policy SP3.

Yours faithfully

Colin Finch

Principal Transport & Development Planner



Swale Borough Council

Highways and Transportation

Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD

Tel: 03000 418181

Date: 30 January 2020

Application - SW/18/502190/EIHYB

Location - Land North Quinton Road, Sittingbourne, Kent ME10 2SX

Proposal - Full Planning Application - Phase 1 North - Erection of 91 dwellings accessed from Grovehurst Road, public open and amenity space (including an equipped children's play area) together with associated landscaping and ecological enhancement works, acoustic barrier to the A249, internal access roads, footpaths, cycleways and parking, drainage (including infiltration basins and tanked permeable paving), utilities and service infrastructure works. Full Planning Application - Phase 1 South - Erection of 252 dwellings (including 34 affordable dwellings) accessed from Quinton Road, public open and amenity space, together with associated landscaping and ecological enhancement works, internal access roads, footpaths, cycleways and parking, drainage (including infiltration swales, ring soakaways, and permeable paving), utilities and service infrastructure works. Outline Planning Application - for up to 857 new dwellings (including 10% affordable housing, subject to viability), a site of approximately 10 ha for a secondary and primary school, a mixed use local centre, including land for provision of a convenience store, public open and amenity space (including equipped children's play areas), together with associated landscaping and ecological enhancement works, acoustic barrier to the A249, internal access roads, footpaths, cycleways and parking, drainage (including a foul water pumping station and sustainable drainage systems), utilities and service infrastructure. All matters reserved, except for access for the schools site from Grovehurst Road.

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters :-

Development proposals

Parking

Single, twin and triple car port plans and elevations has been amended and are now agreed as suitable. These all include 2.9m entry width and sufficient length. A condition will be required to ensure that car ports cannot be adapted and retained for vehicle parking only.

The resubmitted RSA drawings demonstrate a slight increase of vehicular parking bays and all visitor bays have now been marked. Both the Northern and Southern parcels include a number of properties with tandem parking bays located along the spine road. The recommendation

previously made, that the spurs currently demonstrated on the spine road driveways are extended to be sufficient to accommodate 1 vehicle has not been addressed. The areas of tandem parking on the spine road therefore remain likely to cause concerns of highway safety and as such must be amended accordingly.

All on-street parking bays now include tapered entry and exits to ensure accessibility.

Access to Medical Centre

Our understanding is that the application currently includes an arrangement as detailed in drawing 27239_5504_003 REV E. A stage 1 road safety audit will be required should this remain the proposal. Confirmation is requested as to which proposal is being made for this junction as the updated master plan would appear to indicate that access to the schools is no longer being proposed through this junction. Should this be the case then updated traffic flow diagrams will need to be submitted for the horizon year of 2031 with and without the development. Further to that, capacity assessments will need to be resubmitted for the following junctions;

- Sonora Way/Quinton Road.
- Proposed Quinton Road site access.
- Vicarage Road shuttle lights
- Grovehurst Road northern access.

Grovehurst Road Site Access

The access drawing D118/12 Rev C is largely agreed. A Stage 1 Road Safety Audit will be required for our final assessment. The access and toucan crossing will be required prior to any occupation for which a section 278 agreement will be necessary.

Quinton Road Site Access

The continuity of the 3m shared facility is now included in the hard landscaping plans and layout plans. Our understanding is that the latest drawing for this junction arrangement is demonstrated on drawing 27239_5504_021 REV F. A Stage 1 Road Safety Audit will be required for our final assessment on this arrangement. For the avoidance of doubt, the crossing shown by the shuttle working traffic lights will need to be a signal controlled facility for pedestrians and cyclists. The access will be required prior to any occupation for which a section 278 agreement will be necessary.

Bramblefield Lane Crossing

The Northern Access RSA drawing now clearly shows that the 3m shared cycling facility connects Bramblefield Lane and on to the proposed school on the Eastern side of the spine road. This is welcomed and agreed.

Lighting

It is noted that street lighting is only proposed for the adoptable spine road. Whilst the Highway Authority has limited influence on privately adoptable areas it should be made clear that as proposed, these areas would be unlit.

In respect of the Spine Road itself a further combined and accurate plan demonstrating the soft landscaping and street lighting will be required so as to assess the achievable luminance. Our lighting engineers have recommended that the lighting may be required to be of M/C class

rather than the proposed P class due to the volumes and use expected. Drawing ASD-SE-SL-2019-041-01 Rev 0 shows the road tying in with Grovehurst Road roundabout. The approach will need to be illuminated in line with the Institute of Lighting Professionals conflict area guidance (ILP PLG02). Confirmation that columns are to be at the back of the footpath, or if not possible, a minimum of 800 mm from the face of the kerb to the leading edge of the column.

Section 38 adoptions plans

Drawing 10298/1131 Rev P1 – NW Sittingbourne Phase 1 (South)

- All proposed adoptable gullies and leads to be within proposed highway area. Any that has to be outside the highway area will need appropriate future maintenance easements with landowner.
- The proposed table indicated on Spine Road between plots 147 and 182 should be extended to ramp position as per the previous table.
- Visibility splays will need to be demonstrated on the junctions to the spine road with assumptions for a 30MPH max speed.

Drawing 10298/1132 Rev P1 – NW Sittingbourne Phase 1 (North)

- Speed reducing features will need to be considered for the straight sections of the road. The proposed narrowed sections are not accepted and should be replaced with raised table entrances at both end of Street 1.
- Clarification needed on proposed ownership/maintenance of swale areas/connection leads.
- All proposed adoptable gullies and leads to be within proposed highway area. Any that has to be outside the highway area will need appropriate future maintenance easements with landowner.
- Visibility splays will need to be demonstrated on the junctions to the spine roads with assumptions for a 30MPH max speed.

Further section 38 plans will be required that address the above points.

Refuse

Refuse tracking has been prepared for an 11.4 refuse wagon as requested.

For plan 10298/1952 Rev P2 showing the Northern element the following comments are made;

- Tracked vehicle requires use of a parking bay which may not be available to access the street.
- Left turn movement between street 2 and street 1 and vice versa needs to be demonstrated.

For plan 10298/1951 Rev P2 showing the Southern element, the following movements need to be demonstrated;

- Left turn movement from Street 6 to the Spine Road.

- Left turn from the Spine Road to Street 2 and vice versa.
- Left turn from Street 2 to Street 1 and vice versa.
- Left turn to Street 3 and the spine road and vice versa.
- Left in to Street 7 from Spine Road.
- Left turn onto Street 4 from the Spine Road.
- Left turn in to Street 5 from Street 6 and vice versa.
- Left turn from street 7 to street 6 and vice versa.
- Left turn in to Street 8 from the Spine road and vice versa.

Walking and Cycling

The proposals demonstrated on the walking and cycling plan submitted on the 18th September are generally accepted. Detailed drawings however will need to be submitted for the various interventions proposed. Reference numbers will also be required on the drawings for the purposes of preparing conditions. The provisions will be required to be delivered by the developer through a section 278 agreement. The recommended triggers are as follows; That all works to the route between Quinton Road to Sittingbourne Town Centre be provided prior to the 50th occupation so as to encourage modal shift from the outset. That the section from Bramblefield Lane to Quinton Road be open and available from the opening of the Secondary School or occupation of the 250th dwelling, whichever is the sooner.

Spine Road, Bus and Rail

It has been confirmed that the site will be served by a regular 334 service and the site will need to include two pairs of stops along the internal spine road. A contribution is also being made to provide vouchers to homeowners to the amount of £350 to be used for either rail or bus travel.

The Spine Road should be made open and available for public use to a standard agreeable to the Highway Authority between the Grovehurst Road entrance to the proposed school entrance prior to either school opening or the 100th occupation. Construction access for the school land should be made available in accordance with requests from our education colleagues.

Details of the Spine Road between the Phase 1 North and Phase 1 South should be submitted to the Highway Authority for approval by way of a Reserved Matters application prior to the occupation of the 400th dwelling. The Spine Road shall be open and available for public use and to a standard as agreed by the Highway Authority by occupation of the 780th dwelling.

A temporary pedestrian/cycle link between the Phase 1 South site and the school site entrance will need to be made available prior to the opening of either school.

The Kemsley Halt pedestrian cycle link as demonstrated in drawing 2535-SK-15 Rev P2, (subject to clarification), is largely agreed although it is considered that further overlooking should be provided by way of relocating/redesigning of the attenuation pond to the South of the school land. The link will need to be implemented prior to the opening of the school or 200th occupation, whichever is the sooner.

A contribution of £63,347 is requested on the basis of costs received from the rail operators to improve the facilities at the station as required by policy. It is recommended that payment is made on occupation of the 100th dwelling.

Grovehurst/A249 junction

Details on our requirements for this junction will be made shortly.

Bobbing/A249 junction

Subject to the agreement of Highways England, the scheme demonstrated on drawing 27239_5504_029 is generally agreed and should be provided by the applicant through a Section 278 scheme. Subject to capacity testing it is indicatively recommended that the scheme should be implemented prior to the occupation of the 450th dwelling. A capacity assessment for the junction's performance on occupation of 450 dwellings is requested.

Concluding summary

On submission of the above requested details it is hoped that the Highway Authority will be in a position to submit its final response detailing the necessary conditions and 106 contributions.

Yours faithfully

Colin Finch

Principal Transport & Development Planner

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Growth, Environment & Transport

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BY EMAIL ONLY

20 December 2019

Dear Ian,

Re: Tonbridge and Malling Borough Council - Local Plan Post Submission Consultation

Thank you for inviting Kent County Council (KCC) to comment on the Tonbridge and Malling Borough Council Local Plan Post Submission Consultation.

The County Council notes that the purpose of this consultation relates to the additional material published since the Plan was submitted to the Secretary of State on 23rd January 2019, in respect of soundness, legal compliance and the Duty to Cooperate.

The County Council has reviewed the relevant consultation documents and commented below. For clarification, this letter does not repeat comments made within the County Council's Regulation 19 consultation response (dated 10 November 2018).

Landscape and Visual Impact Appraisal (ED3/ED3A-E)

The Public Rights of Way (PRoW) network is a valuable asset to Kent, providing significant opportunity for outdoor recreation and active travel as well as other economic and quality of life benefits for communities. As such, the County Council welcomes the inclusion of reference to the PRoW network and the recognition that assessment is required on the impact of development on the network.

Any new development in the borough should take into account the wide ranging potential effects on the PRoW network and its users (including air quality, drainage, gradient, noise and visual impact). Through appropriate planning and mitigation, any negative impacts on the PRoW network can be identified and addressed.

Supporting Maps and Plans – Annotated Ordnance Survey (ED3A)

The County Council welcomes the inclusion of the clearly identified PRow network on the maps, and would recommend that consideration is also given to the Definitive Map 2013 to show the exact alignment of PRow routes in the borough.

A20 Corridor (ED4)

The County Council would like to ensure the Borough Council has consideration that development of the PRow network can further reduce car travel use, encourage low carbon active travel and provide opportunities for recreation and commuting.

Habitats Regulation Assessment Revision C (ED6)

Chapter 4 – Pathways of Impact – Disturbance (4.3)

Any increased use of the PRow network resulting from development should be assessed and mitigated. The County Council would request that reference is made to the Kent Rights of Way Improvement Plan¹ (ROWIP) and the Kent Design Guide when considering improvements to the PRow network, which will also help ensure that it remains safe, attractive to users and well managed. The County Council would welcome engagement with the Borough Council to ensure the benefits of the PRow network are considered early in the development process.

Chapter 7 - Appropriate Assessment (7.2)

The Borough Council should seek to ensure that local green spaces remain accessible and well used. Developer contribution funding and proposed mitigation will be important in ensuring that necessary improvements and appropriate management regimes are in place.

Sustainability Appraisal (ED13)

The County Council welcomes the inclusion of walking and cycling as viable and attractive alternatives modes of travel, offering opportunities for low carbon recreational activity and active travel. Active travel patterns and the encouragement of modal shift should be a focus of sustainable development, with improvements to the PRow network further boosting the potential of sustainable links to community facilities.

Regulation 19 stage: main issues and the Council's responses (ED25)

Highways and Transportation

The comments raised by the County Council as Local Highway Authority in its response to the Regulation 19 consultation remain valid. The County Council will continue to positively engage with the Borough Council as this Local Plan progresses through examination.

Heritage Conservation

The County Council provided considerable commentary in response to the Regulation 19 consultation in respect of heritage conservation matters. The Borough Council's response to the County Council's Regulation 19 response does not take full account of the matters raised

¹ https://www.kent.gov.uk/_data/assets/pdf_file/0005/90491/Rights-of-Way-Improvement-Plan-2018-2028.pdf

and the Local Plan does not contain a strategy for the historic environment. Therefore, the heritage conservation matters raised in the County Council’s Regulation 19 consultation response remain valid.

The County Council would recommend that the Borough Council continues to engage with KCC’s Heritage Conservation Service on heritage conservation matters to ensure they are appropriately considered within the Local Plan.

Waste Management

The County Council as Waste Disposal Authority welcomes the recognition of the likely increases in demand on the waste network generated by development in the Borough. The County Council would like to continue to engage with the Borough Council on waste management matters.

Proposed Changes to the Proposals Map (updated OS base map) Vol 1 (28.6.19) (ED22A)

The County Council as Minerals and Waste Planning Authority seeks to ensure that any minerals and waste planning considerations are addressed in the Local Plan. It is noted that reference is made to the Kent Minerals and Waste Local Plan Mineral Safeguarding Area Maps within the Proposed Changes to the Proposals Map.

The proposed allocated strategic site, Borough Green Gardens, affects a number of safeguarded mineral and waste capacity resources in the County. These are particularly important in strategic planning terms and are crucial in maintaining the aggregate landbank required by the National Planning Policy Framework (NPPF) and the Kent Mineral and Waste Local Plan. The emerging allocation also affects important silica sand resources which are of national significance. Therefore, the County Council’s comments on the Regulation 19 consultation remain valid.

The County Council would welcome further engagement with the Borough Council to ensure respective positions regarding safeguarded minerals as well as minerals and waste facilities matters are adequately taken account of in the Local Plan.

The County Council recognises the role and importance of the emerging Local Plan in guiding and managing sustainable development in the borough up to 2031. The County Council will continue to work closely with the Borough Council to ensure the delivery of new housing, employment and required infrastructure and services across the Plan period.

If you require any further information or clarification on any matter, please do not hesitate to contact me.

Yours sincerely,



Barbara Cooper
Corporate Director – Growth, Environment and Transport

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Growth, Environment & Transport

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BY EMAIL ONLY

27 January 2020

Dear Adrian,

Re: Thanet District Council Local Plan Main Modifications

Thank you for inviting Kent County Council (KCC) to comment on the Main Modifications to the Draft Local Plan to 2031.

There has been a constructive dialogue between officers of both councils in preparing the Local Plan and throughout the Examination in Public to ensure that appropriate consideration has been given to strategic issues, whilst ensuring growth can be achieved sustainably. KCC looks forward to continued working with Thanet District Council during the remainder of the Local Plan process and post-adoption to ensure that the necessary infrastructure is delivered alongside housing and economic growth.

The County Council has reviewed the consultation documents and provides technical comments to relevant policies in the appended schedule (appendix 1).

If you require any further information or clarification on any matter raised in this letter, please do not hesitate to contact me.

Yours sincerely

Barbara Cooper
Corporate Director of Growth, Environment and Transport

Encs:

- **Appendix 1:** KCC's technical response to the Thanet Local Plan Main Modifications

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